

CLASSIC, VINTAGE AND VETERAN MOTORING FOR 70 YEARS

Beaded Wheels

No. 342 October/November 2016

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$6.95



CLASSIC TRIUMPH HERALD

MUD PLUGGING IN MARLBOROUGH

ARIEL ARROW



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



Norm Sisson has supplied these photographs and accompanying notes of early Papatoetoe.

Top left: The Butler family moved to Papatoetoe in 1918. In 1922 Michael Pierce (Percy) Butler opened Butler's Garage in front of his large homestead on Great South Road. This was in the early days of motoring when benzine was sold in cases. When the first petrol pumps were introduced they were hand operated. For 37 years Percy's wife Bessie served petrol, offered advice and friendship and became a well-known figure. Many customers came distances for petrol, eggs and a chat. The first Catholic mass in Papatoetoe was offered in Bessie's house in 1921 and mass continued to be celebrated there until a church was built. Bessie tended the pumps for more than ten years after Percy's death until she died in 1959.

Bessie and Percy's eldest daughter Beatrice Ena (Ena) married Vivian Alphonso Watkins on Boxing Day 1931. They bought the section at 238 Great South Road next to Butler's Garage and raised their two sons Clive and Tony there. Clive continues to live there, it being the last private house at Hunters Corner.

Top right: When the first motor-bus service between Auckland and Papatoetoe began in the 1920s the service terminated at the Hunters' house. The buses were stored in Bert Moe's garage next door, and the bus company advertised Hunters as the terminal giving Mrs Hunter's phone number (the single digit 7)

for inquiries. The name Hunters Corner remains to this day, originating from this being the bus terminal.

Above: In 1912 James and Elizabeth Hunter, from Glasgow, Scotland, built a house on the Great South Road opposite East Tamaki Road. The Hunters opened their plumbing and drapery business the same year. Mrs Hunter also sold sweets, the nearest competition being Miss Ellis in Queen Street. The tearooms opened later.

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

Please note this information changes annually - these details are valid until October 2017.

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
C/- 64 Mangakaretu 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
manawatui@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

Please note this information changes annually - these details are valid until October 2017.

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/- G. Beaumont, Tuapeka
Mouth, RD 4, Balcultha 9274
southotago@vcc.org.nz

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

TARANAKI
C/- 297 Huatoki st,
New Plymouth 4310
taranaki@vcc.org.nz

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

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

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

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

WAIKATO
C/- Embroidere, 23E William
Pickering Drive, Rosedale,
Auckland 0632
waimata@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. 342

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 December/January Issue

Editorial Copy 24 October 2016
Advertisements 11 November 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 dolorest
officiatem int ut pro quis solores derupta
tectoempore laut faccum et doluptatem fuga.
Mi, quisca perspicietur eatur, que volest, sequi
rera consed modiorporio volum ut que

Beaded Wheels

Issue 342 October/November 2016



Banks Peninsula Branch are back at it
again ... for the in depth story on this
year's Balcairn Trial see page 28.



Beaded Wheels Brass Notes columnist,
Diane Ross, was a deserving winner at
this year's AGM. See page 22.



Three beauties, Wairarapa Branch sure
knows how to get a crowd, see page 60.



FEATURES

- 12 Velosolex to the Fore
- 14 Straight as an Arrow
- 18 A Triumph of Endurance
- 20 Behind the Badge
- 26 VCCNZ National AGM
- 27 Goddard Trophy
- 28 A Study in Concentration...
Banks Peninsula Branch Balcairn Trial
- 31 Dare to do Something Different
- 32 Cust's First Fire Engine
- 35 Rally Snippets
Waitemata – R'Oil Can
Canterbury – Diamond Jubilee Night Trial
Marlborough – Mudplug

COLUMNS

- 4 President's Message
- 4 As We See It
- 5 VCC Events
- 6 National Office News
- 7 Mailbag
- 10 Timelines
- 11 Soapbox
- 37 Mutterings of a Mature Motorcyclist
- 38 Brass Notes
- 40 50 Year Awards
- 41 Marketplace
- 47 Swap Meets & Rallies
- 51 Idle Torque
- 62 Passing Lane

COVER

Steve Firth puts this tidy Triumph Herald through its paces. See page
18. Photo: Cat Hulse.



president's message

I have to admit that I was apprehensive about the Annual General Meeting held in Rotorua in August as I knew we had a difficult topic to tackle which had the potential for heated discussions which could take over the whole weekend. However this was not the case. The meeting was very full-on covering a wide range of topics and I came away rejuvenated and ready to face the challenges for the coming year.

The loss by the International Festival of Historic Motoring was discussed and I fully briefed the members who attended. I advised that the Management Committee has commissioned Murray Trounson to prepare an overview of the rally and to get an accurate assessment of the areas where the blowout occurred. Murray is a club member, a chartered accountant, lives in Christchurch and was the treasurer of the 1996 Anniversary Rally. This review should be available within the next month.

The Management Committee and National Office have also taken on the job of selling the balance of the merchandise from the rally. As part of that, we will have a stall at the Christchurch swap meet. Members of the Management Committee will be mainly manning the stall so if you are at the swap meet, please pop in and say hello and, of course, buy some merchandise.

Also at the AGM it was agreed that a subcommittee be set up to investigate future international rallies (after 2021) considering such issues as how big, how often and should the format be changed. The sub-committee will report back to the AGM next year.

As you know, this year our Club has been in existence for 70 years. That means that Andrew Anderson, our Founder Member, has been a member for 70 years. I was honoured to present him with his 70 years membership certificate. I was also very pleased to present Diane Ross with the John L Goddard Trophy. Diane is a most worthy recipient and embodies the criteria set-up for the award.

One of the notes I made to myself during the Annual General Meeting was how can we get more of our members to attend the AGM. If you took away the members of the Management Committee, Executive and the past-presidents and life members, I'm afraid there were very

few attendees left. Alastair Jones, in his soapbox column in this edition, has hit the nail on the head. This is an issue that I have been thinking about for a few years now but haven't been able to come up with a solution. I endorse Alastair's challenge to you, particularly to members in the Marlborough region and look forward to seeing you next year.

After the AGM I took the opportunity to meet with Colin Johnston, Rally Director of the 2021 International Rally being held in Taranaki. Good progress is being made and I can assure you that while I am President I will do my utmost to ensure that the next rally in New Plymouth will have a robust and realistic budget and that the Management Committee will monitor it tightly.

The Historic Vehicle Association is the world's largest historic vehicle owners organisation and is FIVA's North American representative. They have an interesting website (historicvehicle.org) Of particular interest to me is a section called This Car Matters which collects, preserves and shares stories that celebrates the impact our old cars have on modern culture and the lives of everyday people. There are videos, stories and photos. In the future I would like to see something set-up along these lines for our Club. The more we talk about it, the more we can share our stories, the longer knowledge stays alive.

Mark Gessler, who is the President of the Historic Vehicle Association is one of the organisers of a conference coming up in Pennsylvania oriented toward automotive preservation. Ultimately the conference's intention is to inspire the creation of academic programmes focused on automotive heritage, similar to programmes currently in the United States that teach preservation of buildings and monuments. We will watch this development with interest.

I am pleased to advise that Vero have confirmed their continued sponsorship arrangement with the Club for the International Rally in 2021. As an added extra, they have also agreed to provide a sum each year specifically for use for national events such as Easter, National Veteran, Commercial or Motorcycle Rallies. We will be in a position to advise more detail on this arrangement over the next few months. We are extremely grateful to Vero for their major sponsorship. Vero have supported the Vintage Car Club for over 30 years and they have a lengthy history of sponsoring our international rallies.

Diane Quarrie
VCCNZ National President



as we see it

Among the interesting crop of letters in our mailbag this issue are a couple that caught my attention. In Name Debate on page 8 Mike Crehan postulates that a name change for *Beaded Wheels* and the VCC would incur significant costs. Actually I was not aware that there was much mood for a name change to the club. The VCC is our brand, and it is a significant one. Changing that would be a big step and I would bet not likely in my life time! Changing the name of *Beaded Wheels* however could happen if the members want it to happen, and there would be no costs at all to do this. The other letter, Food For Thought on page 9, also makes the comment about spending large amounts of money to change the name, presumably of *Beaded Wheels*, and I can only reiterate that there would be no cost incurred in changing the name of our magazine. Both writers do seem to be happy with the status quo and if that is the way most members feel then I can't see there being any change to *Beaded Wheels* in the near future. While I am on the subject somebody recently suggested to me that a change of name to *Classic Wheels* would place the magazine very nicely among *Classic Driver* and *Classic Car* on the book stands. I must admit it has a certain ring about it.

Many of the VCC branch newsletters are being offered in digital format and I presume more will follow. Maybe it's time *Beaded Wheels* entered the digital age. I wonder how much demand there is out there for a digital edition because there are ways we can provide this if it really is wanted.

One of the issues that I have with digital magazines is that there is nothing quite like a brand new freshly published magazine, all crisp, smelling of printers ink and untouched by human hand. It is just waiting for me to explore the delights within while sitting down with a fresh cup of tea. Furthermore I can pick it up and put it down at will, depending upon my whim at the time. Also I am not tied to a computer screen to get the information I want. The internet is a great tool for ferreting out information but nothing can replace a magazine for enjoyment. I don't even care how many trees suffer in the making!

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

20-23 January	National Veteran Rally, Wanganui
17-19 February	National Motorcycle Rally, Waikato

OCTOBER

1-2 Otago	Dunvegan Motorcycle Rally
2 Ashburton	P60 & P80 Run
7-9 Canterbury	Swap Meet
9 Wairarapa	New Members Rally
12 Marlborough	Classic Trucks at Brayshaw Park
14-16 Marlborough	Marlborough/Nelson Biennial Rally
15 King Country	Journey Through Time
15 Manawatu	Swap Meet
15 Southland	Vintage/Post Vintage Rally
15 Waikato	Waikato Country Motorcycle Run
15-16 Banks Peninsula	Hillclimb
15-16 Canterbury	Girder Fork Rally
16 Otago	PW / P60 / P80 Rally
16 Taranaki	Chairman's Rally
16 Sth Otago	Sunday outing to Gore
16 Wellington	Heritage Rally
18 West Coast	Morning Tea Shantytown
20-23 Auckland	Hunua 100 Rally
21-24 Hawke's Bay	Safari
22-24 Marlborough	Marlborough/Nelson Biennial Rally
22-24 Sth Cant	Mt Cook Rally
23 Horowhenua	Movies at Foxton
23 West Coast	Club Run
28-30 Banks Peninsula	Ruapuna Racing
29 Gore	P60 Run
30 Canterbury	Annual Veteran Rally
30 Gisborne	Club Run
30 Nth Otago	Jack Crump 1st Stage
30 Waikato	Club Run

NOVEMBER

5 Canterbury	Annual Motorcycle Rally
5 Northland	Far North Tour
5 Southland	Commercial Rally
5 Sth Otago	Taieri Tour
5 Waikato	Veteran Rally
5 Wellington	Annual Rally
5-6 Wairarapa	Peter Chisholm Economy Trial
6 Sth Cant	Motorcycle Run
11-13 Canterbury	Show Weekend Tour
11-13 Nelson	Veteran Motorcycle & Commercial Rally
11-13 Sth Cant	Safari Weekend
12 Nth Otago	Swap Meet
12 Sth Otago	Clutha Rally
12-13 Southland	50th Arrowtown Rally
13 Bay of Plenty	Swap Meet
13 Marlborough	Port Underwood Run
13 Hawke's Bay	Homestead Run
13 Horowhenua	Tararua Trundle Rally
13 Nelson	Club Run
15 West Coast	Morning Tea Shantytown
18-20 Auckland	Motorcycle Rally & Swap Meet
19 Banks Peninsula	Ruapuna Racing
19 Canterbury	Annual Vintage Rally
19-20 C. Hawke's Bay	Combined Veteran Rally/ Birthday Rally
20 Gore	Joeshville Hill Climb
20 Banks Peninsula	Hawkswood Sprint
20 North Shore	CANCELLATION NOTICE for Swap Meet due to date clash
20 Sth Cant	Vet / Vin / Commercial Rally
20 Southland	Josephville Hill Climb
20 Taranaki	Potters Paddock Gymkhana
20 Waikato	Swap Meet
25 Gisborne	Navigator's Run
26 Ashburton	Commercial Run
26 Otago	Commercial/Veteran Run
26 Sth Cant	Night Trial
26 Wairarapa	Gold Medal Motorcycle Rally
27 Canterbury	Homestead Run
27 Horowhenua	Bus trip to Waiouru Army Museum
27 Marlborough	Kenepuru Heads and on to Hopewell
27 Sth Cant	Vet/Vin/Comm Rally

27 West Coast	Club Run
---------------	----------

DECEMBER

3 Canterbury	Grand Ball
3 Gore	Diggers Run
3 Nth Otago	Windsor Rally
4 Ashburton	Vintage & Veteran Posh Picnic
4 Sth Otago	Moped Run
4 Wairarapa	Mauriceville Fair
11 Canterbury	Children's Christmas Picnic
11 Horowhenua	Christmas Party
11 Nelson	Christmas Barbeque
11 Waikato	Christmas Gymkhana and barbeque
14-20 Ashburton	Pre Christmas Tour
18 Canterbury	Veteran Picnic Run
18 West Coast	Club Run
26 Canterbury	Boxing Day Run

JANUARY

1 Ashburton	New Year's Day Run
1 Banks Peninsula	Picnic - Little River Domain
1 Horowhenua	Len Haycock's New Year's Day Run
2 Canterbury	Motorcycle New Year Run
6 Canterbury	Picnic Run
7 Far North	Auto Spectacular
8 Wairarapa	Coastal Run
16 West Coast	Shantytown
20-23 Wanganui	National Veteran Rally
22 Waikato	Blue Smoke 'n' Pedals
22 Southland	Club Open Day Ariki Lodge
22 West Coast	New Year Dinner Run
28 Ashburton	Annual Rally
29 Canterbury	Veteran Picnic Run

FEBRUARY

3-5 Banks Peninsula	Skope Racing Ruapuna
4 Southland	Southland Rally
5 EBOP	East Coast Rally
10-12 Banks Peninsula	Enzed Racing Levels
11 Auckland	Annual Veteran Rally
11 Waimate	Wallaby Rally
11-12 Canterbury	Annual Rally
12 Wairarapa	Remembrance Rally
17-19 Hawke's Bay	Art Deco Rally

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

Robinson Instruments

Automotive & Marine Instrument Specialists



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

SMITHS
GAUGES

Ph.09 636-5836 | 3/31 Princes 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**

National Annual General Meeting/ Branch Office details and calendar of events

Members will find enclosed a copy of the AGM minutes, branch office details and calendar of events. During the AGM weekend the executive meeting was held. A copy of these minutes is held by your branch secretary.

10 Yearly renewal of VCC ID Cards

Three months prior to expiry National Office will send out a renewal advice. When you receive this please check the details are correct and if the vehicle's appearance has not changed from the original Vehicle Identity Card (VIC), forward your expired VIC and the signed renewal notice to your branch for completion. Please remember, these must go to your branch for signing off.

If you do not enclose the expired VIC, or if the vehicle's appearance has changed, you must send two identical photos of the vehicle as it now looks.

Please return your renewal advice as early as possible. The earlier you send it in, the sooner you will receive the updated one.

Historic Racing Licence

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

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

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

VCC Membership subscription

At the beginning of September Vintage Car Club members will have received an annual account for membership from the period 1 November 2016 to 31 October 2017. To receive the discount, payment must be received at the National Office by 20 October 2016. When paying direct into the Club's bank account, please make sure you put your membership number as the reference.

Membership Cards will be sent in early November. For those who have not paid nor advised of their wish to cancel their membership, one reminder notice will be sent out.

Change of Address

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

Branch Transfer

To transfer between branches complete a transfer form. This can be obtained from your branch secretary or the club website, vcc.org.nz.



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 confirming 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 cars, trucks 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 branch.



mailbag

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

Thanks

As the recipient of the John L Goddard Trophy at the recent National AGM there are some thanks I should make.

Firstly to the people who nominated me and the judges who decided my nomination was worth while. To all of the members who have supported me in whatever I was doing especially the participants in various tours I've run. To those of you who share your stories for the Brass Notes and keep me informed on what's happening out in the wider world. Please keep it up.

Very special thanks to Ashburton Branch who have allowed me to grow through the ranks and given me the confidence to put my name forward for higher positions within the Club.

Most of all my gratitude to Rob who has supported me all the way even though he thinks I'm mad when I take on new challenges.

Diane Ross

Clarification

In reply to Brian Jackson's letter in issue 341, yes I did get Gerald Jackson's name wrong in the article published in issue 339.

I have checked the registration records held in the Auckland Branch library and can only find a Fritz G Jackson of Herne Bay who owned a 10hp Singer. Having said that, it's more than likely that any car owned by Gerald Jackson, could well have been registered in Waitemata County. Their plates were prefixed WA and ran from numbers 1 to 500, according to a list of registering authorities published about 1923.

It would take a lot of work to establish whether these records still exist. Waitemata County disappeared during local body restructuring in the '80s and '90s, Waitemata City disappeared upon the creation of the Auckland super city a few years ago. It's possible that any Waitemata archives could be in the possession of the Auckland City Council, or perhaps Archives New Zealand. On the other hand information of this type could have been disposed of many years ago.

John Stokes

BMC

Re the *Beaded Wheels* feature on the history of BMC A series engines by Ronald Myers.

At the risk of causing arguments there is a little more to the story. There is a direct line of descent from a 1929 Chevrolet.

Starting with Chevy's "all new" six in 1929 the Chevrolet influence crossed the Atlantic with GM's interest in Vauxhall, and the Chevrolet "Bedford" truck, soon to be badged as British Bedford.

In the 1930s all Austin models used side valve engines and Austin were missing out on commercial sales to Bedford. Management requested their designers to come up with an engine "just like the Bedford".

The quick answer was to acquire some Bedford engines to inspect and measure (or copy). In order to make the engines look different the design team moved the camshaft to the other side of the block, thus putting ports and push rods on the same side, a BMC trade mark for years to come. The new Austin six cylinder engine measured 3½ litres and was a big success.

In the run up to WWII a 2¼ litre four cylinder version was developed for use in a stillborn Jeep-style vehicle, this engine being used in ambulances and staff cars throughout the war. Along the way it grew to a 2½ litre version with a larger bore size.

Following the war and the return to civilian production the Austin 14 gained the 'new' OHV engine, and was renamed as the A70. The bigger engine went into the A90 as well as into commercial vehicles and ambulances.

These engines were scaled down to create the A40 and the B series, and again later for the A30 and Minor, the A series.

In 1952 Austin A40 Somersets were first assembled in Japan by Nissan (Datsun) starting as CKD packs and ending as full production. My 1959/60 Japanese catalogue shows the A50 produced alongside the P310 Bluebird. The Bluebird used upgraded A40 mechanicals, and Austin 1200 and 1500 engines (J series) and were used right through to the Datsun 1500 utility in the mid '60s. All used imperial threads.

To complete the circle, when Nissan re-designed the engine for the new Datsun 1200 they moved the camshaft across the block away from the push rods and created a whole new fan base for sporting motoring.

It's a complicated web, this world of automotive history. But very interesting.

Gary Arps

Favourite BMC story

My all time favorite BMC A series engine story.

I did my time at a BMC garage in the Wairarapa in the 1960s. One day a farmer sent his wife out to top up the water in the motor. She took off the oil filler cap and stuck the hose in and filled the engine up with water – the husband was upset! He drained the water and oil from the motor and flushed with a gallon of petrol then he refilled with oil and started the engine. The explosion blew every oil seal out of the motor, gearbox and diff, also the rocker cover and sideplates were blown out and distorted. I cannot remember who was most embarrassed.

Ross Newland

Napier

Café Racers

I read with interest Stuart Francis' article on Café Racers, I used to have great fun doing just that in 1959. There was a café, complete with juke box, in the town of Topsham in Devon where we used to congregate in the evenings. As Stuart says we were not allowed in the pubs. Just over six miles away there was a coastal village and we would see how fast we could get there and back to the café. On the approach to the village was a rather severe hump-back bridge and we would see how far we could travel before landing. Joey tried to beat us all but in doing so landed wrongly and the spring in his girder forks went flying in another direction. We did not break any speed limits that night. We were not what you would call well behaved road users back then.

We certainly did not have the smart machines that Stuart describes in his article. I had a well worn 1952 B33, Joey had a 1936 girder fork Velocette. There were also Matchless and Triumph, but one that comes to mind was Mike's Ariel Square Four, which was a bit of a handful without the side car. It kept on misfiring but he seemed to remedy that by putting his boot over the offending exhaust pipe for a moment.

Happy days, but they did not last. English weather does not lend itself to bikes so when we could afford it we bought motor cars. Surprise surprise, we found out that the ladies preferred the motor car as well. My first car was a 1936 Flying Standard 10, bought for £5 in 1961.

Clive Blunden

Encouraging our young

About three issues back in *Beaded Wheels*, Neil Hammond wrote about how his two daughters, Ashleigh aged 12 and

Sophie aged 15, had each purchased a Bedford KM to restore. In the following issue I wrote in this column how great this was to see and said we should all encourage our young off-spring to participate in the VCC. Now, in the August/September issue of *Beaded Wheels*, I had great pleasure in reading Sophie's story on the bringing home of, and the early stages of her Bedford restoration. I joined the Canterbury branch in 1970 and must state here, that Sophie's article is one of the best I have read in this publication in all that time. I for one look forward to reading further updates by her as work progresses, as Sophie has promised in her text.

Further to encouraging our sons, daughters, and even grandchildren to get involved in our hobby, I purchased a very rare 1937 Ford ute for my son Paul to restore when he was just 14 years old. After having it in storage for around 36 years he is at last on to it! Five years ago I purchased a 'future classic' for my then 15 year old granddaughter. In the meantime, it's placed in storage. However, unlike Paul's Ford, Sophie's Ford requires no restoration at all. It's totally original and immaculate. (No 36 year wait here).

Trevor Stanley-Joblin
North Canterbury

Bedfords Bring Back the Memories

For a magazine that I always look forward to reading, the article 'My Bedford Exploits' by Sophie Hammond reminded me of my Vintage exploits at her age. A Model T then, but it kept me busy and led to many exciting trips and friendships I still have today. Her story should be a real inspiration to her peers and this is how our club will survive. My history with Bedfords goes back to c1967 when our 1939 Ford V8 barrel nose 1 ton truck was replaced by a KM Bedford 3 tonner ex Wilson Neil, Dunedin. This and an ex Post Office double cab Model O Bedford served as our workshop truck until we obtained a J6 c1985. We did have a well worn model K one tonner on 20" wheels which could really fly. The Bedford truck had a classic style which makes it such a popular restoration today.

Graham Taylor
Luggate

Identification Help Needed

I'm hoping there is somebody out there who will be able to identify the chap on his magnificent Royal Enfield motorcycle. The bike is a late 1930s model KX 1140cc V-twin with personal touches added ie extra valenced mudguards, chrome lamps, horn, rear stand and front brake plate.



The photo was taken by the late Ray Daikee of Coalgate, Canterbury. His son Rob thinks it might be at either the Coalgate Hotel or one in Methven, probably in the 1940s or early 1950s.

A bike like this must surely still exist. Any information would be much appreciated.

Steve Prince
Greymouth
mrcrimpy11@hotmail.com

Parliamentary Tour

In reply to Brian Jackson's letter in the last *Beaded Wheels* where he makes reference to the Parliamentary Tour. We have found a list of participants on the tour in 1917 and I can not see any reference to a Gerald Watson or G A Jackson. We have found over fifty photos taken on the original run, lots of material written at the time, and copies of the original maps given to participants. We have never found a list of cars or their drivers and if anyone can supply that information it would be appreciated. There was film made at the time and we would love to see that. The writer also refers to the early motor registration records held by the Auckland branch. The material is only complete from 1906 to 1914. I know from 1916 Waitemata County Council were keeping their own records, but I have never seen that information.

Barry Birchall

Searching for an Ambulance Buddy

This is my 1954 Ford F100 ambulance that I have restored from a campervan.



The original coachwork was built by Reevely Ellis & Collingwood in Auckland for the Hawke's Bay Hospital Board.

My big question is: Are there any other 1954 Ford F100 ambulances around the country?

I know MoTaT has a 1953 Ford F100 ambulance, with the chrome grille, awaiting restoration.

If *Beaded Wheels* readers know of any, I would be most interested in finding out:

- who has one?
- is it still going?
- is it still in an ambulance configuration?

I'll be interested to learn of any others. Thank you.

Colin Buckwell
colin.cheryl@clear.net.nz
M 021 771 036
P 09 412 8949

Rudge Bikes

In *Beaded Wheels* 301 was the photo of a Rudge Special No 15. My brother, in the airforce during WWII, owned a 250cc Rudge Sports Special and when I was a schoolboy I used to keep it clean. The bike was a 250cc ohv Rudge and had the same engine as in No 15 1938-39 model. It had an left hand gear change and right hand foot brake which also, via a cable, lightly operated the front brake. The front and rear wheels were offset spoking, jolly hard to clean. It had a black and chrome tank with gold lining. Another of these bikes was a 1937 model raced at Cust by a bloke from Kaiapoi, O Williams. Both bikes had upswept exhaust pipes. What has happened to them?

Ian Barnes

Name debate

Again *Beaded Wheels* informs us there is a ground swell of support to rename our magazine to reflect its coverage of every form of powered land transport made during more than a century of human endeavour rather than an archaic and now little known wheel that alienates most members and deters potential members and readers.

Reflecting on successes in the world of commerce, this must be right. Investigation would surely show top level rebranding debate at Apple, Orange, Virgin and Puma whilst their baffled staff are daily overwhelmed by mailbags bursting with orders for fruit, paint, purity and big game.

A change would incur significant costs so let's deal with the whole problem in one step and delete "Vintage" and "Car" from our club's title at the same time. This though may give the impression that we are just another cheap boozing shack so



Search for a Cowley

I refer to a letter searching for Morris Cowley (Gerard Van den Bemd, *Beaded Wheels* 337, December 2015/January 2016.)

I can provide a few facts about the 1954-1956 Morris Cowley saloon as sold in New Zealand. Yes, they are rare now. This last one I saw driven every day was in Oamaru well into the 1990s but I did know of two families who owned them new in Otago.

The Cowley was released in England in July 1954 and was on sale in New Zealand shortly after. Some 543 were registered new in New Zealand between 1954 and 1956. Most from memory were either black or Clarendon Grey with red upholstery.

Sales in New Zealand were as follows:

	1954	1955	1956
Morris Cowley	221	316	6
Morris Oxford	1110	2346	1622
Morris Six/Isis	127	-	96

As can be seen the Oxford outsold the Cowley by about 10:1 during the model run although some of the 1954



registration for the Oxford were for the earlier side valve MO model. The series II Oxford went on sale late May/June 1954 so probably accounted for 60-70% of 1954 sales. Likewise the Morris Six was in run-out mode by 1954, production finished in the UK late 1953 and the Isis did not go on general sale in New Zealand until 1956.

Total Cowley production was 17,413 for the 1200 model (1954-56) and 4623 for the 1500 model (1956-1959), a stripped series III Oxford. The Cowley 1500 was never sold new in New Zealand to my knowledge; I have certainly never seen one in this country and none were ever listed in the AAs *Motor World Journal* new car prices.



What is important is that the basic body of the Cowley/Oxford in Series III form (which was just an update of the series II Oxford) was that it was continuously in production in India as the Hindustan Ambassador up until late 2014. Surely the longest running basic body of all time. Some 60 years after the original Oxford/Cowley were released.

So although Mr Van Den Bemd may think the Cowley extinct its brothers lived on for many many years.

A J M Chapman

we might need to add something; perhaps "Your Anything Wheeled Non-new" Club?

Mike Crehan

Food for thought

In *Beaded Wheels* 332 Diane Quarrie as deputy chairman pointed to our aging club membership (41% over 70) and suggested allowing younger drivers to have a go in paddocks under safe supervision. Gymkhana events are made for this. It's also interesting that the covers of *Beaded Wheels* 335, 336, 339 and 341 all show private off-road events. The young couple in the Austin 7 special are clearly having a ball! (BW341 cover). Page 30 of the last issue Keen Competition by Craig Cowie and John McDonald also show low cost specials having fun at a gymkhana. The point of this article is that events of this nature will do more to attract younger

members than changing the name of *Beaded Wheels*.

I agree with this and it also fits the direction that our President would like to see happen.

By changing the top headline on the cover, I think Kevin Clarkson has already solved the classic part of the problem so no need to change our name of *Beaded Wheels*.

Our President also suggests that we might be better to spend money on telling the public what the club is about, and refreshing minds that classic cars are included.

Again, I agree with this direction. Spending large amounts on changing all our stationery with a name change, will get us nowhere.

The blue smoke and pedals event for powerbikes run by the Wanganui Branch

is yet another way of attracting younger members on low cost machines. This is also run in a park or paddock.

GW Saunders

Much prettier skirtless

If I may, I'd like to respond to three items. First of all Kevin Casey's article She's a Honey, BW337. I couldn't agree more Kevin: wheel shields, fender skirts, spats, pants, knickers or whatever you want to call them, are awful on most cars and I'm glad to see you've left them off your Cadillac. Whenever I see a car, any car, fitted with them, I always cringe and think of Series I Vanguard or worse, the bathtub Nashes of the early '50s, which had them designed integrally into the rear and the front as well.

Next, re mailbag BW337 and 340: Searching for Morris, I can add another

Cowley to the list. Noel and Trevor Shaw of Coatville have amongst their collection of '54-'58 Oxfords (Ockies) a 1954 Cowley. This car has been in Trev's possession for some years now. First registered March 1955, it is nevertheless a '54 model. It's in very original condition although not perfect and not mobile. There is rust in a door and left rear quarter panel. Details are: Chassis No EADZ 214530, engine no BP1ZM4554. Yes, that's the original 1200c motor it left the assembly plant with.

It has all the features (or lack thereof) as noted by Mr van Den Bemd, that Cowleys had. However, someone at some stage has added Oxford overrides to the Cowley bumpers, perhaps even at customer's request when new, who knows. Registration is dead but the rego number is BB2657. I mention this only as a matter of interest to anyone who may wish to research its history for it is most certainly not for sale. But neither is it destined for the scrap heap as it probably was before being rescued.

Coincidentally, the next letter in BW 340 also caught my attention. Neville Smith asks for information on a '36 Series 90 Buick hearse. While I can't give much on the hearse itself, except to say it's unlikely the body would be built by Flxible, more likely a local coachbuilder here in New Zealand, but possibly to a Flxible design. The lower photo of a '36 Series 90 sedan caught my eye. This car was also in the possession of Noel Shaw. In fact the photo was taken while still in his possession outside The Farm on Moehanui Valley Rd.

Noel tells me both Buicks were owned by Little's Funerals in Mt Albert. The sedan was used as a follow up car behind the hearse at funeral processions.

A wharfie named Aaron Vosper sold it to Noel. Noel sold it to Gary Hale of Gore, who, as Mr Smith noted, also had the hearse. He stripped the sedan into bits with the intention of restoration. He must have done the same to the hearse which seems unfortunate because there's so much of it missing now.

On a brighter note, the sedan is now fully restored. I can confirm this as I was admiring it at the Art Deco weekend in Napier seven or eight years ago. It looked magnificent. Noel was also able to confirm it as his old car when I showed him some photos I took of it. Here's hoping Mr Smith has similar success with the hearse. From the description of its current condition, it would be a massive undertaking (pardon the pun) but well worth the effort. Then

another piece of rolling New Zealand history would be preserved.

Neil Lucas



Help Wanted

This may be a long shot, but I'm wondering if anyone out there could help me piece together the history of my beloved 1974 FJ40. I bought her in Wellington in 2012, having spent a number of years living and working in NZ. Since then both myself and the Land Cruiser have returned to Ireland. Perhaps someone might recognise it. Some evidence I found suggests this truck may have been owned at some stage by a farmer with the amount of fencing staples, nails, etc that I've discovered within the truck! This is what I know:

- First registered in NZ on 14 March 1974
- Original Registration plate GS7558
- Original colour of vehicle was light blue. This changed to dark green, and then to the colour seen in the photo.
- In 1990, the original petrol engine was replaced by a diesel engine made by Meyer Consulting who still operate in Christchurch. Unfortunately their paper records were destroyed by the earthquake. The only thing I found out was the date the work was carried out on the Land Cruiser.
- I bought the Land Cruiser from Lower Hutt, Wellington in December 2012.
- I exported the Land Cruiser to Ireland in October 2013.
- First registered in 1974 by WRIGHTCARS LTD in Timaru, who owned the truck for six years.
- Registered in Lake Tekapo 1980-1982, registered in Christchurch 1982-1995, registered in Rangiora 1995-2003. Vehicle deregistered 18 December 2003

I would really appreciate it if someone did have any information on my 40 series Land Cruiser. I can be contacted on the email address below. Thank you for taking the time to read this.

Phil O'Morchoe
Ireland
Email: pip.omoro@gmail.com



historical snippets of motoring interest from years gone by Graeme Rice

timelines

100 YEARS AGO

1916 – W.A.Scott in Dunedin advertised a new range of motorcycling accessories. Drive Belts; Lycett's Reliable 24/- or Dunlop from 13/6d to 17/-. Chains from 4/- to 5/6d per foot. Three makes of carburettors, B&B, Senspray or AMAC, all 40/- each. Leather goggles 2/6d to 3/- or an unbreakable mica pair for 3/-. Motor Lamps cost 45/- to 60/- for the P&H models or 60/- to 80/- for a Lucas model.

75 YEARS AGO

1941 – General Motors and Ford started training Armed Forces staff in vehicle repair and maintenance. Ford offered a two week course with all facilities and instructors free. By October Ford had put 200 men through their course. GM set aside 10,000 square feet and provided equipment and instructors free. At the opening of the GM course Prime Minister Peter Fraser complimented GM's Managing Director, Mr G L Sears, for training men who would play an important part in the war.

50 YEARS AGO

1966 – Great news for slick haired men. Vaseline Hair Cream Holiday Tours competition offered users the chance to win a Triumph Herald 1200 plus a holiday with £200 spending money. Entrants had to identify six pictures of favourite Air New Zealand holiday locations and write explaining where they would like to go and why. Second prize was a Glenroy Caravan, then six radiograms, five cameras, 50 sun umbrellas and 40 Click cameras for grabs.

30 YEARS AGO

1986 – Denny Hulme and Jeff Allam won the 50th RAC Tourist Trophy race at Silverstone. Remarkably it was Hulme's fourth win, his first coming in 1965 driving a Brabham-Climax! His second and third victories came in 1966 and 1968 (Oulton Park) in a Lola T70 Chev. Co-driving their Rover Vitesse they came first ahead of a BMW 635CSi, another Rover, with a Volvo 140 Turbo in fourth and a Ford Sierra XR4Ti in fifth. It was Rover's second TT victory. A Rover 20hp won in 1907 – 79 years earlier.

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

soapbox

Contributed by Alastair Jones,
Bay of Plenty Branch

I left the 2016 AGM with Madam President's words ringing in my ears, a feeling like a lump of lead in my guts and a resolve to vent my spleen in Soapbox to get it off my chest. I have been around for over 50 years and have attended many AGMs from top to bottom, and I'm not on the Executive of the Club so I can say what I like about the current situation; and not so current situation, as it has been going on for some time.

Diane Quarrie rightly noted that attendance by ordinary members at the AGM was extremely poor to say the least, and wondered why that was so, which resulted in a few of the Executive offering possible solutions to remedy that. Well, in the good old days the AGM was the highlight of the VCCNZ calendar and eagerly looked forward to because it afforded the opportunity to meet motoring mates and have our say in where the Club was heading. The attendances in those days were possibly in the hundreds judging by the photos I have, notwithstanding that some of them were held in pubs!

So, today we are lucky if a dozen of our membership can be bothered to attend an AGM which is bloody poor considering

our total membership is around 8000. I can safely predict the excuses for not participating will be "I can't add any thing to the running of the Club"; I'm happy with the way things are going so there's no need to show my face; I'm too old, I'm too new". The VCCNZ has fulfilled my (our) social, recreational and hobby needs to the extent that I don't question whether I will support my Club by attending, because that's what it is about. None of us would particularly relish the thought of having to attend a funeral, unless it was for a rich uncle who possessed a collection of magnificent cars and you were the sole beneficiary of his will. The reason one attends funerals is to offer mutual support and chew the fat.

Throughout the preceding year our Management Committee and the elected Executive have given up a lot of their time, and in some cases this must amount to shiploads, and the end result is they are faced with a meeting that has only a few diehards in attendance to whom they will present the results of all their year's hard work. I can only imagine the feelings that must be going through their minds; "feeding strawberries to pigs" possibly. I know members shy away from attending their branch AGM because they might be put on the spot with a nomination from the floor and be unable to come up with a good excuse for declining, but for goodness sake there's no chance of that happening at the Club AGM. This is not directed solely at this year's hosting branch, but at every branch who has hosted, and will host in the future, and the neighboring branches as well. It is as simple as this; your branch has taken on the responsibility of hosting the most important event in the VCCNZ calendar year believe it not, because it shapes the way our Club is run. As such,

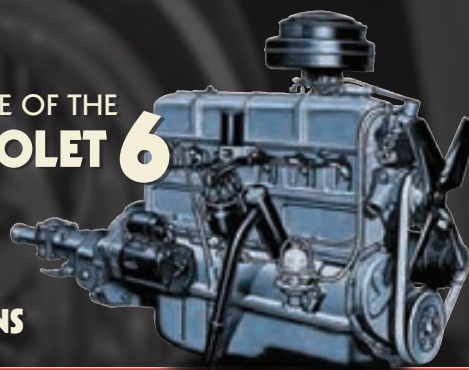
I have an expectation that every member of the host branch, and a good number from the nearby branches, would have the courtesy and well-being of the Club in their thoughts to put aside the few hours to show support by attending. After all, with 36 branches it is not every year that the AGM will be in your back-yard. To my way of thinking there should be no need to offer some form of inducement. This year the Club Registrar, who must spend untold hours of his time dealing with bureaucracy who aren't particularly interested in the problems of keeping our cars on the roads, was able to advise the unnecessary requirement to fit high mounted stop lamps to vehicles registered before 1990 has been deleted and there was much, much more. This should have resulted in a thunderous round of appreciative applause from a packed auditorium, not the underwhelming noise from the few. Again, the endeavors of the recently formed Strategic Planning Committee were presented to that very small audience, and their efforts deserved more than that. Life Member Norm Dewhurst summed up the attitude as "laissez-faire, but I reckon it's more like "I couldn't give a stuff". More than once the word "challenge" was used to describe matters, so I'm going to issue one too; to throw down the gauntlet is probably more like it. It is my expectation that the majority of Marlborough Branch; with a goodly representation from Nelson, will support their Club by filling the 2017 AGM venue to standing room only. The "washup" of the next AGM could echo: "The tumult and the shouting dies; the Captains and the Kings depart" if my words don't fall on barren ground.

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



**JONESY'S FULL SERVICE WORKSHOP, COVERING ALL
AREAS OF PARTS, PANEL, MECHANICAL AND RESTORATIONS**

NZ's HOME OF THE
CHEVROLET 6



VISIT OUR WEBSITE & ONLINE SHOP
www.jonesys.co.nz

1 Newton Place, Hamilton
f Jonesy's Garage

Ph: 07 847 6706
Email: orders@jonesys.co.nz

Velosolex to the Fore

Words Royce Baker, photos Jan Baker



Royce Baker reports on a small group of very keen gentlemen who own Velosolex mopeds and have been doing their thing once a month in various parts of Christchurch. These devotees felt that it was time to flaunt these little French mopeds and share their enthusiasm with others.

“VéloSoleX is a moped, or motorised bicycle, usually just referred to as Solex, which was originally produced by the French manufacturer Solex, based in Paris, France. The company manufactured centrifugal radiators, carburettors, and micrometers, before branching into assist motors and bicycles. The moped originally created during World War II and mass-produced between 1946 and 1988 came in various iterations, whilst keeping the same concept of a motor with roller resting on the front wheel of a bicycle.

Referred to the company’s advertisement as the ‘bicycle which drives itself’ (‘la bicyclette qui roule toute seule’), it became extremely popular with school children, students or plant workers because it was light and extremely economical.”*

Many of you will remember these little mopeds on the roads in New Zealand during the 1950s and 1960s, especially those living in the flat city of Christchurch where they were popular with school students and commuters as a means of transport for getting to and from work and school and even to university.

It always gave me great pleasure as a young lad to overtake a Solex on my
*As quoted from Wikipedia

pushbike with its added accessory of a Sturmey Archer 3 speed gear hub, especially in a typical Christchurch strong north-easterly head wind. The Velosolex was the butt of many jokes amongst the younger male generation during those times. Who would want to own one of



them?

Move on in time to 1995 to my 49th birthday and what should my dear wife give to me – an “in as new condition” 1969 Velosolex model 3800. Suddenly I had to eat my words from times gone by as I then became the recipient of the cutting remarks from my mates in the motorcycle section of the Canterbury Branch. Just as well I have broad shoulders and a great sense of humour. I didn’t let

these comments stop me from getting to know the charm and character of my little 49cc, 0.8hp, one previous owner Velosolex. Several moped and clipon runs were enjoyed by me on this amazing little machine. She never let me down, not like some of the other bigger well known brands of 50cc mopeds out on the these runs. We may not have been first to the destination but we always got there. We even entered the well known Syd’s Run amongst some 180 plus other mopeds and even other Velosolex mopeds. That was a challenging event around the Port Hills of Christchurch. Some “pedal power assistance” may be required the handbook told me. It was sure right, who needs leathers to keep warm when you only have 0.8hp to power you over the hills. My old pins certainly used to get a good workout on that event.

I must admit my interest in the Velosolex had waned a bit over recent years as I’d been there, done that on her and was now more interested in my B33 BSA. But early in 2015 I decided I would enter the VCC Canterbury Branch Moped and Clipon Run again. Alas and alack Velosolex wouldn’t start for me! She always started, what could the problem

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

be? My knowledge of things mechanical is a bit limited. After much discussion with those on a higher plane than me with two stroke motors we decided it would be the diaphragm in the fuel pump. A new one was purchased from the local agent and fitted to the pump by yours truly. A test drive was then in order and after a few strokes of the pedals she fired into life again so after a couple of runs around the block she was running as sweet as a nut.

My avid interest in the mighty Velosolex was once again fired up and I wondered to myself if there were like minded individuals amongst our membership that may share a common interest in these mighty little bikes. So in March 2015 I ran an advertisement in the Canterbury Branch monthly newsletter, *The Hub*, to flush these people out to see if they would be interested in forming a group to go for a monthly run, and lo and behold the phone started ringing. I was blown away by the great response I received. It was just amazing to see how many closet Velosolex owners were out there.

Before long there were 18 of us itching to hit the roads. And hence our Velosolex Owners Group was launched. We decided that a name for the group would be most advantageous to distinguish such an exclusive group of riders and what better name than the VOGs – a take off of our Larger cousins HOGs (Harley Owners Group).

Twelve months down the track and our group is going strong, at least 10 riders turn up at the start on the second Tuesday of the month. A different starting venue and route each month takes us on an interesting run of around 40kms to various areas of Christchurch both suburban and rural with a lunch break along the way. We certainly are a sight to behold and always attract a lot of interest from the public on our travels. There are always those who come up to us at the start and reminisce about the days when they used to own a Velosolex, and always that old cliché of "I wish I still owned it then I could join you – looks as though you guys are having a lot of fun."

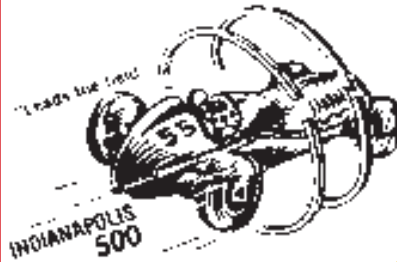
Believe me – we do!

BW

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**

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



Straight as an Arrow

Words and photos Greg Price

Greg Price succumbs to impulse...again

My solemn declaration not to buy another vehicle from the internet without first viewing it lasted all of five months. Having sold the Triumph Tigress (regrettably, I will now admit.) I just couldn't help myself when a 1961 Ariel Arrow motorcycle surfaced on an internet auction site, as another project to keep me occupied while we waited for our house to be sorted after the quakes. I'm sure many of you will have been in the same position when you've seen something and said "I've always wanted one of those." Well, such was the situation when I spotted this Ariel Arrow. I'd never seen one in the flesh before (or should that be metal?) but I was reasonably familiar with them (and the Ariel Leader) courtesy of the cover pictures and adverts contained in various motorcycle magazines from the 1960s though to the 1980s. They were a two-stroke which often means, "It's had one stroke, and is about due for the second one." History would show that both the Leader and the Arrow were probably a bit too far advanced for the motorcycle world

back then and despite the cool looks, they never really took off (both literally and figuratively) and the Ariel brand disappeared forever in 1967.

For the technically-minded the Ariel Leader and Arrow were designed by Val Page and Bernard Knight. The Leader featured a 250 cc two-stroke engine suspended from a monocoque backbone fabricated from 20-gauge pressed steel panels. The fuel tank was hidden inside this structure and accessed by lifting the hinged dual seat. A dummy petrol tank was used for storage and was large enough to fit a spare crash helmet – so they claimed. It had the fully enclosed bodywork and none of the working parts of the motorcycle were visible.

Launched in mid-1958, the Leader claimed to offer the comfort of a scooter with the performance of a motorcycle. At first it sold well, and it won the *Motor Cycle News* Motorcycle of the Year award in 1959. Ariel backed up the launch with a long list of options (unusual at the time), therefore few of the 22,000 Ariel Leaders

produced were the same. Colour schemes were also a break with tradition, and included Oriental Blue or Cherry Red with Admiral Gray accents.

The Arrow was a cheaper, stripped Leader produced from 1959 and was developed into the Golden Arrow 'sport' version in 1963. A sister-machine designated Ariel Arrow 200 – with a smaller capacity of 200cc (achieved by reducing the bore to 48.5mm from 54mm whilst retaining the same stroke) was available from 1964 to bring it into a lower tax band and to benefit from lower UK rider insurance premiums. In his 1964 *Motor Cycle* road test, Bob Currie reported good performance, with an absolute top speed – with "rider lying flat, of course" – of 74mph and a cruising speed which could be held at 60mph (going downhill with a tail wind as is required for my example).

Ariel marketed its last motorcycle, the Arrow 200 produced for a time by BSA, but could not compete against Japanese imports. The Ariel name remained under BSA to produce Arrows until 1967.

I'd have had more success trying to locate some rocking-horse poo than an



Ariel Leader for sale in NZ, so the Arrow was a 'must-have' from the get-go.

The previous owner had unfortunately succumbed to a terminal illness and his son was left to quit his Dad's Ariel motorcycle collection of which my Arrow was one. As the bike was in Albany, on Auckland's North Shore, and the auction starting price was quite reasonable, and I'd had a good chat with the son, I decided to place a bid (or two or three). The auction listing said, 'Selling on behalf of deceased estate, been in storage and hasn't run for over a year, needs pistons replacing, and the sale includes new pistons'. The registration was on hold so there would be no need to bother with that dreaded re-ving process. There were the usual stupid questions and comments from the know-it-all brigade, which only informed my blacklist, as opposed to my learning more details about the bike. The only useful comment, as opposed to a question from one 'watcher' was that 'they were easy to work on' – which turned out to be quite true. For example, the crankshaft is in two parts and can be removed with the engine casing still located in the bike's frame.

So upon winning the auction I entrusted Biketranz to deliver it safely to me, which they did once again for a very reasonable fee.

When it arrived I fitted the new battery and checked the electrics. I had lights and tail light and spark at the plugs but no compression. On closer inspection I noted that the cylinder head was loose and one exhaust header was undone. The

The only useful comment, as opposed to a question from one watcher was that 'they were easy to work on'...

previous owner had obviously obtained the bike in a 'not going' condition and upon removing the cylinder heads, discovered that the pistons would need replacing. So, he ordered some from Draganfly in the UK, together with the necessary gaskets, but ill-health prevented him from working

on the bike further. Fortunately he'd noted that it already had +20 thou pistons, which were sloppy in the bore, so he ordered +40 thou replacements. As a re-bore was now necessary, I tasked Cliff Bond Ltd here in Christchurch with the job, as they have done motorcycle engine reconditioning work for me in the past. I'd have to say that I wasn't looking forward to taking the motor apart, but if I was ever to take this on a VCC Fish 'n Chip run it would have to be running. So, less than \$200 later I had my barrels and pistons returned ready for re-assembly. My nice new wood-burner provided the necessary high temperatures to cure the black satin finish on the barrels. Cliff Bond had already fitted the piston rings so all I had to do was fit the gudgeons and also the barrels to the crankcase. Compressing the rings was effected by hand as there were convenient apertures on each barrel to facilitate this.

I was not overly bothered with having to do this work as it was consistent with the mileage covered – albeit someone had already done this work (to +20 thou previously) suggesting that it may have had a hard life in the past. I drained the petrol



tank, fitted new plugs and overhauled the petcock (petrol tap). The previous owner had written down the starting process, which turned out to be crucial for starting these machines. Just three kicks was all it took to fire it up for the first time in about four years. There was some smoke of course, which is why some cynics refer to them as 'two-smokes'. There was also some petrol leaking from the carburetor – apparently one doesn't put a fibre washer where there wasn't one fitted before, especially where the fuel cut-off valve is located, lest you increase the valve height. (Duuuh.) I thought that the rectifier might be suspect as some of the plates were loose, so I acquired one of those new-fangled solid-state ones. Now it charged okay.

Next up was the road test. This went well, with the ammeter showing a healthy charge. The books referred to the gear shift having a long gap between shifts, and this was true and takes a bit of getting used to. The other thing I had to remember was that the Arrow was 'one up and three down' where as my Triumph 3TA was 'one down and three up'. If you're not concentrating, you can inadvertently go from 2nd to 1st gear while you are

expecting to accelerate. (Mind the sharp things on the handlebars.) The next thing I decided to fit was the white-wall clip-ons. I ordered four of these 16 inch white-wall clip-ons from Turkey (of all places) AND they offered free freight. So despite coming via Germany and Singapore, they took just three days to get from Turkey to Christchurch, and I got them delivered to my door the next day.

Next task was a warrant of fitness which it flew through. The last warrant had been issued in 2010. This bike had been off the road between 1978 and 2006, when it was re-introduced to the NZ vehicle fleet. Notwithstanding that, and remembering that none of my excursions had been very long in terms of distance, I had no reason to believe that it would not be dependable on a longer run. In the meantime I obtained new muffler inserts, new red handlebar grips, and a new brake light switch from Draganfly in the UK.

The first major outing was the local 2015 Mods and Rockers run here in Christchurch, which finished up at Smash Palace – a local bikers' haunt. It went great with two-up on the way there but flatly refused to start when we went to leave. Some young Mod clearly more fit than I was, offered to run it up and down the road and managed to get it started. However upon reaching home it wouldn't start again. Checking the points I noticed some oil on them so cleaned that off. I also discovered that the pilot screw was too far in (too rich).

Next up was a VCC Fish 'n' Chip run to Southbridge. On route to the Blue Duck Café, the half way point, I managed to get it up to 64mph, downhill coming down off Gebbies Pass in the Port Hills. (85-90kph for the metrically challenged). But, as luck would have it, the Ariel did not want to start up again, despite the other VCC club members pushing me up and down the road for a while until we were all stuffed. A call to the AA saw the bike ungraciously trailered home.

Checking the internet threads on the topic, the collective view was that the points, condensers and the coils were probably suspect, so I ordered some new ones. The next problem was trying to remove the coils. This required 18-inch long fingers as the twin coils are both secured deep within the frame. Having finally got them both out I noted that they were dated "May 1960" and "November 1960" so they were clearly the original ones and definitely past their best-by dates. One of the leads was also down to just the one strand of wire, which wouldn't have been helping matters.

Despite having replaced the condensers and points and the coils I now had no spark at the plugs and the ammeter did not show any discharge when the ignition was turned on. It turned out to be my fault as I had forgotten that NOS (New Old Stock) points often still had a sealant on the faces which needed to be removed. I should have remembered this from the 1960s when I first encountered that problem. Once the faces were cleaned the

...it reminded wanna-be mechanics like me to ensure that the screws securing the cover do not earth out the spring thingie on the points...



bike started second kick with no choke. But when I re-fitted the points cover, we once more had no spark. Obviously the cover was earthing out something (one or both condensers) which turned out to be an easy fix. On reading the manual again (which would have been a good idea BEFORE commencing the work) it reminded wanna-be mechanics like me to ensure that the screws securing the cover do not earth out the spring thingie on the points. (Again, Duuuuh.)

So it started 2nd kick and off around the block we went. Upon arrival home, it started again no problems, so I believed it to be finally sorted. By this time another warrant of fitness was due so it was off to the testing facility. Once the test was completed (passed with flying colours once more) It started second kick for the trip home.

Another thing I had to remedy, which I suspect was done by a previous owner long before the last owner, was that some clown had removed (read 'cut away') the lower part of the chain case. For the life of me I cannot understand why this would have been done. Looking at the wear on the inside of the lower half, it was evident that the chain was rubbing on the case. Given that there is an easily accessible inspection hole in the case, one would have thought that simply adjusting the chain would have fixed the problem, or alternately, replace the chain? But no, some butcher decided to cut the bottom out. The Arrow has a completely enclosed chain case, which I gather is to retain some of the oil that is

automatically dripped on to it from the primary chain cover. With the bottom cut out of it, the surplus oil simply found its way on to my nice new white-walls, and the garage floor whilst parked up. Again courtesy of Draganfly in the UK, I obtained a nice new (re-manufactured) lower chain case, which according to the manual can be fitted by removing four screws and nuts – yeah, right. Not on this bike it couldn't. So, some four hours later, and after some re-aligning of the holes, I managed to get it in place, albeit minus some of the nice new paint I'd applied. Who was it that recently said something about making sure that parts fit BEFORE painting? Oh that's right, it was me. (Dummy.) At the same time I got a nice new fly screen (read windscreen) and fittings from Draganfly – which I broke on my first trip down the street. I'd forgotten it was there when I reached out to turn on the lights. Oh well, by the time you get to read this the nice people at Advanced Plastics will make me another one.

In case you're wondering, I'm not giving up on this bike as I still think it is cool-looking. I seriously doubt that it was the ride of choice for circa 1960s Rockers in the UK, but that's not going to stop me wearing my Ace Café London patch on my jacket. When I've plucked up more courage/confidence, I'm going to tackle the crankshaft seals. I'm looking forward to that – Not!

BW

Specifications for Ariel Arrow

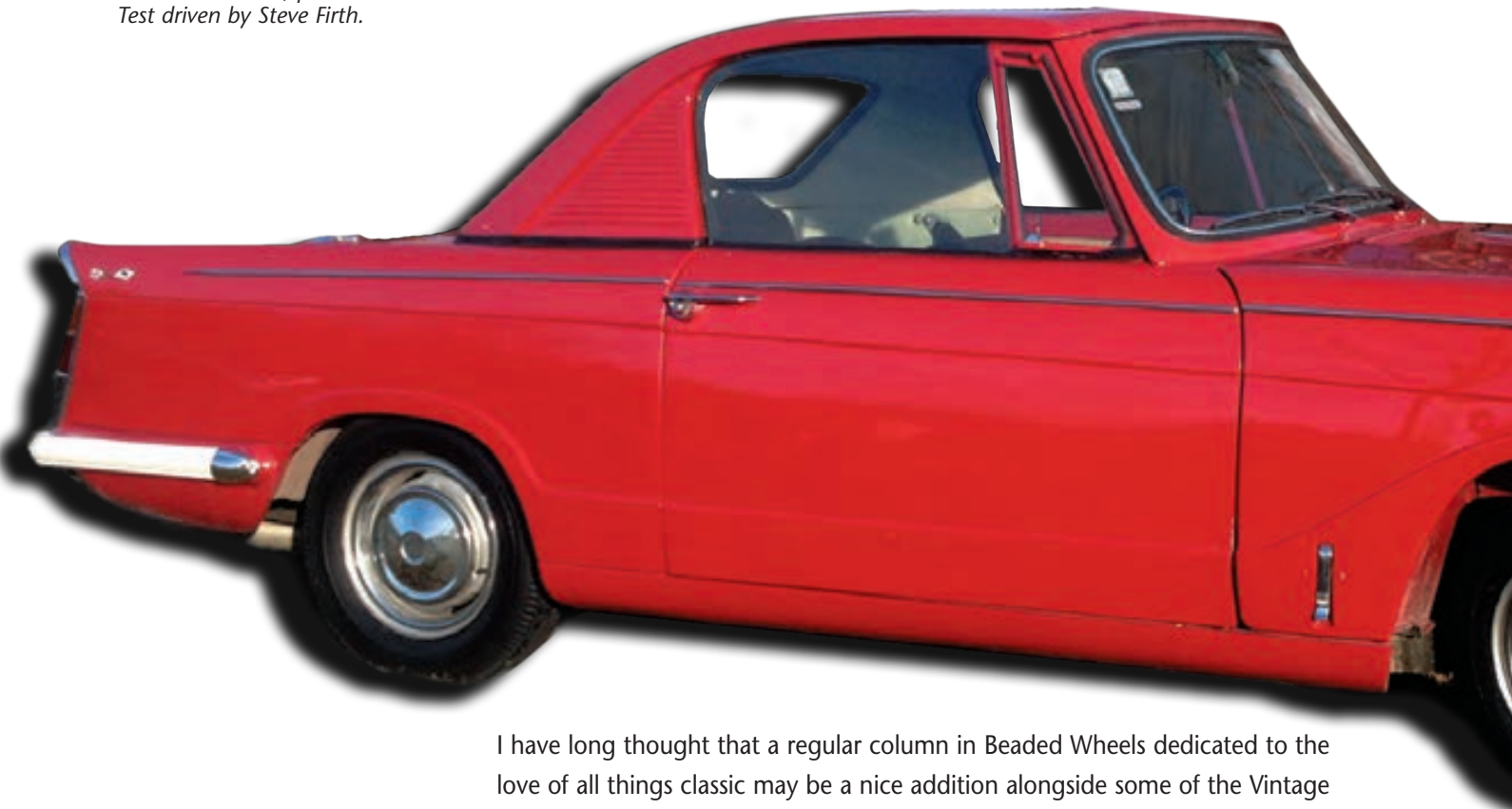
(General Data, per the original Sales Brochure)

Engine	Twin cylinder two-stroke
Bore & Stroke	54 x 54mm (2 ¹ / ₈ " x 2 ¹ / ₈ ")
Capacity	249 cc (15.2 cubic inches)
Compression Ratio	8.25 : 1 (Increased to 10 : 1)
Engine BHP	16
Engine RPM	6,400
Gear ratio: Top	5.9
Gear Ratio: Third	7.8
Gear Ratio: Second	11.0
Gear Ratio: First	19.0
Engine Revs: Top Gear	1,000 = 11 mph (17.7kph)
Tyre: Front	Ribbed 16 x 3.25"
Tyre: Rear	Studded 16 x 3.25"
Wheelbase	51" (130cms)
Overall length	77 ¹ / ₈ " (196cms)
Overall Width	24" (61cms)
Dual seat Height	28 1/2" (72.4cms)
Ground Clearance	5" (12.7cms)
Weight standard specification	275 lb (125kg)
Petrol Tank Capacity	2 1/2 gallons (11.4 litres)
Petrol Consumption	80/90mpg (28/32km per litre)
Approx Maximum Speed	70mph (113kph)

Note: Speed & Petrol consumption figures apply to machines that have been run in for 1,000 miles (1.609km)
Petrol consumption figures are based on a steady speed of 40mph (64.5kph)

A TRIUMPH of endurance...

Words Paul Hulse, photos Cat Hulse
Test driven by Steve Firth.



I have long thought that a regular column in *Beaded Wheels* dedicated to the love of all things classic may be a nice addition alongside some of the *Vintage* and *Veteran* articles that regularly appear in our unique magazine.

So I wrote to Kevin Clarkson and proposed the idea and after a bit of thinking and a few conversations, here is the first of what I hope to be a regular feature in *Beaded Wheels*.

I have often wondered if post 1960s classics are able to stand up to modern driving requirements and still do what the manufacturers said that they could do all those years ago. Can a classic from the '60s still hold its own against a modern car and be used as a daily drive? I decided to test this theory with (in my opinion) one of the most iconic P60 classics of all time, the plucky and often overlooked Triumph Herald.

The Triumph Herald was launched in April 1959 and over a 12 year production more than half a million cars were sold. Designed by Michelotti, the Herald came in a variety of models. It was a blend of old and new when it first rolled off the production line. The bolt-on bodywork set on a separate chassis was balanced against a rather advanced rack and pinion steering (giving the car a remarkable 25ft turning circle). This was the first mass produced British car to have all round independent suspension and combined with its Italian

styling made it popular with a broad range of people. Most people know, or know of, someone who can say "I owned one of those."

The particular Herald chosen to test whether or not classic cars are still a viable option for the daily drive is a 1964, 1147cc two door coupe, owned by Steve Firth of Rangiora, North Canterbury. Steve mainly uses the car in the summer and being a coupe the roof is removable. Steve says "It's definitely a family favourite for a day trip

0-60mph in 23.0 sec?

with the top off." He has owned his Herald for three years and has learned through the records that came with the car that it has had very few modifications since it first hit the road. Nothing more than a paint job in the mid '90s and a recent addition of an electronic ignition system. It's one of the rarer models, only 5319 were produced and yet it remains a very affordable car to

purchase today, around \$9,000 - \$12,000 will buy you a very nice one. So with all the hope and expectation of classic car nuts everywhere (or maybe just me and Steve) we put this little car from the '60s to the test. Here's what we found:

Acceleration The original specs state it could do 0-60 mph in 23.0 seconds, we found that surprisingly after several attempts we could only manage to do it in 34 seconds. Steve was hopeful that with a bit more practice and tweaking the gap could be reduced, however neither of us could see how we could carve 11 seconds off his time?

What is more likely is that the engine has lost a few of its original 48 horses and the four speed box is beginning to show its age.

On The Highway The original makers promoted a top speed of 128kph, we alas were not prepared to break the law and rather focused more on how the car kept up with a modern traffic flow. The Herald performed better at around 90kph. It did get to 100 but it was a nicer driving experience at the former speed with the reduction of wind noise, engine strain and shuddering.



golf clubs or manage the weekly grocery shop without too much stress. With this particular car the smaller rear view mirror and lack of wing mirrors means there are multiple blind spots to give extra consideration to. Throwing your arm round the back of the seat and turning your head around generally solves this issue.

Reliability Steve says “like many older cars it does take a little while to get it started but once it starts it has never failed me and I have never had any mechanical issues in the past three years”.

Comfort The seats are comfortable and are firm enough to cope with any reasonable commute. The heater isn't very effective and on a colder morning these failings tend to matter more.

The headroom in the rear is limited due to the design of the coupe's roof, four fully grown adults could not be comfortably transported around without regular doses of Ibuprofen. The problem is easily cured with the arrival of a sunny day and the removal of said roof.

Conclusions

This particular Herald was a load of fun and because it's a coupe, looks rather sporty too. I had a great time in this lovely little car and no matter where we were heading or what speed we were travelling I was immediately imagining a simpler time when the world just wasn't in so much of a rush. I wasn't around in the early '60s but in my opinion the Herald represents a more gentle and less hectic time, when no one spoke of work-life balance and peoples' experience of heavy traffic was a bit of a queue on the local high street. And perhaps that's the point with the Triumph Herald. In order to best to enjoy this car, save it for a Sunday afternoon cruising around country roads in no particular hurry, taking in the atmosphere sharing it with people you most want to spend your time with and admiring how different it looks compared to its bland and soulless successors we endure during the week.

Regardless, the hunt will continue at some point for a classic that can hold its own as a viable daily drive. Any thoughts as to what that classic could be, send your ideas to paul.hulse@hotmail.com

BW

Braking Possibly the Achilles heel of the Herald as it is only fitted with drum brakes. For this reason braking in a Herald is a different experience to that of a later classic, especially when you are hitting some of the faster speeds. Obeying the two second rule is crucial when driving older cars and sometimes it just feels better to allow a little more gap between you and the car in front. Nevertheless the brakes worked well but are perhaps better suited to the B roads and not the highway.

Economy Steve used his Triumph for one week to commute from Rangiora to Christchurch. In that time he estimated that his fuel consumption was between 30-31 mpg, which compared to the original specs of 31 mpg is pretty spot on. The introduction of new electronic ignition, properly inflated tyres and removing all excess weight in the boot should have assisted in achieving the required mpg.

Around Town We found that parking was relatively easy even without power steering. The legendary turning circle was useful when completing three point turns and the spacious boot easily held Steve's luggage. The boot could accommodate a set of



Behind the Badge

Words and photos Kevin Casey

It has been over a year since we looked Behind the Badge of the Wills St. Claire. For the second story in this sporadic series I chose my favourite badge, the striking, unusual Lorraine-Dietrich, arguably the most attractive of all radiator badges. There just happens to be one of these rare cars, owned by Ivan and Joan Bennett, in Outram, a mere twenty minutes from Dunedin.



The double-barred cross in the blue circle of the badge is the well-known Cross of Lorraine, dating from the early years of Christianity. The Duke of Lorraine inherited the cross as a symbol from his House of Anjou ancestors, using it on his battle flag in 1477. 'Ownership' of the French Alsace and Lorraine regions has been disputed for aeons. The Germans had a nasty habit of annexing Alsace and parts of Lorraine every time they felt militarily strong, the last time being 1940-44. The cross was always the powerful image and rallying point for the French in their desire to kick the Germans out, de Gaulle making it the symbol of the Free French in WWII. The German 79th Infantry's first attack was in the Lorraine region so they adopted it too. The cross has legions of users such as Knights Templar and Catholic cardinals, punk bands, Joan of Arc, alchemists, Magnum PI and in the heraldry of Hungary, Belarus and Lithuania to name a diverse few.

So, the Lorraine-Dietrich badge carries no name but probably did not need to, as anyone in Europe would know immediately from the cross that this car is a Lorraine. White storks are widespread in Europe but the Alsace/Lorraine region, part of the Upper Rhine River Valley, in particular has identified strongly with them for centuries. The birds and their nests are strictly protected and encouraged. Unfortunately for the dwellers the storks tend to build their untidy nests, weighing up to half a ton, right on top of chimneys;

too bad when the weather turns cold. The storks depicted on the badge reference the region but also represent grace and power, while the bricks are said to point to the company's solid foundation, perhaps also suggesting chimneys.

Lorraine-Dietrich built aeroplane engines during WWI and for years afterwards. Their engines were top quality and beautifully presented in 26 radial, V and W configurations ranging from 5 to 24 cylinders. The tiny biplane on the badge represents that activity. This colourful badge would have been expensive to produce. Its large size and pronounced convex shape coupled with the painterly technique of overlaying and blending colours demands high skill, time and money – normally the preserve of enamelled art works, not something as mundane as a car badge.

Lorraine-Dietrich, French or German? Even a cursory glance at company history will prove the car is most definitely French, but that history is rather convoluted so we'll just dip a toe. The foundry of De Dietrich et Cie, was established in 1684 by Jean De Dietrich. Almost two hundred years later the Franco-Prussian war left the Niederbronn (German) plant in Alsace and the (French) Lunéville plant in Lorraine, both engaged in locomotive manufacture. Baron Adrien de Turckheim, a De Dietrich family member, launched his company into the fledgling auto industry in 1896 by acquiring manufacturing rights to an Amédée Bollée design. After the turn of the century they switched

Above: An outstanding piece of automotive jewellery. The first enamelled Lorraine-Dietrich badge dates from about 1907. It was identical to the blue roundel part of this lovely badge, adopted in c1921

to building the Vivinus (Belgian) at Niederbronn and the advanced French-designed Turcat-Méry at Lunéville, both under license and badged De Dietrich. A young Ettore Bugatti joined Niederbronn in 1902, designing two models before leaving in 1904, his experiments too costly. From then, the Niederbronn branch sold only imported, rebadged Turcat-Méryrs. This rather annoyed de Turckheim whose Lunéville factory was actually making the entire car. In 1905 he split the Lunéville operation from the family business and, in a burst of Gallic patriotism, renamed the cars Lorraine-Dietrich. A large brass Cross of Lorraine now adorned the radiator core. The De Dietrich name was known and respected, probably the only reason it was retained. A complete change to Lorraine would be a commercial risk but it did eventually happen in 1928 when the De Dietrich family sold out.

In 1907 Lorraine-Dietrich bought a controlling interest in a struggling Isotta Fraschini, producing two models to their designs. They also bought Ariel's factory in Birmingham for car production. Neither venture was successful and they were soon disposed of, Lorraine-Dietrich hemorrhaging cash.

Marius Barbarou, regarded as one of the best in the business, had been poached



Wardell family lunch break while en route to Waipiata (1929). The left hand car is a Sunbeam, bought new by John Wardell at the (1925) New Zealand and South Seas Exhibition in Dunedin.



On the Crown Range in Central Otago (1926) – note that there are no door handles on this one.



Members of the Wardell family departing "Oroya". March 1933.

from Delaunay-Belleville to design aero engines during WWI. With the war over and Lorraine in French territory again, production based on a now dated pre-war range resumed. Something better was needed so Barbarou set about designing a fast, moderately priced, quality touring car – a grande routière. Alongside three other models it helped transform Lorraine-Dietrich fortunes for the next ten years. Car manufacture ceased in 1934, although locomotives were still being made in Lunéville as recently as 2007.

Ivan's car is a fine 1922 example of Barbarou's design but before discussing it we need to look at the racing heritage of this model. Many manufacturers over the years have embraced the "Win on Sunday, sell on Monday" philosophy. De Dietrich entered twelve professionally-driven cars in the infamous 1903 Paris-Madrid race, continuing to enter numerous races with quite reasonable results through to WWI. Delaunay-Belleville was a quality car so it is not surprising that its DNA appeared in Barbarou's new engine. The 3.4 litre 15CV had hemispherical fixed heads, overhead valves, four bearing crankshaft, aluminium pistons and full pressure lubrication. It was so smooth and quiet that the English advertised it as the "Silken Six". They would have been justified calling it the "Bentley Beater", as it would become known. The new 15CVs proved to be fast and reliable so in 1923 three were entered in the 24 Heures du Mans. Eighth place on debut encouraged the Lorraine executive

to have a good tilt at it by manufacturing a sports model, the 20/70. It had a shorter chassis, higher axle ratio, bigger valves, dual ignition, twin Zenith carburettors and two oil coolers mounted either side of the radiator plus such refinements as

"Steering finger-light, 6-60mph top gear range, silken at all speeds", stated the *Motor*. Pierre Dumont (in *French Cars from 1920-1925*) had this to say: "Fast, reliable and silent, the Lorraine was always on the heavy side, with a slightly elderly demeanour".

four-wheel, Dewandre servo-assisted Perrot brakes and Rudge knock-off wire wheels. Three were entered – Bentley 1st, Lorraine-Dietrich 2nd and 3rd. In 1925 they came in 1st and 3rd and, in 1926, a clean sweep – 1st, 2nd, 3rd – attaining a top speed of 150kph while averaging a record 106kph for the race. Le Mans had become too expensive for Lorraine-Dietrich and they were now up against the "Bentley Boys" new, faster 4½ litre dreadnoughts. Quit while you are ahead.

Linked by the most gossamer of racing threads to the fabled "Bentley Boys" are our own "Bennett Boys", Ivan, Cliff and Jim. Ivan and Jim raced their Morgans at such diverse places as Teretonga and the NZ Beach Racing Championship at

Nelson, where appearance money paid for their holiday. Ivan gave it away in 1962, marriage looming, while Cliff carried on until 1980 when he was injured in a Teretonga prang. Jim, younger by ten years, is still racing hard and has been for 52 years. This prodigiously talented tool maker builds his cars from scratch, all named Furi, and he's now pedalling BMV (Bits of Many Vehicles) while building Furi 17.

It was 1962. The suggestion was made that a Vintage or Veteran car project would sate Ivan's mechanical yearnings, but what? Dave Mills told him of the remains of an oddball car, a Lorraine-Dietrich, on a sheep station in Central Otago. He introduced him to the owner, Graham Wardell, who told Ivan there had been three identical cars, all completely dismantled years ago, their entrails scattered over three stations. We need to know the interesting tale of how three expensive cars, the only examples of that make ever imported here new, wound up in this remote part of the world.

You could say the Wardell family was financially comfortable. John and Georgina, the Dunedin branch of the Wardell family, owned the well-known Wardell Bros & Co grocery business and other interests while their sons purchased three stations: Otamatapaio Station (Harry), Omarama Station (Cecil) and The Bend Station, near Patearoa (George). The extended Wardell family were Quakers and had been for some 200 years. Despite their pacifist beliefs, when WWI broke



Ivan poses with his French lady – a relationship that has lasted nigh on 54 years.



Bentley and Lorraine radiator profiles are not unlike. All bright ware is polished brass – nickel was an option until becoming standard in 1925.

out two of the boys, Harry and Cecil, volunteered to save lives as ambulance drivers and these ambulances happened to be Lorraine-Dietrichs. Ivan did get to meet Harry a few times, finding him a real gentleman and, oddly, the pacifist kept a war souvenir in the form of an Italian two-barrelled machinegun on his desk! He told Ivan stories of the war but mostly enthused about the Lorraines, their reliability, performance and ability to handle extreme conditions. His letters home annoyed his parents as they were all about the ambulances, nothing of himself.

The war was over and the boys came home. The three stations used Model Ts and the like for transport but they were old and slow. Reliable, quality transport was needed urgently, particularly for Otamatapaio Station; a journey to Oamaru over ruts, grass tracks and across 30 creeks took a full day. Harry talked the family into an update and upgrade – three new Lorraine-Dietrichs, no less.

The Wardell's agent in England sent all relevant data and then ordered the cars after the family had specified their "options". Lorraine-Dietrich sold the basic

car in chassis form or with a factory body but even door handles were optional – one of the cars didn't have them. There was no direct shipping from France to New Zealand so they went to England first where their speedos were altered for mph. All three were tourers, painted khaki with black guards. They left the factory with right hand drive even though France had driven on the right since Napoleon had ordered it. The makers of French (and Italian) upper-class cars, their grande routièrès, obstinately stuck with right hand drive until at least the mid-1920s, their rationale being it made sense on narrow Alpine passes, giving the driver a direct view of the precipice edge.

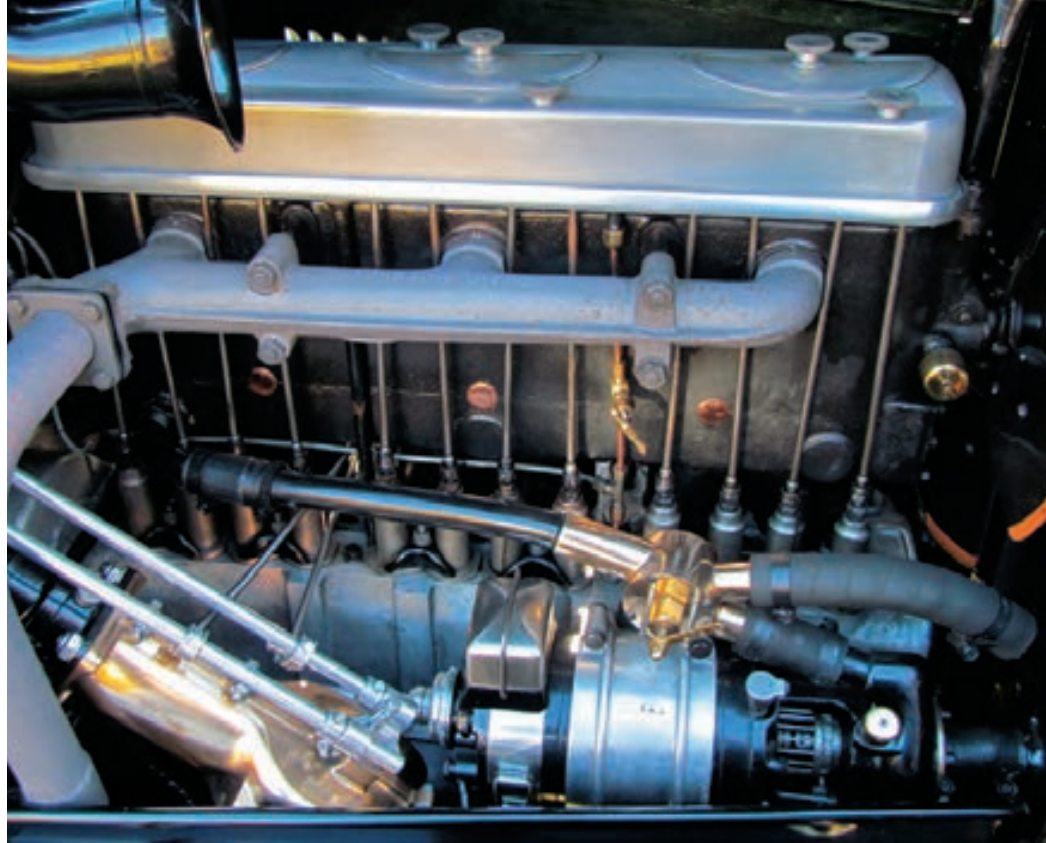
The three cars gave sterling service for many years and it was hard on them. Those long overland journeys for supplies led to gross overloading, the guards laden, every nook and cranny stuffed so full the children were seldom invited – they would take up useful space. Eventually the faithful Lorraines were dismantled so their individual parts could be put to other uses.

The remains were free but it took months of diligent searching to find them. It had to be thorough for one thing was clear, there would be no other source of parts in this country. Ivan's job as a country traveller for R. Tingey & Co. proved a boon as he was often in the search zone. Most of the found parts were at Otamatapaio and Patearoa (rabbits had forced the Wardells from this station many years before). A body was retrieved from the Patearoa tip where it had mouldered

since WWII. Some parts were in a riverbed, a farm tip yielded a piece of cowl, doors and bonnet while a hay cart that incorporated a complete Lorraine chassis turned up on a Ranfurly farm. An entire hood structure in perfect order was discovered in a Patearoa barn, a complete motor at Otamatapaio and, to show no stone was unturned, one park light under a water tank stand. John Wardell managed to retrieve the original spotlight from a local rabbitier and found the handbook.

Restoration was a daunting task but Ivan was young, enthusiastic and had two clever brothers to help. The chassis was treated to a hot zinc spray. That is, heated with oxy/acetylene while an extra nozzle sprays zinc. The guards, valances and bonnet could be reused while a new cowl was made from aluminium sheet, guided by part of the original. Jim and Cliff made a wheeling machine which Cliff, a skilled panel beater, put to good use. He straightened out the mangled radiator surround enough to use it for a pattern before wheeling five pieces of brass into a perfect replacement – quite a feat. The tub had to be made from scratch, the task eased by finding evidence of the original shape on the guards. That was in 1978; this restoration was stretching out! Apart from the white metalling, Jim machined and rebuilt the engine, encountering much difficulty locating roller main bearings. The advantage of the fixed head is no head gasket so, no leaking or warped surfaces. The original valves were reused and, unlike their Bentley rival, can be

Some parts were in a riverbed, a farm tip yielded a piece of cowl, doors and bonnet while a hay cart that incorporated a complete Lorraine chassis turned up on a Ranfurly farm.



A near side view of the engine. Ivan keeps the entire car spotless which is quite some task given the extensive use of brass. Those slender push rods are drilled for oil. Note the water recirculating "thermostat".

worked on without removing the pistons. The gearbox was in great condition; even the bearings were serviceable. The final drive was more problematic and it took three years to locate bearings, just down the road in Invercargill as it turned out. Ivan handled the woodwork, assisted by invaluable advice from a retired body specialist, Syd Mills. The brothers did all the preparation for paint before the top coats of Lusteroid were applied by Ray Price. Sam, their father, was an upholsterer so he took care of that while Dunedin Auto Trimmers did the hood. Readers will know that this short paragraph cannot do justice to the enormous number of tasks, the problem solving, the sheer ingenuity employed in such a major restoration, but they can picture it.

Despite all the searching, here and overseas, one important detail proved elusive – the badge. Harry had retired to Oamaru and Ivan would visit him now and again. On mention of the missing badge Harry reached into a drawer and there in his hand was the object of Ivan's desire. Harry would lend it to make a copy but it was his precious memento and must come back. Cliff was confident he could replicate it and proceeded to make a negative, attach it to a square of copper and etch the background away with acid before shaping it in a vice and applying paint. It was a great effort and sufficed for years. Some 25 years later Keith and Margaret Wardell tracked down Ivan and slid an object across his desk; that badge

again – the Holy Grail. It now adorns the car, the first thing that admirers observe, and they probably wonder what it means...

There is nothing quite so capable of advancing a restoration as booking a ferry crossing. Nearly 18 years had passed since

**Righto, Ivan, take me for a ride;
let's walk the talk.**

the first parts were gathered and, with the 1980 International Rally in Rotorua looming, the pressure was on. Jim was just finishing his five year Furi project while Cliff was rebuilding a Lotus that had been run over by a Chev but the family responded, resulting in the first and only 50 mile road test with just one week to go. Dad said, "You're mad" and anxiously followed Ivan and Joan 80 miles to the Waitaki Bridge before waving goodbye. His fears were groundless, a puncture and steering shimmy, later cured by increasing tyre pressure, were the only problems encountered; testament indeed to the quality of this herculean restoration. It takes considerable effort to look after that gleaming brass, particularly in Rotorua where the sulphurous air rapidly tarnished it. Nickel plate was an option on Lorraines until becoming standard in 1925.

I put some questions to Ivan about ride quality, performance and so on. He answered that the steering is very light, quite direct and does not wander, although the lock is poor. It had snubbers on the front only and he has now added modern telescopic units to the rear, with a marked ride improvement. Stability is assisted by the splayed cantilever rear springs. Another option this car has is four-wheel brakes and they are excellent, strong and true. Henri Perrot introduced his advanced system in 1914 (on the Argyll) and they quickly became the brake of choice for quality cars and particularly race cars. Ivan seldom erects the hood as it is not an easy task and creates too much noise. As for performance, it will pull the notorious Kilmog in top gear and returns 20-25 mpg at his 45-50mph cruising speed. He treats the old dear with respect so top speed will remain unknown, most certainly well short of the Sport 15CV's 93mph.

Righto, Ivan, take me for a ride; let's walk the talk. Fuel on, then manipulate a 3-position switch marked depart, normal and air. It seems rather quaint, but logical, that the choke position is named depart. When the engine has warmed sufficiently the lever is moved to normal. The air position leans the mixture for economic cruising but, out of consideration for the valves, Ivan does not use it above 40mph and never on hills. If it's cold there is a valve on the water pump that can be set so the majority of the water circu-

lates continuously within the pump to aid warmup; just don't forget about it though. Remember this was 1922 and thermostats were in the future. Although the electrics are 6V she spins as if they are 12V and fires immediately. The clutch is light, the gearshift positions unusual – reverse is towards the driver and up, straight back for 1st, across and up for 2nd, back for top. Acceleration is brisk with that wonderful Vintage gear whine but once in top all is quiet, just the breeze and a huge grin. Ivan demonstrated steering with one finger and then gave notice to brace myself for the brake test. What a revelation to one used to vague American Vintage brakes – I could have sworn they were hydraulics.

People waved and called hello as we meandered back through Outram to the point where I had to enquire if he knew every single resident. He laughed and credited the car but I think it was a bit of each, for Ivan is a most affable and gregarious chap and that magnificent car just draws legions of admirers. I am one. The sheer quality and attention to detail of even the smallest fittings is extraordinary.

Google couldn't tell me how many Lorraines are still out there but it won't



Getting the message across...This famous symbol appears on the radiator core, badge, gear lever knob, instruments, pedals, hub caps, spare wheel, body plate, and more.



Ripaults, Youngs Road, London NW1 is emblazoned on the speedometer but the very small print at the bottom reads "Made in France". Delco coil ignition is used.

be a big number. Lorraine production was modest, one estimate has it at maybe 600 per year during peak production in the mid-1920s. There are two in New Zealand now; Dick Wardell tried for long enough to buy this car after using and admiring it at the Wardell family reunion in 1989, but eventually gave up and bought a 1923 Lorraine-Dietrich (LD1923) in Australia.

The Bennetts are very fond of the car so it is likely to stay with them. Let's face it; Ivan treats his French lady as one of the family anyway. When autumn is nearly done her bores get oiled, her feet are

tenderly lowered onto slippers of carpet and there she dozes, wrapped in thick duvets, until the spring sun loosens winter's grip. It's almost a love story really... **BW**

Ivan asked me to acknowledge the unstinting help and generosity he received from the Wardell family, particularly Harry, Graham and John. If you can find a copy, read High Street Shopping and High Country Farming, by Ian Dougherty – a most interesting history of the Wardell family.



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

The list is endless ...

**WHITE METALLING
of engine bearings**

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



Hon. Todd McClay opening the AGM.

Vintage Car Club of NZ Inc AGM

Rotorua 13 August 2016

Words Kevin Clarkson
photos Ronald Mayes

The AGM was well attended with most branches having a presence. The MP for Rotorua Todd McClay opened the meeting with an interesting chat about old cars from his perspective.

Important outcomes from the meeting were that an independent review of the Vero International Festival of Historic Motoring finances is to be undertaken by National Secretary/Treasurer Michael Lavender and Canterbury branch member and chartered accountant Murray Trounson. The meeting was also advised that a Communications and Marketing Officer, Ross Holden, had been appointed and he will soon commence working with National President Diane Quarrie, the Management Committee and branches around New Zealand to achieve the outcomes we desire.

As noted elsewhere the recipient of the Goddard trophy was Diane Ross from Ashburton. Life Member and club founding member Andy Anderson was present at the AGM and had some great input to the meeting. He was also presented with his 70 years of membership certificate by National President Diane Quarrie.

As usual the club Executive meeting was held on the Friday night prior to the AGM and was completed following the AGM on Saturday afternoon. Again, most branches were represented.

The Saturday night dinner had a black and white theme which members took full advantage of. The speaker for the evening was Greeta Hulme and she gave an outstanding talk about the exploits of Denny and the other racing personalities of that era.



Local branch display at the AGM: Dave Mayhew's Ambassador and Douglas, and Malcolm Foster's Ford Model T.



David Tomlinson sets the scene for the AGM.



VCCNZ foundation and Life Member, Andy Anderson.



Waikato Branch presentation.



Keen listeners to Todd McClay.



2016-17 management committee: Back Row; Paul Collins, North Island Club Captain; Tony Haycock, Speed Steward; David Yorke, Committee Member; Alon Mayhew, South Island Club Captain; Tony Bartlett, Committee Member. Front Row; Julie Cairns, National Office Manager; Kevin Clarkson, Beaded Wheels Chairman; Dianne Quarrie, National President; Michael Lavender, Secretary/Treasurer; Rod Brayshaw, Registrar; Ed Boyd, Committee Member.

BW



John L Goddard Trophy

2016 Recipient – Diane Ross, Ashburton Branch

The late Allan Storer, a former long time South Island Club Captain, was a friend and became Diane's mentor when she took up the role. Diane and Rob put their stamp on the South Island Club Captain's Tours, all the while keeping the popular format from Allan's previous tours. Diane's eagerly anticipated tours travelled on many little used Vintage-type tracks and roads. The late afternoon happy hour when participants socialised encouraged the building of long lasting friendships. These tours are the epitome of the spirit of Vintage motoring as propounded by the founders of our Club.

Since 2007 when the Club decided to have the North and South Island tours in separate years Diane began her Vintage and Veteran only tours, initially in the South Island. These bi-annual tours were organised in partnership with members from other branches. North Island participants then organised several tours using Diane's format. This year Diane is co-organiser of another of her popular Vintage and Veteran tours and members from throughout New Zealand will travel with Rob and Diane over mainly back roads in the South once again enjoying their club vehicles in the spirit of the founders of the club. There has never been a drop-off of numbers which is truly testament to the enthusiasm these tours generate.

In *Beaded Wheels* 2008 August/September issue 293 Diane wrote at the

beginning of her first Brass Notes column "I don't want to copy the Sounding the Brass column instigated by the late Rob Knight". Two pages of Brass notes followed and have continued for 48 issues spanning eight years. Her footnote reads "I would be happy to carry on being involved in this column on a rotational basis if there are a couple of enthusiasts from other parts of the country who would alternate with me. What about it Veteran enthusiasts?" Rob has been involved and supported this venture from that tentative beginning. Diane has become the now well-known and respected compiler of Brass Notes and an important part of the Vintage Car Club's national magazine which is read all around the world.

In 2010 Diane was made the Ashburton Branch Patron. Her involvement, commitment and dedication continues in her branch.

Diane is well-known for her friendly and welcoming manner. Diane remembers names and faces and shows care and concern for sick and elderly members. To quote a young member "Diane is a passionate lady who enjoys people". She is a people person who encourages everyone to enjoy the friendships and enthusiasm of Vintage Car Club members.

Diane continues to be fully involved in the Vintage Car Club of New Zealand and is a well deserved recipient of the Goddard Trophy.

BW

Diane Ross has been an active member of the Ashburton Branch of the Vintage Car Club for over 44 years. She became a committee member of the Ashburton branch in 1974 and served initially for four years until 1978. She served as Branch Treasurer from 1984-1985 and then as Branch Secretary 1986-1990.

Her work for the Branch on the National Executive began in 1980 when she was first nominated as the Branch Delegate, holding this position for a decade until 1990. Then again for two years from 1995 until 1997, and finally in 2011.

Diane was elected South Island Club Captain in 2001, a position she filled for eight years until 2008. Diane and her husband Rob are very active and came to know and to be known by many Club members throughout the South and North Island.

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 **0-800-449196**

or Call **00-1-816-833-1913**

Geraldine Auto Restorations

Phone 03 693-1401

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

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

34 High Street Geraldine, 7930
Phone 03 693 1401

WOF
Whole Sale Inspection



A Study in Concentration

22nd Annual Banks Peninsula Branch Balcairn Trial

Words Craig Cowie photos John McDonald

Gordon Dacombe, Morris Special, 14th overall.

Once again Banks Peninsula Branch leads the pack in the high stakes game that is trials motoring. For the uninitiated it is a day of intense competition with more emphasis on the result.....

Sunday 17 July 2016

It hadn't passed unnoticed to the trial organisers that in the many months, even years, leading up to the Balcairn Trial the localities hadn't had issues with flooding. In fact they hadn't really had any issues with puddles, dust has been more of a problem. It was this situation that faced the organisers when they tried to set up the sections for the 22nd running of the event. Thirty-six drivers turned up, about half of them sharing a car.

As anyone who has set up trials sections knows, water and quite a lot of it makes it much easier, but Craig Keenan, Michael Pidgeon and Ramon Farmer did a great job in difficult circumstances. Setting a course for a range of cars from small capable trials-only specials to standard(ish) road cars is not an easy task, so well done to them.

The dry ground provided the opportunity for some who had never cleared, or even done well in, certain tests over many years with the opportunity to do so. In a number of cases sections which had

defeated people for years were completed with attendant enjoyment, not to mention surprise. As you will gather scoring was high as a consequence so starting order, and consequently course deterioration, had less effect on the final result.

The Fleming family generously provided us with land to use. The food and coffee stalls were well patronised and added to the relaxed nature of the day.

We had five sections organised, and for the first time that I recall, a tie break for the three leaders at the conclusion. The hopefuls turned up in the usual collection of superb Austin Seven variants and other vehicles from lesser manufacturers.

I must say that it's always a pleasure to see so many old cars and feel the positive atmosphere of many people looking forward to messing about with old cars. With a large pile of logged pinus radiata still resident the starting point remained where it had for the last three years, through the ditch, wending through some trees before returning through the ditch and up the first hill, sharp to the left and right up the steep bit to the finish. It seemed pretty straight-forward but as usual a few weren't paying attention and decided that driving alongside the plantation was better than through it. It must be said that this strategy did not improve their chances of collecting the wine at the end of the day, even more so as it was a double points test. Words were said, usually short ones.

It was a good test to the top and only three managed the maximum. Lance Braid, Dick Anderson and Avon Hyde, all A7 equipped and of whom we shall hear later. Peter Thwaites in his Morrie 8 Special almost made it, as did multiple past winner Geoff Owen, along with Thomas Mauger, recently jetted in from Perth and only a yard or two away in his grandfather Warner's well known Class H New Zealand land speed record holding Austin 7. Also notable was an excellent attempt by Mark Dawber in the Class B Pontiac, with a solid 32 points, its best on this test I believe. The road going class A was headed by Donald Williamson's nice wee Seven.

Test one completed, we raced off to the next section. This was the old hill section, historically a challenge and only rarely beaten. Usually sodden from a natural spring, as you may have guessed, the spring wasn't springing this year and consequently many cleared the top and recorded a perfect score. In hindsight some organisational deviousness in the form of a momentum defeating stop and start, or more manoeuvring, may have been called for but by the time the surplus of traction was confirmed it was a little late to change. This, in a test where we have in past years, had to push some of the standard cars over the start line lest they didn't make it onto the course proper.

Harry Dawber in a very original and standard Studebaker saloon had the lowest



Grim determination from the crew of this mainly Austin 7 Ruby.



Thomas Mauger, 5th overall pushing on.



John and Zelma Stanley working hard.

score of 12. It was nice to see a standard car competing and Harry drives it very well.

A short foray across the track led us to test three and a repeat of the unchallenging conditions. Starting down a steep but dry slope, through what is usually a bog but wasn't this year, and down a fence line to double back and proceed up another usually challenging and slippery climb to the finish. All but eight recorded the maximum, but it was nice to see the delight on faces of those who'd only ever seen the top courtesy of the Land Rover Club's tow rope. I suspect some might now retire from competition on a high note as there's only one way now and it's not up. Competition was very tight at the top, with eight runners within five points and the three noted in test one still to drop

any points. In close pursuit were Peter Thwaites, Thomas Mauger, David Owen, Donald Williamson and Richard Topliss in his short Ford.

It now seemed a good time to stop for lunch and as at most VCC events, dubious memories and myths were quoted and misquoted. Stories, some of them true, were told and re-told. As previously noted the food and drink stalls were very popular. Thanks to Rebecca Fleming and her family for going to so much trouble.

The reason for the relaxed lunch was partly because the organisers set out to toughen the remaining sections. This led to a query from one competitor whether we had shares in a clutch relining company. We don't, but the feasibility is being considered.

Test four, another well-known one at the North West end of the property required a short run and hard right turn up a marginally slippery hill. A stop/start abreast a line stymied eight runners, including a few who didn't follow instructions or rolled a little backwards. It's always fun to watch cars j-u-s-t managing to proceed, forward motion barely maintained, but maintained enough. From the restart, a loop and sharp turn through the newly relocated gate and up the hill didn't really stop anyone apart from a single course strayer, but the sharp turn and final climb posed a few challengers on this, the steepest part of the course. A stop/start at this point was not thought to be helpful by the competitors but everyone else thought it was just about right. Nonetheless eleven



Jubilation following a clean run.



The smile of success, Avon Hyde 1st overall.



John Newell.

made it and only eight didn't. And we still had Lance, Dick and Avon on a maximum points tie.

So, down to the last test. Up a hill, loop, down again and on the next slope another of the stop/starts we had so considerably added. This was a tricky one and Pat 'eagle eyes' O'Connell was allocated the task of judging the success or not of the resulting manoeuvre near mark 8. If successful here, a brief diversion was followed by another climb and yes, you guessed it, another stop/start. Those who made it past mark 8 or 9 if your car had a long enough wheelbase, all made it to the top. A few complaints were forthcoming that at mark 8, rear wheels were spinning as their car scabbled for traction, but that it slipped backwards marginally and what on earth were they meant to do about that? We suggested they ask those who proceeded without first sliding down as we had no idea.

We now had a problem, with three competitors all on the same score. Lance Braid, Dick Anderson and Avon Hyde, all as would have once been said, 'on Austin Seven'.

After a brief consultation a tie-break was suggested, so we proceeded to what would have been the pondWell you get the general idea. A slightly tortuous route led to a turn up a freshly bulldozed hill and included the spillage off the blades. We naturally enough added a stop/start at this most difficult point. Should success follow the hill, though steep, was dry and little further difficulty was envisaged.

Lots were drawn (actually we just decided, but drawing lots sounds more dramatic) and all three had a go. And all three proceeded to run off the course at the same point as we'd made a turn too tight. At this stage, having established that a sheep station was not in fact being offered to the winner, but only a bottle of wine, we tried again. The course was refined, the last turn made wider and the restart repositioned to make it more difficult still. The start order was changed using the same methodology as had been applied to the first run. Lance first and proceeded easily to the stop/restart point. Lots of revs, dirt flying, but nothing apart from an oversupply of inertia. Dick next, similar scenario, a hint of forward motion and 3-50 x 19 tyres definitely moving, but alas only downwards into their own newly created holes. Avon finally and smoothly to the same point. A different technique, half the revs, gentle on the clutch, no wheel spin at all and off to the top. Winner again for the second time in three years.



Dick Anderson frightening himself, 2nd equal overall.



The final run, Avon Hyde knows he has it won.



Lance Braid, 2nd equal overall.



Jan Byres, Austin 7 special.

We retired to the Sefton Pub, handed out some bottles of wine, made some short and spectacularly irrelevant speeches and promised to come back next year. One needs only look around and observe the enjoyment people, young, old and anywhere between, drivers or spectators

get from this event to realise that the spirit of the VCC is alive and well. As a final observation events such as this are the ones which seem to attract our younger members and that can't be a bad thing. Does anyone have a spare paddock?



Dare To Do Something Different

Words Barry Birchall

I often hear concerns about declining participation on runs and cars going overseas.

I have been tracking car movements in Auckland for many years and a lot more cars have come into this country than we have ever lost overseas. We have lost cars to the United Kingdom and Europe, but we have gained a lot more vehicles from the States. The mix of cars that we once had on the road is changing. Many of the older cars formerly motored have finished up in private collections, or the car has been passed onto a son who does not have the same passion for the hobby and the car not motored.

Not long after I joined the old car movement I discovered if you did something different you could always increase numbers on an event. The same still applies today and recently I saw this in Auckland when Norm Dewhurst brought out almost 70 cars on a run to a display of trucks that not many had seen. Good start point, lovely weather, a tour over great rural roads and a new destination, all the ingredients for a very successful day. On Sunday we went to see a display of cars at Smales Farm. Three hundred cars and a great morning out. The organisers of the event should be congratulated as it happens every month in Auckland and it must lift the standards of restoration.

In 1998 it was 100 years since the first car was bought into New Zealand. I decided to mark the occasion with a run for Veteran cars, from Wellington to Auckland over five days. We found sponsorship, used the Wellington Town Hall for the first function, started the run outside Parliament Building and the Prime Minister flagged us away. I asked the mayor in each centre to start the cars each morning. I brought the cars into Auckland with a police escort, closed Queen street on a Friday afternoon and finished the run in Aotea Square. I made sure the newspapers and TV were present.

When the sponsors realised what we were doing they paid to have a banner installed over Queen Street, supplied clothing, most of the meals on the tour and the final function. I made sure everything was in the tour manual so I could participate in the event with other entrants in a very old car. If someone did break down I had a car transporter at the rear to pick them up. For the first time we attracted cars from the South Island to an event that finished up in Auckland. One sponsor has stayed with us and we still use them today.

You can also learn something from another club's success. Ray Pointon intended to organise a Veteran run in Auckland from London Street to Brighton Road, something he had seen in Australia. Sadly Ray passed away before he got

the event off the ground. I spoke to the Auckland City Council and asked them if I could have a front page story in their monthly newsletter that went out to every householder in the city. We got our front page story and we had the largest turn out of Veteran cars we had ever seen in Auckland. We had people lining the streets from Ponsonby to Otahuhu. Pursuing the media can only be good for movement and sometimes it requires only a phone call.

Currently we are preparing to re-enact the 1917 Parliamentary Tour of the Winterless North. One hundred years later, the size of Auckland and the volume of traffic makes it a vastly different proposition. While we cannot take the traffic out of Auckland, we can tell someone the best times to come into the city. We can organise a car transporter to carry cars across the bridge at no cost to the entrant. We can suggest routes into the city via back roads. It is not as easy today to close a road in Auckland as it now comes with a cost, and it has got harder to find sponsorship. The run will start from Devonport and finish at the Auckland Town Hall with a Civic Function, same as the tour did in 1917 and members of Parliament will be present. If you have a motor-able Veteran car we would love to see you on the Centennial Re-enactment of the Parliamentary Tour.

BW



Canterbury Branch member Colin Rae's association with the New Zealand fire service goes back over 50 years. The completion of his latest project adds another chapter to that story.

Cust's First Fire Engine

Words and photos Colin G Rae

In September 1951 the Cust Volunteer Fire Brigade purchased a 1929 Model A AC Ford truck from a builder, Mr E Henderson, for £155. The brigade used this vehicle as their first fire appliance. A 100-gallon tank of water was carried on the deck and the water was dispensed using a Pegson Marlow portable pump. The truck was then onsold to Murray Gardiner in Arrowtown. This gentleman in his wisdom decided to dismantle the truck and really did pull it to pieces. Thankfully the parts were contained in boxes and sat around for I don't know how long before it all became too much and he then onsold them to Glen Brickell at Arthurs Point near Queenstown.

I purchased the remains, if I can call them that, from Glen who had the intention of restoring the vehicle but for one reason or other did not proceed and decided to sell the parts. I spotted the parts advertised in *Beaded Wheels* and decided to buy them. The reason was my involvement with the New Zealand Fire Service. I joined the Temuka Fire Brigade in 1957 and they had a 1930 model AAC Ford as a hose carrier which also towed

a war surplus V8 trailer pump. I attended my first fire call sitting on the back of this fire engine at 2.30am. After leaping out of a nice warm bed, jumping onto my bike to get to the station and travelling to the Arowhenua Pa about a mile away I began to wonder if I had done right thing. The morning's *Timaru Herald* informed all and sundry that South Canterbury had enjoyed a frost reading of 21 degrees farenheight. However I stayed and then joined the Christchurch fire brigade in 1960. I spent a total of 40 years in the fire service, hence my interest in this vehicle. It seemed appropriate that I started with a 1930 Ford and restored a 1929 Ford 56 years later in my retirement.

My wife Glenys and I arrived in Queenstown on 22 February 2011 and as we pulled up her phone rang with son Matthew informing us of the devastating earthquake that had destroyed Christchurch. We arrived home on 26 February and I started the restoration. I did not have the task of stripping the thing down as it was completely dismantled with all the parts in various boxes. Not previously having anything to do with

Model As it took some time to sort out what went where but I got there in the end and found a home for everything.

I was very lucky that I was told of another truck the same model out the back of Burnham, about 20 miles south of Christchurch, which I also bought. The parts missing from the Queenstown truck were found with this one.

Restorations are much the same as far as cleaning everything and painting all the bits and pieces is concerned and this truck was no different in that regard.

I had a real hassle in removing one of the back hubs from the Queenstown truck. I tried everything to get the damned thing off the axle. Martin Rooney, a fellow Canterbury Branch member, lent me his hub puller which I tightened as much as I dared, no movement. I got a shock nut made up and that didn't work. I heated the hub and used the puller, still no movement. I then drilled two one inch holes in the back plate, inserted two one inch rods up against the inside of the hub, heated the hub again and son Matthew and I hit the rods with bloody



big sledge hammers, each of us together. Still nothing moved!

I then decided to take the whole diff assembly into Auto Restorations to see if they could get it off. They spent a couple of hours doing what I had done and they left a bit of pressure on the hub while they had their lunch, Half way through the lunch break there was a loud bang and it finally let go. I thought it would have been as rusty as a sunken hull but it was quite clean. Mind you the axle is two and a quarter inches in diameter and the taper is six inches long so there is quite a large surface area that was hanging on.

I could not get over the weight of the diff with the springs attached. The thing is far bigger than a modern truck of the same size, It sure took some manhandling around on my own I can tell you.

Both trucks had a secondary gearbox and were different in type, I think one of them is a Warford but am not too sure. They are both a high/low unit and would have given the truck a fair bit of pulling power.

Wooden spoke wheels was another area that I had a problem with. I had two good

wheels and two not so good. I advertised in the Canterbury branch magazine but did not get a response. An advertisement in *Beaded Wheels* yielded the same result. I went out to the parts shed to see if I could find one amongst the pile they had and believe it or not I found one, painted green. I took the plunge and thought maybe if there is one there could be another one. I kept my eye out for the colour green and stone the crows within another five minutes had located another one, painted green. Both these wheels were in great condition and I was very relieved as I had been through the Timaru parts shed, also the Geraldine museum who have a truck the same model. They are not that thick on the ground now so they were indeed a great find.

I obtained a short block from my old Canterbury branch mate Bob Kinnaird that had been reconditioned but had sat around for quite a while so had gathered some surface rust. Bob was not that keen to sell it to me because if it was no good he was not going to be very happy. I told Bob I was willing to take the gamble and finally talked him into selling it to me. I

bought it home, put a lid on it, slapped on a pair of pants, cranked it up and she runs like a swiss watch. Wonderful. I also fitted an alternator so it would operate on twelve volts.

The next biggest job I suppose was welding up the steel frame work for the deck and lockers so that I could fit the timber framework to fix the plywood to.

I then had to cut the metal side panels for the rear guards and the locker openings to fix onto the plywood. Next job was to make up the locker doors, the locker catches and fit it all to the frame. The parts shed provided me with the rear guards and they fit the wheel profile spot on.

Between the two scuttles I finished up with one in not too bad condition and did not require too much work.

I paid a panel beater to knock the front guards, bonnet, radiator shell and the rear guards into shape and finish off the scuttle. Things were now taking shape.

The truck was missing the two small panels that bolt onto the scuttle that carry the front doors. These have compound curves so took quite a bit of making and tried my patience.

I bought a windscreen from the Canterbury Swap Meet and then used one inch box section to make up the frame to carry it and to provide a finish for the edge of the scuttle. I decided to use aluminium angle to finish the edges of the deck, running boards, back step because the cost of brass would have seen us taking out a mortgage on the house. It looks alright.

Two or three years before I bought this truck I had bought a 1972 TK Bedford fire appliance which had quite a bit of hose and brass gear. I tidied it up and onsold it but kept quite a bit of hose and the brass bits as I had intentions of building another fire engine.

I do say another fire engine as I built one in 1993-1994 using a 1927 Buick chassis (see *Beaded Wheels* 211) and this is now in the Wanaka Transport Museum.

Swap meets provided me with two very good brass/copper bucket pumps, soda acid extinguishers, and nozzles. A foam compound tin appropriately labelled was purchased from an antique dealer in Nelson, as was a brass helmet.

When you open up the locker you see the hose and nozzles and the old girl looks as if she would do the business.

A W Fraser, the scrap metal dealers (non ferrous metal), bought containers of

Australian fire equipment when the fire service went out of using brass/copper gear. One day when I was there I saw 44 gallon drums with brass nozzles and couplings in them and copper barrels in other drums. They had put the nozzles through the saw and they were to be melted down. I could have cried.

I bought some bits and pieces including a couple of standpipes that are on the back step for scrap value so I was lucky once again to be able to get them.

I made up a dummy pump panel and fitted it with an inlet and outlet coupling, plus a couple of gauges and a valve, it looks the part although it does not operate in any way.

The hose reel drum is a standard commercial one that I widened quite a bit to make it look right and fitted a brass nozzle that I got from an antique shop in Omarama.

The ladders that are on the truck came from two different sources. I was given one by an ex Timaru fire officer Digger Brooklands. This ladder was carried on the Timaru Brigade's 1923 Model T fire engine. I have the book on the history of the Timaru Brigade and there is a photo of the ladder on the Model T. The second ladder I got from Trade Me and it matches the

Timaru one perfectly. A bit of work with a scraper a bit of sandpaper, then some stain and oil and they don't look too bad at all.

A red flashing light and siren ex the '72 Bedford completes the vehicle and finishes three years of work. Placid wife Glenys was quite happy with me out in the shed as it stopped me lifting her pot lids. Now it is finished she may have to keep the kitchen door locked.

The idea now is to try to find a home for the dear old soul, in a museum perhaps. I will stress here that I would not like to drive from Bluff to the Cape and back in the old girl. It would be ideal to give kids a ride at a works picnic a school fete or something, a brigade centennial perhaps.

I must say that it does look good and would add to someones collection.

The day after typing up this story I had a phone call from the Chief Fire Officer of the Kirwee Brigade who had spotted a story published in one of the country newspapers about the restoration. After looking the fire engine over they decided to take it off my hands.

I'm very pleased it has gone to a good home and will provide a lot of pleasure to a lot of people.

BW

Specialists | Modet T & Model A 1907-1931

Veteran AND Vintage

Spares and Repairs Ltd

Restoration Supplies Tyres & Body Panels

16" Tyres black and white wall



Errol & Linda McAlpine



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



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 Paul Hulse and Steve Dyson.



Waitemata: 1928 Sunbeam, Stephen and Tracey Winterbottom followed by Kevin and Mariette Beesley 1931 Talbot 90.

Waitemata R'Oil Can

Waitemata Branch

Words and photos Tracey Winterbottom

The formula for Waitemata Branch's annual R'Oil Can Rally is simple and successful.

A full day's motoring over back roads with a heavy weighting towards gravel, maybe even a green centreline or two. The middle of winter, an early start in the dark, finishing at an unknown destination where everyone stays together, a convivial dinner and sharing the day's trials and tribulations. The event is for all open vehicles and you must have your hood down for the entire rally. No apologies are made for using the phrase Hairy Chested Motorist. It is not for the faint hearted (man or vehicle) and this is where its appeal lies. To ensure the 'Can remains true to this spirit, the winner is suitably chosen. The event recognises the roots of the Waitemata Branch and there are few events like it in the North Island.

This year 29 vehicles gathered at the Bombay Service Centre to set off in a south westerly direction. The group was a wide spread of marques and years, The Vintage era was covered by Sunbeam (no less than 4), Delage, Talbot, Model A, Essex, Hotchkiss, Riley, MG and Austin 7. The field then rounded out with later sporty Rileys, MGs, Jaguar, Daimler SP250, Triumph, Fiat and Railton.

Jim and Kaaren Smylie in their 1930 Model A from Bay of Plenty were doing their first 'Can with fellow Bay of Plenty members Alistair and Gwen Jones in their 1934 Railton. Alistair had done a R'Oil Can many years ago. Others who travelled a long distance to start were Pat Bren and Mike Stuart who had motored up from Napier the previous day in their Austin 7 Sports, and Max and Shirley Belcher from Warkworth.

There were four entries consisting of a grandparent/grandchild combination. Anne Thomson navigating for granddaughter Olivia McNair in Olivia's MG Midget, Wallace McNair navigating for grandson Tamati Thomson in his MGA, and Norm Dewhurst driving his 1925 Essex roadster with rear wheel only brakes and grandson Ryan Winterbottom in the navigator's seat. Both Olivia and Tamati were loath to give up the driver's seat, gaining valuable miles of driving experience. Max Jamieson entered his Delage with grandson Gaden but unfortunately they were late arrivals and did not finish the whole day. It is great to see the under 25 year olds taking part. I for one am relying on these members to be doing the organising in another 30 years time.

After a bit of motoring east of the river, we travelled through Mercer, over the river and into Waikato territory. Over Klondyke Road where the sun strike provided a challenge, then Ponganui Road, another great Vintage road, and on to the coast with a stop at Te Mata.

Prior to morning tea, a huge slip was encountered, completely blocking the lane in our direction. Some got round without mishap. Kevin and Mariette Beesley in the 1931 Talbot 90 nosed out cautiously. Luckily Kevin heard the sound of a modern coming towards him and decided to stop and let youth go before beauty. The modern failed to negotiate the slip and ended up off road down the bank before stopping to a rest on the perfectly positioned lamppost looking very much the worse for wear. Kevin and Mariette were then able to continue at the proper pace around the slip. Soon after this, Kevin's brother Vaughan arrived on the scene in his Hotchkiss and was less fortunate. As he applied full brakes the Hotchkiss glided on the slippery road embedding itself into the soft mud ending

up on top of the slip, giving the appearance of rafting on a huge mudpack of debris and scrub. The Hotchkiss was removed from afore mentioned mud-raft without injury to driver or navigator and with only minor panel damage which didn't prevent them from continuing.

After morning tea there were another 100 miles to lunch at PioPio. In this section of mainly gravel we covered some interesting ground. Hauturu Road, which runs through the Pirongia Forest, in particular was another gravel road in good condition with great scenery.

After the lunch break there was another 100 miles turning off the main highway and travelling through Ongarue and the Pureora Forest over more back country until arrival at our final destination of Oreti Village, overlooking Pukawa Bay on the southern end of Lake Taupo.

Time for a quick freshen up and then dinner and a short prize giving to observe some R'Oil Can traditions. The Hard Luck Trophy was presented twice. First Stephen Winterbottom presented it to Rob Chapman for last year's R'Oil Can, unfortunately neither he nor his Riley had made it to the finish in Rotorua. Rob was then able to quickly pass it onto this year's recipient, Laurie Poolman. Laurie travelled at least half of the day's rally with the Tail End Charlie, having to leave his MG C type behind prior to morning tea with terminal issues.

This year's organisers Mike and Adie Moffat then presented the R'Oil Can Trophy to the winner – Rob Chapman who, by the way, had only just arrived back in the country the night before.

Diamond Jubilee Night Trial

Canterbury Branch

Words and photos Tony Becker

The latest celebration of Canterbury Branch 60th Anniversary Diamond Jubilee adopted a swept-up version of our regular annual Night Trial and Hi Tea. John Bartlett and Ross Butler created something new for members for the 20 August celebration. Fifty-one vehicles carried 107 individuals from Husseys Road to the first two Hi Tea courses at popular eatery, Oxford's Workingmen's Club, Oxford. The balmy evening run, in perfect conditions toured some North Canterbury country roads and townships via three quiz checkpoints. As this was a 60th Anniversary event, spot quiz math calculations revolved around 60. VCC vehicles dominated the night trial, so country driving in the dark proved a good test for Vintage and older vehicles. After main courses at Oxford, dessert and coffees were served at the end of a moonlit drive to Cutler Park. Prizes for winning entrants included bottles of Diamond Jubilee Wine presented to every vehicle entry. The next and final 60th Anniversary event is December's Jubilee Grand Ball. Featuring a ten piece band, numerous prizes and an extra special supper. Not to be missed.

Blenheim Mud Plug

Marlborough Branch

Words and Photos Brent Woolhouse
Sunday 14 August

The mudplug was held west of Blenheim in fine conditions. Contestants and their machines were tested on six tracks set in the wet and muddy fields by Marlborough Branch members. Overall winner, in a short wheel based car was David Palmer in his Hillman Minx Special, followed one point behind by Lance Braid in his often off note Austin 7 Special. Linda Topliss was the winner of the ladies section in her Ford 10 Special, followed across the line by Colleen Frost in her Austin 7 special.(It must be noted the ladies featured in the top half of the entire field of 32 cars) Long Wheel base was taken out by the organiser Peter Thwaites in his Morris 8 Series E, Cockroach model.

BW



Marlborough: Jared and Morgan Dacombe, Morris 8.



Marlborough: Richard and Linda Topliss, Ford 10 Special.



Marlborough: John Fowler, Austin 7 Special.



Marlborough: Dick Anderson, Austin 7 Special.



Big End Knocks

mutterings of a mature motorcyclist

I have to confess that I tend to regard cars as little more than motorised raincoats. I have only driven two or three open cars apart from the Morgan three wheeler I once owned in England. The Moggie really wasn't a car anyway, it was a lethal weapon; 1,100cc of ohv JAP engine, two speed gear, dreadful brakes and a lot of fun.

Many years ago a club member let me drive his ex Brooklands Riley and that was fun, fast, oily and noisy. Later Peter Henry trusted me with his very old and precious Austin 7 on an Austin 7 rally. It was underpowered and felt terribly fragile. I have ridden in open cars and still can't quite see the appeal in them. Let's face

it the draught attacks you from all odd places and if it rains you get wetter than if you are on a bike!

I have to admit that I have been afflicted by the motorcycle bug now for more than 60 years and it doesn't seem to be biting any less now than it ever did. The alternative was to cycle, walk or catch a bus. I scraped up enough to buy an elderly 250 BSA, but on an apprentice's pay it took two and a bit hours pay to buy a gallon of petrol. I now had freedom to roam, power to overtake buses and most of the small cars and lorries. I could get to other village dances and more girls! The little Beesa took me to scramble meetings and in winter I discovered the trials world of mud. I observed at trials and helped out marshalling at scrambles and grass tracks. Almost any evening would find a bunch of bikes and blokes congregated on the market square in our city centre talking bikes and no doubt bullshitting about how fast we could go. The bug had bitten deep with most of these lads. When I had served my apprenticeship I got an invitation from the King to serve two years in the services. I reported to RAF Padgate for a blue uniform and a bloody awful haircut. I had always fancied aeroplanes so after training they sent me off to learn to fire

an anti aircraft gun. This training took a whole six months before being posted to Germany and a Squadron. Then the wangle started to get onto the motorbike section and I succeeded in getting an Ariel with the King paying for the petrol. The other despatch riders had nice new Triumphs but the Ariel proved to be totally reliable and started me off as a fan of the breed.

When they let me out it was back to work and my only brand new bike, a 350 Ariel, on which I returned to the club scene with lots of road trials and trips to races and mud trials. The club was a very social affair, meeting at a pub with wives, girlfriends and kids on the social runs. Club runs saw 20 or more off to the coast or just a blast for the fun of it. We did trips to the Isle of Man to the TT, and were there when Geoff Duke clocked the first 99.9 mph lap; it was announced as a 100mph then the rotten wotsits changed their minds. We rode around the TT course on Mad Sunday, sedately at first until the adrenalin kicked then it was all on. There I was flat on the tank heading for the Creg the speedo creeping up when old friend Peter Cooper passed me on his old Rudge and snicked into top gear and rode away.

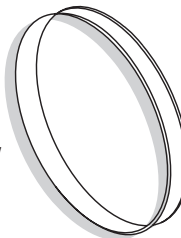
BW

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

subscribe today & save

Please send a subscription for

- 6 Issues - New Zealand \$39* (inc p&sp)
- 6 Issues - Australia NZ\$70*
- 6 Issues - Elsewhere NZ\$130*

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

Name on Card: _____

Cardholder Signature: _____

Beaded Wheels subscription form

Subscribers Name: _____

Telephone: _____

Email: _____

Address: _____

Postcode _____

Card Number

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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



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

brass notes

Brian Rankine from Manawatu continues to work on his 1902 Mathieu, believed to be the only one left in the world. For most of us this restoration would be a nightmare, however with infinite patience Brian is following blow-ups of old glass photographs to find out how it all goes together while bearing in mind how things might have been done in 1902. Brian hopes to drive it in the London to Brighton Rally when finished. A future project will be the restoration of a 1916 Detroit High Top, 19 volt direct current, car imported from California. The tiller steered car was popular with women as it proved more reliable than the internal combustion engine that required cranking to start. It is piloted from the back seat, with passengers seated in the front.

I'm told that the ex Paul Hicks' 1904 Napier is now in China.

Rod Cripps from Australia is trying to locate 1911 Overland parts. While in Dunedin he was told of 1911 parts in the Palmerston North/Fielding area. Can anyone help? He's also located some in Dunedin but in both cases not enough for a restoration. However he would like to ship them to Australia.

We've recently had a visit from Roger Corlett, son of the late Stan, from Manawatu. Anyone who knew Stan would understand that clearing out the property after his death is a massive and on going task. In fact several vehicles have moved into spare rooms in Roger and Christine's home. The 1909 Metz and 1914 Talbot (both fully restored) are for sale. Roger is using the 1909 Warwick as his everyday



George Page's Hupmobile bodies in waiting.



Above: Retrieving Hupmobile remains from Port Levy in 1968

Right: The late John and Alison McLachlan driving their 1907 Cadillac during a rally about 30 years ago.



runabout and will be keeping it. He is also working on the restoration of his c1916 Studebaker that he got from Chris Rhodes who imported it in to New Zealand. The running gear was fully restored 30 years ago. The panel work I understand was also in mint condition but the woodwork was rotten. This posed a challenge for Vern Jensen who had to make the woodwork fit the panels instead of the usual panels made to fit the woodwork.

Garland Saunders has sent me his recollections of recovering Veteran Hupmobile cars in Canterbury 50 years ago. He and Ray Coburn first got onto the trail of a Veteran car in Port Levy through a well driller who found a 1916 Model N Hupmobile that was recovered after a tree growing up through its middle was cut down. It had only moved a few metres since being laid up 15 years before. Actually it turned out that there were two cars there but the second one was really only scraps buried under pine needles although they did dig it up later to get small parts like door catches. Ray also turned up a second Hupp in Kaikoura owned by two brothers who couldn't agree to a sale. The late Pat Cutler told them of the bones of a third Hupp in Hawarden, I believe that is the car that Alisdair Brass of Christchurch drives today. A fourth one turned up in Invercargill owned by a Mr Kidd. It had the headlights from the Port Levy car. It later went to a Mr Mitchell of Christchurch

and then onto Mr Black of Napier. This is thought to have been the first 1916 Model N Hupmobile on the road in New Zealand. Norm Dewhurst from Auckland was able to supply, free of charge, a 1916/17 motor. Garland tells me that auto wreckers hated wrecking Model K & N Hupps because of the heavy steel floor riveted onto the chassis. They also retrieved a chassis from a Model K at Rolleston that is thought to be one of the ones that George Page of Arrowtown is working on. George also has Garland's old Model N touer that came from Kaikoura. George has been working simultaneously on three Veteran Hupp bodies but has decided now to concentrate on getting one car finished.

It's interesting to note that Ray Coburn found the old Lyttelton tug and went on to form the group that rescued it.

The organisers of the Parliamentary Tour are expecting a large entry and have had interest from overseas enthusiasts. They are anxious that all those taking part have thoroughly road tested their vehicles to prove their reliability.

Dreaming of a Locomobile

My grateful thanks to Ray Officer who has allowed me to use his article, printed in the Waikato Branch newsletter, about the restoration of the 1901 Locomobile he owned until recently.

My dream of owning a Locomobile steam car goes back to 1972. Janet and I went down to Nelson to the International Rally where on the public day, a little red and black 1900 steamer kept driving past us. I was completely fascinated and soon got to know proud owner, Ross Jones. Of course since that day Ross and I have our Cadillacs in common as well. That sort of Veteran car seemed like a bit of me. Steam cars are sparsely scattered over NZ so the chance of ever owning one was fairly slim. I knew that John Stewart owned a 1901 Locomobile in Auckland that had been in his family since almost new but was burnt out very early in its life.

A few years went by with nothing happening until one day when John and I were on the same Veteran rally I thought, "It's now or never," so I asked him, "what would it take to convince him that I needed the Locomobile more than he did?" A week later John rang to say although he'd never considered selling the car, maybe it was the sensible thing to do. He suggested that I come to Auckland, have a look and make an offer. I could hardly believe what I was hearing so the following Saturday son Colin and I set off to Auckland to inspect what remained of the car. I was more than pleased with what I saw. My offer was accepted so I loaded up my truck and headed home very excited. Although there was quite a lot missing I was quite confident that I could make all that wasn't included.

Restoration started immediately after I familiarised myself with all the bits and pieces and worked out their location and function. I was soon able to determine what was missing. The chassis was in good condition so was soon cleaned up and painted. New hubs and stubs and a good clean up of the motor was next. I couldn't buy 35mm wide spring steel so I had to buy wider and slice it down the middle to make



springs. A much bigger job than expected. John had imported new rims from England so these were spoked and I purchased motorcycle tyres to fit. After many, many parts big and small were made and all the nickel plating done it was on its wheels.

I was very lucky to have Peter Le Gros' Locomobile stored in my workshop so I was able to measure up and make diagrams and photograph parts that I needed, including all the body work. The wooden body was made from Tanekaha timber, not easy to come by but extremely strong, light and straight grained. I really enjoyed making it though I confess that I'm no car painter so that was done professionally. It didn't include the pin striping that I decided to do myself and was very happy with the result.

After retirement and travelling for a while we sold our half acre and large home to downsize. I was very lucky to find a house with a full basement (an engineer's dream.) My intention was to have the Locomobile on the road for its 100th anniversary however ill health slowed me down until 2010 when restoration re-started. Nigel Weber from Cambridge rekindled my enthusiasm and has been a good help with assistance and advice. Without the help of friends it may never have been completed.

The upholstery was done locally but there are still a few little jobs awaiting, like the leather dashboard that has to be hand stitched. By and large it is mainly completed after 22 years and my dream is finally realised.



The Locomobile was originally designed by the twin Stanley brothers at Watertown, Massachusetts. but the steam rights were sold off to Locomobile in 1899 who continued to manufacture the little steam cars in several models until 1903. When the company could see that the future of the car industry was tending to go with the internal combustion engine they sold the steam car company back to Stanley.

Restoration of a steam car is an entirely different ball game to a combustion engine car. You need to know and fully understand steam and how it produces power to the wheels before one revolution is even turned. Electricity is the only other power source that produces full power at no revs and a steam engine springs into life with only a minute touch of the throttle. My car has pipe work leading in all directions each with different functions. There are compressed air lines and high pressure fuel lines, low pressure water lines to pumps and high pressure water lines connecting pumps to the boiler, oil lines for lubrication and finally steam lines to provide the power. Each line of pipes has its own particular function and when everything is fully co-ordinated the car is quite lively, taking off from a standing start with only a muffled puff out of the chimney.

BW

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

50 Year Awards

Geoff Morris & Ken Morris Nelson

Twins Geoff and Ken joined the Nelson Branch in 1965. The 19 year olds said it was like school boys joining a club of old men. They purchased their first Vintage car, a 1926 Dodge 4 sedan, in 1965. After using the Dodge for a short period the first body on restoration began. Ken did the mechanical work and Geoff the body work, including building a new timber roof.

1967 was the big moment when they attended their first rally at Blenheim and in 1968 they went down to the Timaru Easter Rally.

Ken joined the Automobile Association while Geoff became a builder and these trades became very useful to them when working on old cars.

They continued improving the Dodge all the time and in 1972 it was entered in the International Rally in Nelson. In 1973 Geoff and Ken with their wives took part in the first North Island Tour organised by Allan Storer.

Ken purchased a 1924 Dodge tourer in 1974 and began a full restoration. Geoff then bought out Ken's share of the Dodge sedan and started on a major restoration in preparation for the 1980 Rotorua International Rally.

When the Nelson Branch became associated with Founders Park in the 1980s Geoff took the position of Building Committee Coordinator to build the new club rooms known as The Motor Garage. Geoff was Secretary /Treasurer 1985 and 1986 and then Chairman for seven years 1997 to 2004.

Ken sold the Dodge tourer in 1983 and purchased a 1947 Rover Sports saloon which he still drives today.

Around 2004 Geoff bought a 1970 MG tourer. He sold this in 2009 as well as the first car the boys owned, the 1926 Dodge, having owned it for 44 years. He then purchased a 1972 Mercedes SL 350 convertible which is now his Vintage vehicle.

After 50 years of club motoring Ken and Geoff still enjoy using their Vintage cars and the fellowship of all members and their families on club runs and outings.

Ken Haine Waikato

Ken joined the Bay of Plenty Branch in 1965 but he had participated in runs

during the previous two years with his restored 1927 Essex coupe. At age 15 he bought his first car for \$50, a 1939 Austin, which he drove for his everyday car. This was the beginning of his love for Vintage vehicles. Over the years he has owned Fords, Austins, Hillmans, Vauxhalls, Esseys, Hudsons, Studebakers, and Chevs.

He moved to the Waikato in the 1980s and also joined the Waikato Vintage Tractor Club when it started and has many Vintage tractors. He has served as the President of that club and is currently president for the David Brown Club of NZ.

In 1972 he attended the 13th International Rally in his 1926 Essex coach. In his shed at home he has a 1918 Albion truck, a 1928 Rugby, a 1924 Hudson and a 1929 Dodge. He recently purchased a 1916 Studebaker fire-engine and a 1923 Hudson fire-engine which he is currently restoring.

Ron Finucane Waikato

Ron Finucane joined the Bay of Plenty Branch in 1966 and his first outing was the 1966 Wellington Easter Rally. He soon transferred to the new Rotorua Branch as it was closer. He restored a 1927 Dodge Fast 4 in time for the 1972 Nelson International Rally. Later in 1972 he moved to Te Aroha and to the Waikato Branch. A 1917 Dodge roadster was restored in time for the Rotorua International Rally.

In the late 1980s he restored a 1929 Model A roadster which he rallied countrywide. Other restorations include a 1937 Dodge coupe, 1934 Austin 7 special, and a 1954 Fargo pickup. Also owned were an MGB roadster, a Sunbeam Alpine and a 1934 Plymouth.

The VCC has given Ron and Maureen many enjoyable times and they have made some great friends. Maureen has always supported him to achieve projects and touring dreams.

Cyril Bringans North Otago

Cyril Bringans joined the North Otago Branch and was Windsor Rally organizer from 1981 to 1987. He was heavily involved in the organisation of the 25th Anniversary Rally held in 1985. In 1982 the North Otago Branch entered a float in the local Floral Procession. Cyril was very involved in this and the float won 3rd

place. Cyril has served the branch as club captain, committee member, librarian and spare parts manager.

Cyril's early involvement was with motorcycles and amongst his collection were an Army BSA, an AJS and a Matchless. He has owned many vehicles including a 1924 and a 1925 Essex. The 1924 was tidied up and sold and the 1925 was his first major restoration. Cyril has also restored a 1959 Chevrolet and a De Soto of a similar era. He owned and drove an original 1939 Studebaker, a 1957 Chevrolet and a 1954 Vauxhall. The rest of Cyril's collection included two Austin Atlantic 90s, a Standard 10, a Morris Minor, a Ford Prefect and at one point in his life he owned nine Vanguards!

Gordon Vogtherr Hawke's Bay

Gordon joined Hawke's Bay Branch in 1966 with his 1937 VA type MG tourer and completed its restoration in November 1967. Gordon and his wife Shirley were serious rallyists taking part in most Vintage rallies on offer. Notable rallies were the National Vintage Rally at Timaru at Easter 1968, the first National Rally at Nelson in 1972, the International Rally at Rotorua in 1980 and the Pan Pacific Rally at Palmerston North in 1992.

A keen rallyist, Gordon instructed members in the intricacies of competitive rallying with timing clocks and Larry Reid's rally tables.

Gordon has enjoyed racing at Baypark and competing internationally. In 1985 he navigated for Eddie Schuler in the Great American Race from Los Angeles to New York in Eddie's 1924 Chrysler 70 Phaeton. In 1986 he went to South Africa for the FIVA International Vintage Rally based in Johannesburg. Three weeks later they were able to take part in the Great MG Indaba, again based in Johannesburg.

In 1988 Gordon purchased a rare 1950 Healey Elliott saloon and began another complete restoration. In 1991 Gordon took this car back to England for the 1991 Pirelli Classic Marathon from Tower Bridge in London, through Europe, including the great Stelvio Pass with 48 hairpin bends, to finish in Cortina in Italy. On the local scene Gordon was, and still is, a vocal and loyal member of the branch.

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.).

1918 FORD MODEL T PARTS Nearly all parts to complete running chassis. Restored parts: flywheel; magneto coils; coil box + coils; kerosene side + tail lamps; wind screen; bulk head + sub frame; muffler and pipe; diff housings. New parts: 5 x tyres + tubes; conrods + bearings; pistons. Parts: wheels X 9, 2 x motors; radiator; bonnet; chassis; numerous other parts. Phone Bob Pettigrew 06 356 9310, ringgear@xtra.co.nz

1930 FORD MODEL A PARTS Standard head – gear box (10,000 miles since restoration). Tudor driver side running board (new). Passenger side (needs rubber). Running board petrol can holder. Offers – contact p.robert@inspire.net.nz

1962 AUSTIN WESTMINSTER, dual fuel petrol/lpg with all current certificates and new wof – 3 speed manual O/D - tidy and in very good mechanical condition, ready for carpets, restitching some upholstery and paint refurbish. New rubber door seals included with other useful spares. Agreed insurance value 10K. Fleet reduction reason for sale. Expressions of interest, cash and/or trade. Offers to Consultech@xtra.co.nz MEM MARLBOROUGH

1972 TOYOTA CORONA 1600 station wagon. 46,000 genuine miles, three owners, immaculate orig cond. New wof & reg. NZ new japanese assembled. To view phone 03 388 7677 MEM CANTERBURY

1976 AUSTIN ALLEGRO Family owned since 1981. Original and tidy. Manual. 116,697ks. Shed stored. Reg on hold \$3,000. Phone Jim Madgwick, Matamata, phone 07 888 0772. MEM WAIKATO

1979 AUSTIN PRINCESS 2 litre O series. Good condition. Manual, power steering. Mag wheels (original available). Reg on hold, shed stored. Includes spare car with sunroof. \$3,000. Phone Jim Madgwick, Matamata, 07 888 0772. MEM WAIKATO

1979 FORD ESCORT 1300 and 1600 parts and panels, doors. Phone 03 573 7179 after 6pm.

AUTOMOTIVE LIGHTING AUTOMOTIVE BULBS in 6-12-24 Volt, including most hard-to-get bases in both 6 & 12 Volt for conversions. These are the old-type tungsten bulbs, not the more expensive quartz type. Try me for all your bulbs, preferably with a description or photo, rather than an obscure number. For info & quotes, contact Stuart Neill on 03 472 7199 or stulyneill46@gmail.com

CAR COLLECTION FOR SALE: All shed stored, some in great order others need work. All open to reasonable offers. Situated in Northland NZ. MGB GT rubber bumper model. 107E Prefect, low light Morris Minor, Minor 1000 1964 1100cc, Austin A35, 48 Austin 8, 2 HA Vivas, 2 Jowett Javelins, A40 Farina, Hillman Imp, Honda 90 and 110 motorcycles. Phone Tom 027 509 5734. MEM FAR NORTH

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

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 MEM CENTRAL OTAGO

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

DODGE 4 MOTOR early low fan type. Dodge 4 1924-26 gearbox plus many other mechanical parts. Ford Falcon XY gearbox. VW rf guard and bumpers. Volvo 360 motor, Renault Fuego motor. Phone John 06 751 5554. MEM TARANAKI

ESTATE AUCTION – Nelson. 1915 T, 1930 Model A, 1913 Model T Racer. All regos on hold, Model T & A parts, signs, Plume petrol pump, badges, books, spares. Saturday and Sunday 26/27 November, 2016 photos/info: www.jwauctions.co.nz

FIRESTONE TYRES 550X18, set of 4. Will not split. Less than 100 miles. \$900. Phone 03 578 7882. MEM MARLBOROUGH

FIVE NEW DENMAN TYRES, tubes and flaps 525 x 550x17. Will sell as two for \$475. Three for \$690 or five for \$1,175. Freight is purchaser's care. Tyres in New Plymouth. No internet banking. Phone Ces on 06 758 7685. MEM TARANAKI

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

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

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

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**

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

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

MANIFOLD 6 CYL, 8 PORT. GM 1930s/40s \$40. Cyl head ohv. Rootes 4 cyl \$50. Decals, dozens for info/service. Literature for Armstrong Sidd, Cord, Fiat, Harley-Davidson, Jowett, Oldsmobile, Packard, Rover 3L, \$15-\$30. Also *Popular Science* 1950s, *Amateur Mechanics* 1920s both with car sections. Phone 04 354 9264.

MORRIS EIGHT SERIES E. Assorted parts including a radiator, rear axle, front axle, engine block and others parts. Free. Pick up Auckland. Phone Steve 027 492 6708.

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**

ROVER 16 SPORTS SALOON, 1947, 6 cyl requires full restoration. Also Austin 10, 1939. Both shed stored. Offers. Phone 027 436 2897.

STAR FIRE HUB CAPS 16 inch genuine unrestored/ would swap for 13 inch. Also Morris Minor 14 inch chrome wheel trims. Phone Dean 03 693 9016.

MEM SOUTH CANTERBURY

THE TARANAKI BRANCH has the following parts for sale from the parts shed. New Simca 1501 mechanical parts. 1935-36 V8 Ford water pump kits, 1981 Audi motor and gearbox, Fiat 131 gear box, Holden FC-FE gearbox, Sunbeam Imp motor, 1937 Chev short block assy. Phone John 06 751 5554 or Neil 06 758 6737. **VCC TARANAKI**

TYRE 185X15 DUNLOP SP. Brand new, unused. \$120. Phone 03 385 7724.

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 & 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

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.

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

MODEL A FORDS. I maintain a database of buyers and sellers of predominately Model A Fords, placing buyers and sellers together. Some other makes catered for. Whether buying or selling a Model A Ford, contact me. Cars are sold by their respective owners, and are selling well. I am always looking for more cars. Ph 03 528 7924, 027 2245 045 or vintagecars@xtra.co.nz



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



AOTEAROA WOODEN WHEELS

Vern Jensen

Member of Motorists Club of NZ
1974 & 1982

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



1956 HILLMAN 1400CC OHV Restored 2009. Very nice condition, bargain at \$5,000. Interested in trading Austin 7 Ruby unrestored or similar box of bits. Text Garland 021 128 5516, Wanganui, Maxwell.

WORKSHOP MANUALS FOR SALE Honda Four, 750, Holden, HK – HT – HG, Humber Hawk, Marks 3, 4, 5, 6, Morris Marina, Consul – Zephyr – Zodiac. Hillman Minx, Hillman Husky, Rover, 60, 75, 90, 105, Morris Oxford, Series 2, 3 and Jaguar Mark X model service and operating handbook, Holden (1962) handbook in folder. Email kiwijeffian@gmail.com for full details and prices **MEM CANTERBURY**

MODEL A FORD SHOCK ABSORBER assessment and restoration. I restore Model A original type Houdaille shocks. Assessment is required before any work, as some are beyond repair. Brand new shocks, arms and links are all available. Phone 03 528 7924, 027 2245 045 vintagecars@xtra.co.nz



1938 BSA TICKFORD DROPHEAD COUPE Front wheel drive, twin carbs, ground-up restoration, low mileage, very rare. Runs well. Only 14 made with this body, only one left in UK. Many spares. \$35,000. Phone Bill Janes 07 578 7583, sunbeam@kinect.co.nz 37 Church St, Gate Pa, Tauranga 3112. MEM BOP



CITROËN '71 D SUPER 5 SPEED carburettor model. NZ new, drives very nicely, no rust, new roof seal and paint, new windscreen and rubber. Cooling system fully overhauled. French velvet interior. Very tidy car with paint issues. Wof and Reg \$15,000. 0210 635 782 Motueka. MEM NELSON



SINGER VOGUE 1965 Original condition, 95582 miles, low ownership, reg on hold. Selling by VCC Wgtn branch on behalf of a deceased estate. More photos available on request. Contact Alick Jenner, Phone 04 565 0174. MEM WELLINGTON



1929 ESSEX SEDAN, good orig. condition, 47,000 miles. Comes with new hood lining material and replacement carpet. Original papers, Laycock overdrive (bolt in modification) 12 volts. A number of spare parts available, including engines and front and rear axles. Ph or text Paul 021 794 897, paulgruppenmeister@gmail.com MEM WGTN



MODEL A FORD ENGINE BLOCKS, x 2, both .060 rebore. First block new bevelled aluminium pistons, new cam gear, \$3500. Second block pressure-fed mains, new pistons, valves, cam gear, \$5,500. Third motor last ran 10 yrs ago, as is, where is \$1200. Ph Jack 03 352 6672, 0274 322 041 Canty swap meet site 129. MEM CANTERBURY



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



1924 VAUXHALL 23/60 Extensive engine rebuild with many upgrades to 30/98 specs. New head, cam, rods, & pistons etc. NZ history, was owned by Ron Roycroft. \$75 K. For more information contact David on 03 447 3032, wenlock@xtra.co.nz MEM BANKS PENINSULA



1923 JEWETT DELUXE TOURER. Genuine car restored by Les Adlam. New warrant and reg. First car to drive Auckland to Wellington in a day 06 04 1923. \$22,000 ono. 21 William St Takapuna. Phone 09 489 1533, 027 494 3329. MEM AUCKLAND



1920/21 SUNBEAM 16/40 OHV, 3 litre engine, light sports tourer. Two wheel brakes. Older ground-up restoration, rare model, good performance. Only 7 left in the world. Spares \$85,000. Phone Bill Janes 07 578 7583, 37 Church St, Gate Pa, Tauranga 3112. sunbeam@kinect.co.nz MEM BOP



1929 DODGE SENIOR 6 Restored from ground up. New tyres, rims, wooden spokes, fully reconditioned motor. 850 miles since restoration. Electric petrol pump only non-original item. Reg & wof, VTNZ certified. Some history available. Numerous spare parts. \$50,000. Phone Alister 03 317 9226.



1964 SUNBEAM ALPINE SERIES 4. NZ new. 1725cc motor, o/drive. 1980s restoration by the late Penn Mackay. Refreshed recently with repaint and new floors. Refurb. factory hardtop, tailor-made sheepskin seat covers. Diff o/hailed approx. 6,000 km ago. Mechanically/structurally sound. \$24,000 ono. Phone Stan 04 971 8150. MEM WELLINGTON



1934 ASX VAUXHALL COUPE Very rare model. Restored in 2003, 15,743 miles. New Zealand built body. 14hp six cylinder motor. \$35,000. Phone Jill 03 525 8042 or 027 417 4108 MEM TAKAKA



1927 RUGBY MODEL M. Light two-door coach Durant Motors, Ontario, Canada. Colonial body Cooper and Pryce Coachbuilders, Chch. Ground up restoration 3,500 miles ago. Recon motor, running gear. Indicators, brake lights, electric w/screen wiper fitted for safety. Spare parts galore. \$22,000 Ray 027 444 3368 Levin 06 368 2151. MEM HOROWHENUA



1935 MORRIS 8 SPORTS CAR, original 3 speed, starts and drives really well. Great little car, warranted and registered. Phone Steffan 03 732 8047. MEM WEST COAST



1960 MORRIS MINOR 1000 Two owners. New tyres and battery. WOF and reg. No rust. Original condition. \$2,300 ono. Phone 021 210 8714. MEM HAWKE'S BAY



ESTATE AUCTION - NELSON 1913 T Racer - Plume Petrol Pump Saturday and Sunday 26 and 27 November, 2016. For photos/info: www.jwauctions.co.nz



1960 CHEV BELAIR, very tidy, original NZ new car. 160,000 miles. Runs like new, no rust. Hard to find a better one. \$35,000 ono. Phone 027 434 5102. MEM NORTH OTAGO



1930 FORD MODEL A SEDAN. Good original condition. New tyres, exhaust manifold and electric w/screen wiper. Overhauled oil pump, distributor and generator. Although not restored is well maintained and still very usable. Reg and WOF \$24,000. Phone Alistair 03 762 6330. MEM WEST COAST



1914 OVERLAND 79 T tourer low mileage since full ground up restoration by quality tradesmen. Powerful Veteran car, spare parts with handbook, parts list, inc several years of Willys Overland, USA club news. Best restoration award, 2008 Overland Club, Vic Australia. Ph 021 0233 3948 MEM C. HAWKE'S BAY



1951 CHEVROLET DELUX SEDAN. Recently restored, new paint. Blue flame engine. Major money spent on this one family car. Will be sold with reg and WOF. \$19,000 ono. Phone 03 434 8844, judith.john.miller@xtra.co.nz. MEM NTH OTAGO



1938 CHEV COUPE Fully restored, original with lots of spares, runs well. Blue Flame motor, 4 new tyres. New reg & wof. Collectors item \$50,000. Phone 027 271 0094. MEM BOP



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



1956 DELUXE 110,000 miles Australian new. Extraordinary cond, 100% original. Drives beautifully, nice patina. Restored 25 yrs ago. Engine rebuilt 2015. Working semaphors and heater. Original tool roll, jack, and owners manual. USA radial tyres. Needs nothing. Wof and Rego \$23,000 0210 636 782 Motueka. MEM NELSON



1967 JAGUAR 3.8L S TYPE (NZ new) Reconditioned engine, automatic with intermediate speed hold. Chrome wire wheels, moderate mileage, very original unrestored condition. Original paintwork. Factory workshop manual, owner's handbook, full toolkit. Current owner 27 years. \$19,950. Phone 03 686 2109. MEM SOUTH CANTERBURY



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



1915 FORD MODEL T TOURER Immaculately restored by Wayne Welch. One of NZ's best examples. A totally reliable vehicle which has been fastidiously maintained. Fitted with period wire wheels. This car will stand any inspection. WOF, reg, ready to drive. \$52,500 ono. Phone John Murray 021 765 127, jakmmurray@xtra.co.nz

MEM WAIKATO



NASH LAFAYETTE 1936 Very tidy condition. Six cylinder side valve motor, hydraulic brakes. Current reg and wof. Original ownership papers. \$12,800 ono. For further information phone 06 355 5953 evenings.

MEM MANAWATU



1935 SINGER TOURER 1.5L Fully restored 2 door, 4 seater soft-top, 6 Cylinder, 4 speed gearbox, complete with a few spares. Goes well, though rarely driven in recent years. Reg & wof on hold. \$36,000 ono. Phone 027 232 4540



PERSONALISED PLATE - MM 1930 Suit 1930 Morris Minor, Model A Ford or similar 1930 Vintage car. Good condition but can be re-made. and looking to buy Ford Model Y. Contact Paul 0274 852 234, psmith@ps.gen.nz



1930 AUSTIN 7 ROADSTER. Vehicle has recently had a reconditioned motor, suspension etc by a professional race mechanic, to the tune of over \$7,900. The vehicle is registered. Make a reasonable offer. Tom Dean 027 509 5734

MEM FAR NORTH



ESTATE AUCTION - NELSON 1915 T & 1930 Model A Reg on hold Saturday and Sunday 26 & 27th November, 2016 photos/info: www.jwauctions.co.nz



TRIUMPH HERALD 1964. Probably the most original model in the country. Reg & wof, runs well, no issues. Genuine reason for sale. Located in ChCh. \$10,000 ono. Contact Stephen 027 270 5980, farmall@xtra.co.nz



1965 MG 1100 Tidy condition, recent valve grind, suspension recharged, new carpet, goes well, \$5,000. Phone Bert 027 434 2339 car based in Wanaka.



1937 AUSTIN 12 NEW ASCOT, Banks family ownership from new. Earl's Court show car in 1937. History available. Restored by Doug Banks, won North Island Todd Park and Wellington Colonial Cup Restoration Trophies. Significant quantity of new and used parts included. WOF and reg. Phone Doug 04 568 3376, thebanks@clear.net.nz

MEM WGTN



MODEL A FORD SPECIAL Fitted with German 4 cyl Claas motor, finned alloy Thomas head twin point distributor and twin SU carbs. 16" wheels, hydraulic brakes, 3 +1 overdrive gearbox. Steel body by the late Ivan Cranch. Continuous reg/wof for last 25 + years. Akld based. Reliable & easy to maintain. Phone 0274 837 946 olly.midgley@gmail.com

MEM BP, AKLD BASED



1961 CHEV IMPALA CONVERTIBLE Ground up restoration (photos available). New glass all round, top quality interior kit fitted with correct fabric. Top and rear glass window, 6 way power seat, 4 barrel manifold and carb fitted. Powerglide trans drives and performs well. \$78,000. Phone 03 688 6750, 027 226 5811, shonaandbill@xtra.co.nz

MEM STH CANTY



1960 RALEIGH MOPPED RM2 Pretty much complete but need wheels and engine work to complete. Best offer to George Tier, phone 09 439 8911. MEM NORTHLAND

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

See our ad on the back page

vero
consumer insurance specialists

WANTED TO BUY

1935 STANDARD COVENTRY BODY in good repairable condition or complete car. Prefer near Christchurch. Phone Martin 021 0273 21523 or email martinsusanhome@gmail.com

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

1968-69 MK1 TRIUMPH 2000 Must be excellent all round condition or 1977-79 Triumph 2500S. Manual preferred but not necessary. South Island cars preferred for viewing but will consider NI cars as well. Phone 03 308 6162.

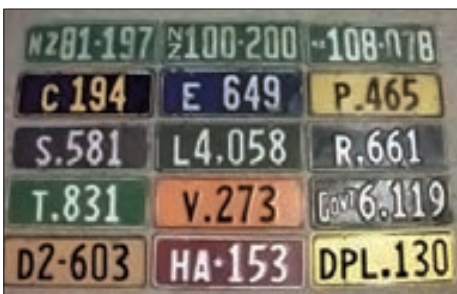
1970 MK2 CORTINA GTE WANTED. Phone John Chapman 06 376 8285.

A PAIR OF 1939/40 BSA C10/C11 petrol tank badges. Phone Callum 06 36 47 238, 021 155 3445, callumfarmer77@hotmail.com MEM HOROWHENUA

OLD ANGLIA 1955, or thereabouts, for spares, anything considered. Phone 03 439 5207, blunden@slingshot.co.nz

CHEVROLET 235 CI complete motor wanted. Phone Bruce 06 876 6161, bmck@xtra.co.nz. MEMBER HAWKE'S BAY

CUCCIOLA POWER BIKE 48cc Pup with sprung front forks and balloon tyres. Must be in excellent condition. Phone Richard 03 383 2077.



NEW ZEALAND NUMBER PLATES ALL YEARS From County plates thru to 1966. In particular With prefixes A, B, C, D, E, H, L, P, R, S, T, V, X, DPL, GOVT, GVT & motorcycle plates similar to samples above. Will purchase singles thru to entire collections, and accumulations. Good prices paid. Phone Graham 03 349 4779 or 021 365 449, email graham.freeman@xtra.co.nz MEM CANTERBURY



SPARK PLUG TERMINAL TOPS/CAPS etc wanted especially French: Oleo Electra, Eyquem. Also brass oddball terminal tops. Please email to s.d.gooch@paradise.net.nz with qty and price and also any oddball spark plugs. MEM CANTERBURY

FORD PICKUP 1938-1939 rear guards wanted, fibreglass or steel. Phone 07 322 2256, 027 243 3483

HOLDEN PREFER EH, would consider other models around 60s. Must be original, in good condition. Willing to pay going rate. Phone Dave 0274 419 674 or email dave@traylatrailer.co.nz MEM HOROWHENUA

MOTORCYCLE PARTS WANTED. Any Triumph parts (pre 1928) have some swaps, CN, N, N Delux P Douglas BSA. Need SD gearbox, handlebars and more, have Baby motor need the rest frame wheels etc need Alldays gearbox. Phone 09 533 8050, taylorhq@xtra.co.nz MEM AUCKLAND

NEW CARBURETTOR THROTTLE SHAFT and selected British/European overhaul kit ie Solex, Zenith, SU. Phone Graeme 027 612 2312, 06 368 2202.

PARTS FOR PLYMOUTH CHRYSLER CAR or complete vehicle wanted. Complete dash with glovebox, or speedo unit with all gauges. Also handbrake lever, pistol type with cable for right hand drive car front bumper for the above car, must be in good order. Phone Merv 09 276 0439, mervyoung@xtra.co.nz MEM AUCKLAND

REBUILT OR VERY GOOD CONDITION 2.6L engine for 2.6L 1962 PA Vauxhall Velox. Also interested in any other PA parts. Neil Troost 027 244 4141 MEM NORTHLAND

TIDY MARK 1 ZEPHYR ZODIAC wanted by cash buyer. Phone Geoff 027 303 7290. MEM ASHBURTON

VELOCETTE LE PARTS, engine parts or complete bike for spares, please call Bob on 06 367 8216 or bobandthegaffer@gmail.com

FLOOR CHANGE GEARBOX wanted for a 1955 Fargo /Dodge pickup truck Contact number 0274 200 399. MEM SOUTHLAND

WEBER DOWNDRAUGHT manifold to suit BMC B series motor ie MGB. Phone Graeme 027 612 2312 or 06 368 2202.

PISTONS FOR AUSTIN A40 SOMERSET +060. single or a set. Phone 09 439 8911. MEM NORTHLAND

TROJAN MINI-MOTOR (for a bicycle) Any parts to aid in the restoration of a Trojan Mini-Motor (especially the lifting mechanism). Phone Paul Furfert on 06 379 5355, paul.furfert@xtra.co.nz MEM WAIRARAPA

JAGUAR S TYPE BUMPERS WANTED. 1965. Phone Bob 09 432 6576, elaineandbob@outlook.com MEM NORTHLAND

1938 DE SOTO STARTER MOTOR or good armature. Also Stromberg carburettor U1 and oil gauge. Corran Vincent, 3 Martyn St, Rangiora 7400. MEM CANTERBURY

CAST IRON WELDING

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

**THOMAS ROWE
MOTORING ENGINEER LTD**

6 RD
Palmerston North
Phone 06 324-8707

SWAP MEETS & RALLIES



Auckland Branch
NORTH ISLAND NATIONAL EASTER RALLY
invites you to join us for a "city meets the country" weekend

14 – 17 April 2017

Friday

Welcome garden party (spares open)

Saturday Rally Day

South Auckland country roads

Evening meal

branch clubrooms

Sunday Picnic Day

at a private car collection

Prizegiving Dinner - Commerce Club Remuera

Rally Secretary – Tracey Winterbottom

Phone 09 232 0246

email vintagesunbeam@hotmail.co.nz

www.avcc.org.nz



FAR NORTH VINTAGE CAR CLUB
PRESENTS

AUTOSPECTACULAR

SATURDAY 7TH JANUARY 2017

Eastern Rugby Football Grounds, East Street, Taipa

Northlands Premier Motor Show

Featuring - **THE NEED FOR SPEED**

Roger Munn's Brabham Special plus E-Type

Jag-Mustang-Harley Drag Bike-Mille-Ducati-Porsche

Prize for best Car Club Display
and much more...



STALLS
PHONE GERALDINE
ON 027 636 3227
TO BOOK A SITE

VINTAGE AND CLASSIC CARS, HOT RODS, MOTORCYCLES, TRUCKS
Trade Vendors, Food stalls, Art 'n' Crafts, Fun for the kids

FREE ENTRY FOR DRIVER AND SHOW CARS, PLENTY OF FREE PARKING

Admittance: Adults \$5.00 - Children \$2.00 | Gates open 8⁰⁰ am to 2⁰⁰ pm

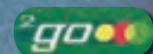


All Entrants go in the draw for two nights,
Accommodation at Ramada Resort.

You must be on site for the draw and the prize is non transferable.

Contact: Rosco Pannell, Email: rosco.adventure@gmail.com
Ph. 027 651 8885 or 09 406 8807

Follow us on Facebook: Far North Vintage Car Club.



90 MILE MOTORS
Peoples Choice
Competition



WAIKATO VINTAGE SWAPMEET

KARAPIRO DOMAIN, CAMBRIDGE
Sunday 20 November 2016

Gates open 7am • Public Entry \$5 • Children under 12 Free

Sites \$10 • Commercial sites \$50

Organised by Waikato Branch of VCC and Waikato Vintage Tractor & Machinery Club

Enquiries Ph Jeremy Brook 07 824 1641, George Gardner 07 839 1822

For more information visit www.wvcc.co.nz

Scenicland 4 Lakes Rally

Hosted by West Coast Branch VCC

March 18th 2017

Greymouth Area

Entries from Rally Secretary

b.m.woolhouse@xtra.co.nz

41 Power Road Greymouth

Rally Route 102 miles
Entries close 4th March

SWAP MEET & Vintage Car Show

Sunday 13 November 2016 8am - 1pm

BAY OF PLENTY BRANCH VCC

At the Clubrooms 29 Cliff Road, Tauranga - by the Rose Gardens
(Vendors & display cars admitted from 7am)

Featuring: Car parts, old & new - automobila, motoring accessories, motoring books & magazines. Parts Shed open for sales. Enjoy sausage sizzle, plus superb hot & cold food, tea & coffee in the Clubrooms.

Enquiries - John Payne
Phone 07 576 9497
jomj65@kinect.co.nz

Admission
Vendors \$15
Buyers & spectators \$5
Children 12 years & under free

VCC NZ NORTH OTAGO BRANCH SWAP MEET

Saturday 12 November 2016

A&P SHOWGROUNDS, ETTRICK ST, OAMARU

Seller's Entry: 7.30am; Buyer's Entry: 8am

Hot Food and Coffee available

Enter your Vintage, Classic Car or Hot Rod in the Show & Shine

Site Holders: \$15 including one entry free

Public Entry: \$5 Adults, accompanied children under age 15 free.

Enquiries to: Rebecca George 021 293 7714
Email: northotago@vcc.org.nz

SWAP MEETS & RALLIES

**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

NATIONAL MOTORCYCLE RALLY

and after rally Hub Tour



Friday 17 February 2017
Registration and Meet 'n Greet BBQ

Saturday 18 February 2017
Competitive & non-competitive Rally
Light dinner and Kiwi Culture Show

Sunday 19 February 2017
Gymkhana and Concours
Presentation dinner

Entry forms and accommodation suggestions have been sent to past entrants and branch secretaries. Intending entrants are encouraged to confirm their accommodation requirements now

All events based at Waitomo Village
Meals and entertainment at Woodlyn Park, 1 km away from the village.

After Rally Hub Tours

Monday 20 February to Friday 24 February 2017

Five days of 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 Tour (Rally) final dinner at *Roselands* (held early to cater for entrants who need to leave a day early on the Friday)

Rally Director: Bob Hayton • Event Co-ordinator: Peter Alderdice
Rally Secretary: Jillian Hayton

Enquiries

Rally Secretary at vcrrally@gmail.com
Phone: 027 423 0608 or (07) 8567238

All American Weekend Timaru

Saturday November 19 2016

3pm meet to cruise from Caroline Bay car park,
BBQ & refreshments available @ Pt Pub.

7pm Drive-In movie (American vehicles only),
Levels Raceway, (\$15/vehicle), bring \$ for munchies!

Sunday November 20 10am to 2pm

Caroline Bay car park, All American vehicle display.
(\$10 per vehicle entry; gold coin donation for public
entry - to SC HeartKids).

Major Sponsor SJ ALLEN LTD

www.facebook.com/timaru.all or call 027 686 9477

HAWKE'S BAY VINTAGE CAR CLUB

EuroCity
sophistication in motion

ART DECO EVENT

EuroCity
sophistication in motion

17th - 19th FEBRUARY 2017

- FEATURED MARQUE, BENTLEYS & LAGONDAS -

FRIDAY NIGHT FLAUNT - GRAND OPENING

A classy vibrant evening including the Elegant Ladies Contest, a chance to flaunt your finest frills, furs & frippery. An entertaining presentation on the Bentleys and Lagondas tour, to live entertainment with dancers and singers.

SATURDAY: Show & Shine at our club rooms, morning tea, rally, vintage car parade (in conjunction with the Art Deco Trust). Parade numbers strictly limited - pre 1945 vehicles only.

PRIZE GIVING: Mid afternoon at the Sound Shell.

SATURDAY EVENING: Join in an Art Deco Trust event and check out the Art Deco programme a fantastic night out.

FUNDAY SUNDAY: BBQ breakfast at our club rooms, live entertainment, spares open. Rally entrants FREE admission. Enjoy a jaunt around the grounds in a 100 year old car.

PREFERENTIAL PARKING FOR RALLY ENTRANTS OUTSIDE ADT CLOSED-OFF AREA IF YOU ARE NOT IN THE PARADE.

Join the HBVCC 'Event of the year'. Expecting in excess of 170 vehicles.
Celebrate Art Deco period vehicles & costumes. Open to all club eligible vehicles.

**BOOK EARLY
TO AVOID
DISAPPOINTMENT**

Contact:
www.hbvcc.org.nz to download
entry form or HB Branch VCC (Inc)
PO Box 3406, Napier 4142
Ph: 06 835 9956
Email: hawkesbay@vcc.org.nz





Invitation to register your interest

Wanganui Vintage Car Club is pleased to host the

NATIONAL VETERAN RALLY

being held
20th-23rd January 2017

Entrants will enjoy:

- Optional Activities • Social events • Great Scenery
- Parts Shed Shopping
- Being Part Of Whanganui's Vintage Weekend

We are also hosting the historic Burma Rally on this weekend. It is a great opportunity for all Veteran and Vintage vehicle owners to experience a unique Wellington Anniversary Weekend.

To receive further information, newsletters, entry form

Contact: Linda O'Keeffe

email: lokeeffe@xtra.co.nz (preferred method)

Ph: 0274 733 767 Postal: PO Box 726, Whanganui 4540



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

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

Hemmings Motor News

Airfreighted from the USA



\$20.00
plus \$4.00 P&P

Standing orders welcome!

OCTANEBOOKS

www.octanebooks.co.nz

(09) 524-0138



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

Indian Parts & Service

Contact PAUL HANES
07 829 9753 • 0274 987 838
Email hanes_eng@xtra.co.nz
Home 07 829 9741 Fax 07 829 9671
PO Box 4, Horotiu 3262



Engine Restorations Ltd

15A Keopa Street, Levin, New Zealand

Veteran • Vintage • Classic



Murray Horn

Ph: 06 367 2682

Fax: 06 367 2681

Email: horn@xtra.co.nz

- Whitmetal Bearings

- New Bearing Manufacture

- Relining Thin Wall Bearings

Total engine overhauls motor RECON

MOTOR RECONDITIONERS 2002 Ltd

- Bearing Remetaling Specialists
- All Workmanship Fully Guaranteed



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

Full Mechanical Servicing

TRADE DIRECTORY



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 124a Wordsworth St, Christchurch, NZ. Phone 03 366 9554



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

Specialist in restoration of Vintage and Classic cars and motorcycles

FREEPHONE

0800 862 476

EMAIL

www.classicchrome.co.nz stephen_winteringham@hotmail.com



OLD AUTO RUBBER

products for the car restorer



PENRITE LUBRICANTS

full range in stock



Listings for over 800 models

VINTAGE AUTO PARTS

phone or fax 03 359 8592

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

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



Replicore NZ Ltd

Working with old radiators 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"

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

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 or more than one advertisement per issue.

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 maximum of 65 words, 15 cents/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 _____/_____

Name (block letters) _____ Phone _____

Advertisement text (45 words) _____

Non members may advertise, payment where required must accompany your advert.

Tick which column you require WANTED FOR SALE



Ashburton: Three of the new members' vehicles at our recent gathering.



Ashburton: The car in the centre is the vehicle currently under restoration.



Ashburton: The car as it is at this stage in restoration.



Auckland: Robin Foote's 1927 BSA.



Auckland: Leo Fowlers Sunbeam Talbot drophead.



Auckland: Peter Alderdice's flat twin Harley.

Ashburton

Owen Wilson

On 14 August members with 37 cars had an afternoon welcoming new members Don and Ruth Smith with a 1989 Jaguar XJ6, Gweneth and Lindsay Mealing, Patricia and Peter Davis with a 1984 Rover and Bevan Clark with a 1929 BSA and 1959 Panther motorcycles. We also viewed the latest restorations being undertaken by members and this was followed by field tests.

I recently visited Ollie Ford (oops) Hurst to view his latest restoration. Most Ford owners in the VCC will know of Ollie. He is the owner of six 1932 B4s and Ford V8s. Being tourers none of these were imported new into New Zealand. The vehicle Ollie is currently restoring came from the back of a garage at Coalgate, or should I say the chassis and the front did. He has made the rear of the body, the guards, running boards and hood bows. He also obtained parts from the Canterbury Branch parts shed. During his working life Ollie owned a scrap metal business and he saved any Ford parts that were brought in as scrap. He still has enough parts for at least one more. Ollie stated that the 1932 models were only produced for nine months and both B4 and V8 came out at the same time. When new the purchaser merely had to order the car fitted with his choice of motor, the four or a V8. The last of the '32s had 1933 front and rear axles.

Auckland

John Stokes

Motorcycles: Peter Alderdice has finished his 1921 Harley-Davidson flat twin project. Malcolm and Meret Brown won the Mug Run on their Harley-Davidson 1200cc. Lloyd Wilson won the Kick Start Rally on his 1960 Jawa. Thirty-seven branch bikes of all classes were on display at the Auckland Ride For Life bike show. Andy Shaw of TV fame and a competent speedway rider spoke at the section's August meeting. Robin Foote bought his very original, one family owner 1927 BSA to the meeting. His grandfather bought it new. Martin Spicer won the Poker Run on his 1985 Honda CBX

Vintage: Wayne Jacobson has rejoined with his 1929 Chrysler 66, he also has a P60 Buick. Peter Wood has completed the woodwork on his 1930 Marquette. Rodger and Val Ball won first equal at our July club run in their 1930 Model A Ford.

PV, PW: Simon Ganley has joined with a 1938 Daimler E20 tourer. Leo Fowler has bought a 1947 Sunbeam Talbot drophead coupe. Murray Firth has cut the rust out of his 1946 Morris 10. George Urquhart has brought an extremely original 3.8 litre Mk II Jaguar. Bruce and Sandy Wadsworth have joined with a collection of 1932 Ford V8s.

P60, P80: Jack Nazer has brought a 1975 Jaguar XJ6. Colin and Pam Bell won first equal in the July club run in their 1980 Holden Premier. Geoff Burgess has joined with a '65 MGB roadster and Gary and

Janice Corbett have signed on with a 1971 Rover 3500. Merv and Judy Stowers won the car section of the Poker Run in their MGB.

Commercial: Michael Thorpe has sold one of his Diamond Ts. Murray and Penny Firth are doing the South Island Veteran and Vintage tour in their 1931 Bedford.

General: Shirley Bovis has been appointed Club Captain and Glenn Morris has taken over as treasurer from long serving Dave Allbon. At the recent AGM a proposal to change the name of the Auckland Branch was mooted and it would appear that a majority of those present agreed with the proposal. The committee are working towards a consensus on this matter which will then be put to a vote by the members.

Service awards presented in August were: 35 years; Warren and Kay Cunningham, Roly Ganderton, Jim McCutcheon, Bruce Stratton and Joe Brown. 25 years; Ron Jacob Dennis Lowe, Mr and Mrs Harris, Tony Barnes and Roger Morrison.

Bay Of Plenty

Bryce Strong

Considering that we are in the middle of winter, there has been plenty of activity here in Tauranga. We have enjoyed our monthly movie-meal nights, the recent mid-week run to Tirau Museum and Okoroire Hotel (organised by Bob and Margaret McGarva), the end of month run to the Blue Springs-Te Waihou walkway (organised by Owen Smith), and the



Central Hawke's Bay: Grumman Ag Cat sprayer.



Central Hawke's Bay: Longest place name in the world.



Bay of Plenty: Ron Elton's newly VINned Triumph Gloria.



Canterbury: It was all hands on deck for another of Canterbury Branch's mammoth tree planting days. Beaded Wheels Committee member Marilyn McKinlay in action. We're not sure if she looks happier with a pen or a spade in hand?



repeated (and again oversubscribed) tour of the Tauranga Wharf operation, once again arranged by Alec Gardyne.

Member Donn White gave a most interesting address on the motor sport formula Inter-Marque Classic Car Series of which he was a founder 30 years ago. To participate the car has to be over 30 years old, so cars that were new when the event was founded are now old enough to take part. It now enjoys the largest register of competitors of any race formula in the country.

John Payne continues to arrange our regular Seniors Meetings which are also well attended. Our annual Shiny Parts auction was held during September, a successful fundraiser for the branch.

Ron Elton has achieved a significant milestone in the restoration of his Triumph Gloria, it having been vinned, warranted and registered, and is now road legal. All that remains is interior upholstery and the soft top, both awaiting Kerry's attention. As expected from Ron, this restoration has been carried out to a very high standard.

Canterbury Tony Becker

Real winter mostly gave us a miss this year so we enjoyed some great motoring days even after frosty mornings. August's Diamond Jubilee Night Trial and High Tea added spice to the lighter activities of winter and spring. This third 60th celebration event was expertly put together by Ross Butler and John Bartlett. They attracted about 107 individuals in 51 predominantly VCC cars. A tour to Oxford WMC via

three checkpoints brought us to our High Tea main course. Next destination – Cutler Park, for desserts, coffee and prize giving. Every entry received a bottle of wine. It was an imaginative and much enjoyed night trial.

Cutler Park is currently getting lots of attention from a small but energetic bunch of members. They are diligently healing scars left by the slaughter of much of our very old, very tall timber. Thousands of thickly mulched plantings by the Ground Restoration Team, assisted by students from Lincoln Agricultural College, now pepper the reworked stony landscape. The carefully selected specimen and shade trees plus some ground-cover varieties will enhance Cutler Park in a few years. Tall posts hold netting wraps against pest intrusion. Well worth a look.

New applications continue to grow Canterbury Branch membership. Recent acceptances reflect particular interest in the annual expansion of VCC acceptable models. Don Muller's display of members' impressively restored vehicles at monthly noggins and natters encourages new restoration activity too, bringing additional new membership. These presentations surely help to retain interest in our hobby and secure the future of our VCC movement as a whole. Staying with that theme, the July mid-week monthly 9-90s group visited a recently set up, classic restoration business in Christchurch. Projects from small motorcycles to very large cars, all in the capable hands of VCC member Joe Grose. August

9-90s motored to Amberley for a look over some very rare Fiats, so plenty of variety around here to enjoy.

Central Hawke's Bay John Foot

In July we held a straight line navigation instruction afternoon followed by our Twilight/Night Rally which was organised by Branch Chairman Bruce ably assisted by his two young granddaughters. The rally started with a section of straight line navigation around town followed by a short timed section on our way to the Black Dog Tavern at Makotuku for soup and buns. Leaving Makotuku we travelled by devious means back to Waipukurau for dinner and prizegiving. Sixty-six people took part in this event and it was very pleasing to have eight cars from Hawke's Bay and one from Manawatu join us. For the August event Lynn Cross set a tour route to a small collection of vehicles and tractors in the Porangahau area, followed by a visit to Mangaorapa Station and their collection of trucks, tractors and fuel pumps. One of the trucks, a restored 1929 Reo, had been owned by the family from new. Our host gave a very interesting talk on the collection and the development of the station from scrub to what it is today. While there we also watched a Grumman Ag Cat working from the airstrip doing aerial spraying. From here we travelled to the area two miles south of Porangahau with the longest place name in the world (85 letters) then back to Porangahau Beach for a late lunch. After lunch the 14 cars and their



Far North: Annual Dinner: Dave and Peg Hills scoop the pool.



Far North: Rademaker's home-built Daimler hard top.



Far North: Antique Club day.



Gore: Branch cars at Clifton Homestead on Opening Run.

crews travelled home by various routes. Welcome to new member Glyn Clements transferring from Manawatu Branch.

Central Otago John Loudon

It is very quiet in Central Otago at present but meetings have been reasonably well attended and our chairman Bill has lots of ideas to consider. As always the main problem is how to get members to participate and get involved with running an event or even just being a gofor to do some small part to help out.

This is not the space to air the problem but a poke in the wheel every now and then may have the desired effect.

I caught up with Don Yeaman from Wanaka recently and his project, a 1927 Austin 12/4, which came to New Zealand in 1928.



Central Otago: Olly Olsen Chrysler special 77, spotted in Alexandra recently.

Don has owned the Austin for 34 years and it's only in recent years that restoration has made progress. With some modern modifications it's now a runner so will soon be on the road.

At a recent meeting we had Michael Harrison, chairman of the local motor sport club. They run the odd sprint day and hillclimb and showed interest in joining us on some of our runs with a lot of their vehicles being quite suitable although later era.

As they have no fixed place for their monthly meetings an approach was made to use our clubrooms but it was pointed out this would cause a few legal problems as well as a clash with our own activities.

On the same night we had a local vehicle restorer Michael Stewart and it's the first I've heard of him. During conversation with someone later it turned out that I knew his father many years ago and gave him all the motor mower parts when I gave up fixing them (a thankless task even on a good day).

John Martin was spotted on the road recently in a very shiny Alvis, it is a credit to John's work and also the man who did the alloy body – it's perfect.

Eastern Bay of Plenty Peter Donovan

A trip to visit the Te Amorangi Trust Settlers and Steam Museum on a very cold Sunday in July proved to be a memorable

outing, especially for those for whom this was the first visit. On arrival we found a sheltered verandah and started the visit with a picnic before going for a wander around this testament to voluntary enthusiasm. The traction engine, boiler, working blacksmith forge and operating machinery on display alongside the historic buildings; the colonial house, early Post Office, armed constabulary relics, historic Maori artefacts and much more contributed to a rewarding experience. Thanks Keith and Margaret for this initiative.

Our annual Nobby's Nosh, a meal named after a past member who started the original, proved a very friendly well supported occasion with a great turnout.

Another well supported occasion was the August Sunday afternoon run to the Old Trout Café at Lake Rotoma via the back route through the Rotomas. Sixteen cars started from Edgcombe with another arriving directly. Not all of the cars made it, The Vermuellen's DAF experienced trouble and with the help of a kindly farmer was housed overnight in a barn on the way. Yours truly had to pull out when the Mark VII developed a heated brake. However, the 30 or so people who made it enjoyed a marvellous relaxing afternoon with some staying on well into the afternoon.

Our magazine Running Board is back in regular production again and available on



Hawke's Bay: Winter Art Deco. Wayne Richards in his 1903 Oldsmobile Curved Dash runabout with a couple of excited passengers.



Hawke's Bay: Winter Art Deco at the Napier Soundshell.



Hawke's Bay: Winter Art Deco, last ones away. Ross Newland in his 1957 Morgan 4/4.



Horowhenua: John White (left) with Vern Heath, the night owl winner.



Horowhenua: Mark Morgan's war vets visit.



Horowhenua: The Levin race track.

line. Thanks Margaret and thanks also to Lytle for past productions in spite of a very heavy personal workload.

Far North Dave Duirs

Our Annual Awards Dinner was scheduled as a luncheon to encourage those who don't like night travel to participate. Rally trophies and awards covered the formal agenda with a good meal and plenty of opportunity to socialise making day time a good choice.

A three pronged approach to encouraging membership participation has started by :

- 1) Appointing a Welfare Officer to keep in touch with folks re bereavements, illness or any other event or situation that may require membership input.
- 2) Appointing a New Member Liaison person to keep an eye on new members to help them get the most enjoyment from our events.
- 3) A Club Day is to be organised on some weekends where the format will be a free afternoon of social time and cuppa with vehicles on hand and no organised pressure. Certainly these ideas have started off well.

The first Club Day brought 50+ members and prospective members to the club rooms where an Antique Road Show event was organised to scrutinise some valuable and some not so valuable items

by a local antique dealer. There were some surprises which kept us thinking well in to the afternoon tea break. This was judged a great first of these events.

The last Blokes in Sheds had 18 members hosted at the Northland Branch in Whangarei at Heritage Park which has 14 other clubs on the site. This proved most interesting as, apart from the Northland Branch, we were able to explore many of the other clubs which were active.

There have been a few new cars on the scene and others are getting a paint and touch up ready for the fine weather ahead. Perhaps we will see them at the Auto Spectacular in January.

Gore Jim McFadzien

Club Captain John Tremaine welcomed 21 car crews on our opening run for the 2016/17 year. We had questions to answer first then our running instructions took us out of Gore by way of Diamond Peak Road to Kaiwera and Pukerau, where we came to the Presidential Highway (Gore-Clinton). Over the hill at Waipahi a short stretch of gravel before another gravel loop back to the black stuff. A left turn into Telford Road and four km later we came to Clifton Nursery. This property is owned by the fifth generation of Telford family and has mainly farmed sheep, but lately changed to dairying. The 8000 sq ft homestead built

about 100 years ago is made of triple brick and is two story with 32 rooms. I estimate the room where 40 of us had our lunch was 60 x 25 feet. The entrance way, cloak closets and other spaces were all generous sizes. Around the wall were mounted trophies; an old tusker boar, deer and goats. The roof is slate tiles in marvelous condition, and there is a concrete apron about 8ft wide surrounding the whole house with lots of drainage points. The Clifton Nursery specialise in hellebore plants in various colours, all under alloy framed plastic roofing and set out on a rubber sheeting which makes the area very tidy. Several plants escaped back to Gore. It was a trip enjoyed by all.

Hawke's Bay Esther Smith

The daffodil run in September was a reason to get some back on the road after winter while others will wait until October and the Safari rally.

In Hawke's Bay you would miss out on a lot of good motoring if your car is off the road during winter, such as the Winter Art Deco where on the Saturday cars were out and about in Napier giving rides in exchange for a donation. On Sunday there was a run organised by Helen and Peter Ball. The public enjoy seeing the cars and we finished the day with afternoon-tea at the Napier Art Deco Centre.



Manawatu: Don Lowe seated on his unique home-made motorbike. The bike stands 2.2 metres high and is powered by a Volkswagen motor. Copyright PAColl - 7327 - 2. Photo originally taken by Stuart Ramson 18 March 1985 (*Evening Post* photographer). Historical notes; Don Lowe was the owner of the Bunnythorpe garage at this time. He built his motorbike in two months in 1981 from old farm appliances.

The following weekend we joined Central HB Branch on their home patch for their annual twilight run. This was organised by Bruce Poole assisted by his granddaughters. We started with a straight-line navigation section (a first for some), then off to the Matamau Pub for soup. This was followed by the second leg over dark back-country roads to end up at the Hatuma Café for dinner. Originally CHB had anticipated about 40 people attending, but with extras from surrounding branches the number was in the mid-60s.

Glamour and Glitz was the theme for our next event. Organised by Kay and Ian Elmsly with their helpers the evening was a huge success. We were entertained with an episode of *It's in the Bag* hosted by Mr Seldom Anygood (Rod McKenzie) assisted by Miss Island Bay 1973 (Esther Smith). This was followed by an amazing DJ who kept us on our toes until midnight.

Horowhenua Peter Nightingale

Our co-club captain, John White, has written up an excellent article in our local August *Spark* about the four Jeeps in the branch ranging from 1942 until the



Marlborough: Phil Taylor receiving his award at the MVCC awards lunch, Waikawa Boat Club.



Marlborough: Ray and Lyn Fairweather winners of the Outwitted Owl.



Nelson: Daffodil Day – Trevor Evans (Left) and his delivery team.

latest. Three restored by members and used on many events. We have two others also owned and restored by members but because of poor health they are unable to be active at present. Six Jeeps altogether.

The annual Night Owl Rally was well attended and a fish and chip meal was enjoyed by the drivers and crews of 14 cars, 34 people in all.

The Horowhenua History group and Branch have come together to put on a display in the Local Levin Library featuring the bygone days of the Levin car racing track. This was an international event held across the road from our present clubrooms. Many world champions raced here; Jack Brabham, Graham Hill, Jackie Stewart and Stirling Moss to name a few. Our branch is custodian for the trophies which are held at the clubrooms. The names of three world champion drivers are on one. A great bit of local history. We have a Brabham race car and motor bike on display plus other items such as memorabilia and videos.

The clubroom extension is now complete and spares are moving in.

Manawatu Ian Howell

Our annual PV/PW rally was run in May, a very successful event held in glorious autumn sun. Twenty-nine cars headed north from Marton travelling up the picturesque Turakina Valley to lunch at Mangamahū. The famed Burma Track was

tackled successfully and everyone finished at the Wanganui clubrooms.

Another calendar event was the June Night Trial. Conditions were much more like winter and combined with lack of daylight put everyone on their mettle.

Fifteen cars started from our clubrooms and meandered around Linton to the south east of Palmerston North. Occasional heavy rain tested navigators but everyone ended up back at The White Horse Inn, Longburn, for another convivial evening.

Club nights are also varied. Back in May Mark Gibson entertained us with pictures and stories of his time in Bougainville. He gave us a good insight of the country, local people and tropical climate.

Chairperson Sarah Howell devised a set of automotive related questions for our July quiz, most entertaining and tricky. Bill Turner was auctioneer ably assisted by Clive Bardell at our popular August shiny parts auction. Bill showed true spirit by arriving in his newly restored Bradford light truck.

Unfortunately I have to report that three of our members have died in recent months, Brian de Lautour, Barrie Belk, and Don Lowe.

Marlborough Carroll Wiblin

Recent events have been our Events Trophy competition at Brayshaw Park, the motorcycle section annual Shed Raid,



Nelson: Tim and Debbie McDowell, Austin 7, on the Mid Winter Christmas Run.



North Shore: David Lane's 1930 Studebaker.



North Shore: Leon Salt and 1928 Model A.



North Shore: Richard Lloyd's 1929 Buick.



North Shore: Richard Bampton views the Mitchell.

and our annual prize giving dinner at the Waikawa Boat Club.

We had an afternoon of Ten Pin Bowling earlier in July and this was a well-attended fun afternoon. Everybody enjoyed their games and it is a great way to get to know fellow members.

Mid July saw us head for St. Arnaud and Lake Rotoiti to join with the Nelson Branch for their Annual Snow Run. Not a lot of snow around, but a very enjoyable day. We were also joined by a good number of cars from the West Coast for the event also. Nelson Branch put on a fantastic lunch and entertained us with some inter-branch competition.

The motorcycle section joined up with the Nelson Classic, Vintage, and Jampot riders for lunch at the Woodbourne Tavern. This is the sort of outing that fosters good will amongst all clubs. A win/win situation as well as providing some other groups with the opportunity to see what our guys get up to and to go on runs that they would otherwise not do.

We have welcomed four new members into the branch and they have added to the great variety of vehicles we have. One of these vehicles is the 1910 Darracq previously owned by John Wallis of the Canterbury Branch.

Another vehicle that has come into the branch is the unrestored 1910 Renault BK

also from the Wallis stables. It joins the existing Renault in the Wiblin Stables.

Nelson

Ray Robertson

What an amazingly successful couple of months. Firstly Kevin Mercer secured a \$40,000 Pub Charity grant for a rebuild of our clubroom kitchen and toilet block and secondly great membership participation in clubroom and ground working bees with a very welcome positive resurgence of interest in our new home at the Top of the South Speedway.

A steady number of members attended a fun ten pin bowling night and a Mid-Winter Christmas Run and lunch but our Annual Snow Run to St Arnaud was the crowning achievement with 160 plus members, visitors and friends from Nelson, Marlborough and West Coast branches participating. This run sprang from a collaboration between the late Cliff Wratt and Gary Plum in 1997 and has continued for 19 years to be one of the regions most supported runs. Jim Wareing engineered an Inter branch competition consisting of teams of four including at least one lady carrying out five crazy challenges. Nelson won the day with West Coast's third placing earning them the honour of organising the 2017 challenge.

Trevor Evans decided to take up Timaru branch's Daffodil Day challenge and organised a team of seven to deliver the

daffodils. Really well received by the Cancer Society and both organisations enjoyed suitable praise in the local Waimea Weekly under the caption "Classic cars cruising to fight cancer" – did we pass muster Timaru?

A very big welcome to five new members:

- Brian Muddiman – 1934 Austin 7 Ruby
- Chris Hutchinson and Susan Davey – 1928 Austin 7 Hearse

Gary and Susan Lash – 1962 Vauxhall Cresta

Northland

Bruce Cosson

The spring and summer rally calendar is filling up and club members anticipate a fantastic season of activity. President Keith has driven a willing team of volunteers through the major task of a toilet block rebuild at the Clubrooms. The loo area now looks superb, finished in jazzy shell pink. The branch especially thanks all those who contributed their time and effort to the job. Very good indeed.

Last Sunday the motor bike crew organised a run to the Helena Hill café near the summit of the Old Russell Road. This is a very popular weekend lunch place with heaps of arty/crafty stuff to inspect, and excellent nosh. To get to Russell these days you go to Opuia and catch the vehicular ferry whereas not too many years ago the Old Russell Road was the only route. All gravel, and the drive down the highly



Otago: Graeme Duthie takes on a load of Daffodils from Emma Ramsay Brown of the Cancer Society ready for delivery. Photo Otago Daily Times.



Rotorua: Overkill! The little Bedford being loaded onto a very large truck transporter.



Rotorua: Close inspection of the Cadillac at club night.

unstable Helena Bay Hill meant a fingers-crossed descent.

Recently I visited the Haynes Motor Museum (Cornwall, UK). Absolutely fantastic. The cars are immaculate and maintained entirely by volunteers. To get a job you have get in the queue.

North Shore

Mary Lloyd

New Chairman, Paul Collins, has settled back in his old chair again. Restoration of the Chev taxi and Bedford truck is progressing well and despite the awful winter weather members are keeping the grounds of the clubrooms looking neat and tidy. The parts shed has been fitted with extra shelves to accommodate more parts.

We had a shed raid to Glen Skelton's in Waitoki. He has an interesting and historical collection of trucks, tractors, motorcycles, machinery and the usual "work in progress" items. Richard Bampton's place is nearby so naturally everyone had to have a look in his shed also. We found a beautiful 4.2 litre Mitchell partly restored.

August is when we get together with Warkworth/Wellsford VCC and Hibiscus Coast Enthusiasts Branches for the annual Triple Combined Rally. Richard and I set off early in our 1929 Buick and all went well until we got close to Warkworth, and a puncture in a brand new tyre and tube. The traffic was horrendous, it was raining and we were in a very precarious place but fortunately Paul Collins was on his way to Warkworth for the Triple Combined and stopped to give us a hand. The old spare wheel was put on and we continued on our way. The run took us through picturesque rural and urban Rodney

North of Auckland. A great turn out and three quite different runs, mostly on tarseal but one stretch on the worst corrugations imaginable. A most enjoyable Rally. Congratulations to first overall Leon and Brendda Salt, Wellsford-Warkworth Branch.

Otago

Graeme Duthie

The Cancer Society had its Daffodil day and the branch had 11 volunteers delivering daffodils around the city and suburbs. The annual dinner in July was well attended and was followed by a quiz.

The Mini Club and MX5 club were invited to our August run which took us to Lawrence where some visited the Vintage Machinery Museum where they have added new buildings and are re-establishing the wetlands behind their property. After assembling for a quiz on the area we returned home along the highway, another great day thanks to Alistair and Malcolm.

A questionnaire has been distributed to all branch members as requested at our AGM to try and find our members wants, and hopefully we can improve on what we are doing at the club. The clubrooms are open on a wednesday and this is proving very popular. If you are in town call in for morning tea and goodies.

Coming up we have the Autospectacular where the branch has a stand and some spares to sell, and the

same night a night rally which is organised by the Otago Vauxhall Owners Club and involves other clubs as well.

October brings the Dunvegan Rally for motorcycles and the PW/P60/P80 run. November is the Taieri Tour and the Commercial and Veteran run

For more information look for the *Otago Roadrunner* at your branch.

Rotorua

Ronald Mayes

A busy winter began with our swap meet in July, a successful event with a grand turnout of sellers and buyers. Free publicity came in the form of a promotional article and a large photo of member Chris Staines' 1959 Cadillac in the local paper's Weekender edition. It also gained a review in the September issue of *New Zealand Classic Car*.

Members' cars continue to be featured at monthly meetings, the Cadillac filled up a large area of the available floor space in July, and Angie Brunton's immaculate 1964 Morris Minor Traveler was displayed in August.

The National AGM had a number of local members involved in many aspects this function, from serious organisational duties to shuttle services to and from the airport, displaying members' vehicles and snapping of photos.

Soon after that will have come the annual Sulphur City Rally. Over 60 entries



Rotorua: Publicity for swap meeting in local paper.



Rotorua: Mid-week run, racing driver and engineer Jamie Aislabie speaks about one of his projects.



Sth Canterbury: 2016 Peking to Paris winners, Bruce and Harry Washington, winning with their 1929 Chrysler.



Sth Canterbury: Restoration of the year recipient Ashley Milliken's Buick 26 45X, when on the 2015 Mt Cook Rally.



Sth Canterbury: Ashley Milliken being congratulated by SCVCC chairman John Foster for winning Restoration of the Year.



Taranaki: Phyllis and Des Cornwall inspect the fully restored Riley Elf car on show at Bryce Barnitts car museum in New Plymouth.



Sth Canterbury: Newly restored vehicles on the Restoration Rally displayed outside the Southburn Church - from left to right; 1926 Buick, 1939 Ford V8, 1934 Morris 8 and 1955 Holden FJ.



Taranaki: Entrants gather around the winner of the Brick Run rally, Lex Benton and his daughter who were first time winners of this event.



Taranaki: Studebaker V8 cars on show at Phill's Garage in South Taranaki.

had been received from a wide area of the upper North Island by this column's deadline date. Mid-week runs continue with the latest being a garage raid with exciting treasures to be seen in no less than four workshops.

New members welcomed include Thomas and Jamie Fyfe, with tiny infant daughter Olive, (1973 Rover 3500S and 1975 Datsun 120Y SSS), and Declan Comer (1958 Standard Vanguard.)

The 1953 Bedford K truck bequeathed to the branch is now stored in a member's building and was available for inspection after the AGM. It will be offered to branch members first.

South Canterbury

Shannon Stevenson

Our AGM was held on 7 July and was well attended by members. 2016 trophies awarded were:

- Navigators trophy – Evelyn Milliken
- Club Captain's trophy – Ross and Delwyn Luscombe
- Chairman's trophy – Barry Barnes
- Best Restored Vehicle – Ashley Milliken (1926 Buick)
- Parts Shed trophy – Dick Edwards
- 25 year badges – Bill Weir, Alan Ferguson, Gerry Best, Dave Vernall
- 35 year badge – Dave Toomey, Colin Johnstone, Chris Milne

For our 2016-17 SCVCC main committee most members have continued their roles. Ron Hammer and Alan Ferguson have

stepped down, and Darren Ladbrook has joined. The swap meet committee chairperson is now John Knowles.

In July, we were proud to hear about the achievements of Bruce Washington. With son Harry in their 1929 Chrysler 75 roadster they won first overall in the 2016 Peking to Paris classic and historic vehicle rally held over June and July.

At our August Noggin night, Andrew Fox gave members an enlightened presentation, covering his trip through Europe in his Veteran Rolls-Royce, traversing a number of rarely-travelled mountain passes, re-enacting an over 100 years old Alpine reliability run.

The mid-week runs held over the winter have proved successful, with upwards of 15 vehicles attending per time, visiting locations throughout South Canterbury, the August run to Geraldine's Cinema attracting 35 members.

Registrations for the branch's upcoming Haast tour have been pleasing, and the entry form will be up on the www.southcanterburyvintagecarclub.co.nz website in due course.

South Otago

John Cook

Several South Otago Branch members attended the Gore Branch's 50th Anniversary celebrations and enjoyed the weekend.

Our branch's Mid-winter Dinner held at the local RSA had 46 diners enjoying good company and fine food. Service trophy went to Russell Findlater for his organisation of the Branch's motorcycle rally. Noeline Milne received the Ladies Trophy for services to the branch.

Paul and Kaye McNabb's quiz night held in late August was a good night with some guests joining in. Team 3 plus 1 taking out the honours for the evening.

Plans are well in hand for our 45th Clutha Rally to be held on 12 November 2016 This will be another good rally and has a separate route planned for Veterans.



Taranaki: Some of the 42 motor cycles on display at Phill's garage.



Wairarapa: The Grove Family turned out in force for the Janice Groves Memorial Rally.



Wairarapa: Dorrie Bolland, aged 103, off on her great adventure.



Wairarapa: David Hunter, left, and Paul Furkert, tail-end charlies, had to pursue an errant entrant in the Janice Groves Memorial Rally.



Wairarapa: A flash of leg from the Carter Court flappers.



Wairarapa: Earl and Tina Goodin (Chrysler) check out a clue in the Janice Groves Rally.

Taranaki

Colin Johnston

Our branch enjoyed a visit to see a local collection of cars along with other kindred motoring club members. The vehicles were housed in a purpose built shed owned by Bryce Barnitt of New Plymouth and is surrounded by beautiful park like gardens. All the vehicles are maintained to a very high standard by an employed mechanic and are registered and warranted and can be driven at any time. Our members were able to wander around the cars with Bryce answering questions about particular vehicles. There are some wonderful cars on show including Corvettes, Mercedes, Rolls-Royce, Aston Martin, Cord, Chrysler, Buick, Austins and a neat little Riley Elf.

Kevin Fabish and Danny Pattinson organised our annual Brick Run held at our clubrooms. Everyone enjoyed the run and it finished back at the clubrooms where a roast meal had been prepared. The winner this year was first time entrant Lex Benton with his daughter navigating.

Another club run took us to Phill's Garage in South Taranaki where we saw a large collection of over 42 motor cycles owned by Ben Seaver from Hawera plus some Studebaker V8 cars and 15 other

vehicles owned by Phillip Kinsberg. Phillip has recently moved down from Auckland and purchased the old Riversdale Factory in Manaia that once housed Stuart Craig's panel and paint shop. This building is huge and the vehicles were neatly parked on show. A 1950s type cafe is being set up in the building and there are automotive signs and car models on show.

Taupo

Greg Natrass

It was intended that our July meeting have a guest speaker. The invite was to one of our local mechanics to talk about his electric drag car. Due to sickness this was postponed so at the last minute two of our members talked about their recent trip to China. They explained the process of getting their visas, through to the activities they enjoyed on their trip. A very entertaining and eye opening talk. Thanks to John Godfrey and Terry Neilsen. Our outing was the annual hobby expo, where we had five of our cars on display. The theme was displaying a car for each category of the VCC's age groups.

August Club night was fish and chip night, followed by the annual quiz night. A very entertaining night, with the quiz

questions this year once again set by our Chairman Neil Chave. Our run this month was the Club Captain's run. We travelled from Taupo, through the back roads to bring us out at Waikite Valley, just south of Rotorua, then on to Waiotapu where we visited the mud pools before enjoying lunch at the Waiotapu hotel.

Waikato

Gaynor Terrill

At our August club night Grant Hubbard and Dan MacDonald from City Edge outlined the scope of the new section of the expressway, members were able to see the interchanges and how current roads linked to the expressway. This new road system, due for completion in 2020, will eventually link up with the current expressway to Auckland and south of Cambridge.

The National AGM in Rotorua saw 20 of our members attending, giving them an opportunity to experience the "big picture" of the club and how it operates at national level.

Local branch events have seen members visiting a panel and paint shop where they saw many cars in various stages of restoration and taking a trip to Paeroa to visit



Wanganui: Karl Brown, Night Trial winner. Peter Hardy presenting cup (...you know you have to run next year's, eh?)...



Wellington: The Taylor Packard needed quite a bit of towing through slippery clay!



Waimate: Meet n Greet, photo Barry Anderson.



Waitemata: The Madcap Whatipu Band.



Wellington: Terry O'Leary's 1934 Buick.



Wellington: Ready for the start of the Leprechaun Rally.

a yesteryear barn, the numerous antique shops and the water gardens at Ngatea.

Six of our motorcycle enthusiasts travelled to Auckland to the Ride Forever Motorcycle Show and are planning a country ride to the South Waikato.

The branch has an active Wednesday Wanderer group and they have ventured out to Matamata for a café lunch and have a round-the-mountain run planned for the near future.

If you have recently visited our branch website you will have noticed some changes in layout, it is also now mobile friendly. Remember you can access entry forms to our calendar events from the website.

With the advent of the more spring-like weather we are looking forward to the branch's upcoming calendar events, namely the Kairangi Hill Climb and the PV, PW and P60 Rally.

Waimate

Steve Dyson

I have just received *Beaded Wheels* and was delighted to read the President's Report. I read the part about changing the name of the VCC and I feel it is in the too hard basket.

On 29 July the Waimate Branch hosted a Meet and Greet at our local library. We had ten cars and members there being very well received. About ten adults and 20 school children attended. The children had a great time, working out the age and looking at the different types of cars eg 1928 Chevrolet, 1938 Ford pickup, 1956 Ford Prefect, a couple of Landcruisers, plus a

few others. One of the children commented "Gee it's even older than dad".

No doubt the kids will spread the word, and if it gets them interested we have achieved our aim.

In all it was a very successful day. Special thanks goes to the Waimate Public Library staff for all their help and input.

Wairarapa

Kevin Ball

The Wairarapa Branch made a wish come true for the region's oldest resident in July when four cars turned out to take Dorrie Bolland, 103, for a ride in the country. Dorrie and her friends, plus staff from Carter Court Retirement Home in Carterton, dug out their glad rags from the 1920s and thoroughly enjoyed the outing. The cars, all from the '20s, were provided by Will Holmes (Austin 20), Tony Lane (Willys Knight), Mary Buick (Austin) and Anna Slater (Model A). The Vintage passengers and staff returned to the suitably decorated retirement home and a monster birthday cake. The run was organised by club captain Gary Lang.

The Janice Groves Memorial Rally saw 15 cars tackle a run from Masterton to Tinui, near the coast, and return via the challenging Castle Hill which features 30km of gravel. Only one car went astray, being pursued for some miles by tail end Charlie Paul Furkert and David Hunter in Paul's Land Rover. Neville Taylor in his MG won the rally and the navigator's prize went to his wife Beth. The event enjoyed fine weather, a change from the persistent

drizzle and cold wind that has plagued club outings over the past few months.

The Margaret Gee Memorial Rally took 21 cars on a circuitous route south from Carterton, around Lake Wairarapa and back to the Tin Hut Tavern at Tauherenikau for roast pork and pud. Spot checks on this run were drawings by Pat Dutton who teamed with Barbara Lang to plot the event. There was a close finish, with winners Graham and Annette Clark one point ahead of John and Sheila Clark (no relation).

Wanganui

Fay Chamberlain

Despite the ongoing hail/thunder/lightning/floods of the past couple of months, the branch has had wonderful attendances for the many activities offered.

One of the worst days on record saw 13 keen entrants turn up for the "Amazing Race" (organized by the Hardy family, and won by the Roberts family.)

Who said the young ones weren't interested. The annual Night Trial too, saw three generations of the Bates family turn out. Grandad Alan (the branch patron), his daughter Linda and grandchildren all turned up. (They also won the raffle.)

The winner was Karl Brown, another young, enthusiastic, new member.

Always a great fundraiser the Shiny Parts Auction is coming up next. Not many shiny parts these days, but heaps of interesting stuff (including the mystery parcel) raises lots of laughs and money for the branch.

Club night attendances continue to grow with 50 plus being the norm.

Planning for the VCC National Veteran Rally in 1917 (same weekend as the local Burma Rally) is well underway. Wanganui will be an exciting place to visit with so many very old cars in the streets!

Waitemata Di Humphries

Our annual Mid-winter Christmas held Saturday 25 June was, as always, a load of fun. Once again held out on the wild west coast at Whatipu and staying at the old Whatipu Lodge where cooking is by gas and lighting is by generator. The Branch does its own catering and the well equipped kitchen is a hive of activity from late Saturday afternoon, but those who do the cooking do not do the dishes. It's the one night where we all can really let our hair down as we stay the night so no driving home. Santa arrives after dinner and the silly gifts are given out amid hoots of laughter and good cheer. We just got over Mid-winter Christmas when July arrived meaning R'OilCan time. This year we left from Bombay by 7am, about an hour drive south from the North Shore which of course meant a very early start. The Andrew Mighty J2, was not mighty this particular morning so Elizabeth and Kevin joined us later at Piopio in a modern. The Jamieson Delage, just back on the road after a major re-build, didn't make the start on time either. The morning instruction sheet was left at the Bombay cafe which Max collected but further car troubles meant that he never caught up with us at any time so Max and grandson held their own private event staying the night at Raglan. Lawrence Poolman abandoned his MG C in a farm shed Port Waikato way and organiser Mike Moffatt, driving around the countryside putting out the odd extra instruction won a traffic fine for speeding. The 'Can took us continuously south over great roads and we finished in the dark on the western side of Lake Taupo. Rob Chapman in his very nicely re-bodied Riley 9 was the winner and it will be his job to plot the 2017 event. Sadly a few cars made it home on tow trucks. In fact Highway 32 was littered with so many dead cars that the lady manning the AA phone wanted to know what the devil we were up to and it took her a while to source suitable tow trucks from the region. There will be much fettling going on in garages around Auckland over the next few months.

The Humphreys were on safari when the August Drive, Dinner and Movie at Ryders in Avondale was held but we understand there was the usual good turnout and a good movie. Ian Goldingham had made a short movie from the photographs taken by attendees of the January Lochinver Station

weekend and this was shown before the main movie. Keith and I saw this Lochinver movie upon our return to civilisation. We were most impressed and we are very pleased that we are on the January 2017 Lochinver entrant list.

Coming up we have a Monte Carlo event planned for October, then the annual Chelsea Hillclimb. Each year it gets harder and harder to keep this event but the right people keep the right wheels turning and bingo. We look forward to 20 November, hope the day is sunny, hope we get a good entry and if you have a suitable Vintage vehicle, Pre 1945 or up to 1960 at the Committee discretion you could be the Chelsea 2016 winner

Wellington Stan Garmonsway

Wellington Branch certainly has not been idle since June when we ran our annual Colonial Cup Rally. At this event the restorations for the year are chosen and this year there were four to judge. The Colonial Cup for the Most Meritorious Restoration and the Southward Salver for the Most Meritorious First Restoration awards went to David Howard for his 1934 Chevrolet. The Archer Trophy for the best Commissioned Restoration went to Terry O'Leary for his 1934 Buick. Kevin and Joanna Buck won the rally itself.

In July we had our Social Country Run which is now combined with the Remembrance Rally honouring members who have died in the past year. This year it was run in the Wairarapa where the weather was windy but sunny, unlike Wellington and Kapiti where it was pouring rain. Starting in Featherston a back road route led us to Martinborough for morning tea after which the route went over the eastern hills via scenic Admiral Road to the Gladstone Inn for lunch and the traditional reading from the late member Murray Mitchell's book of jokes.

August was our Leprechaun (small Irishman) Rally. This time organiser John Blakemore combined the event with the local 4WD Club who guided 14 VCC cars through the tracks and rivers of Akatarawa Forest. The weather was fabulous and the outing a great adventure much enjoyed.

August Club night introduced us to the latest in electric motoring with a talk on battery technology. A Tesla car was on display with its mind-blowing technology. The future of motoring. Fascinating.

Wellsford-Warkworth Anne Hamilton

Our Winter Woollies this year was a lesson in patience, tact and diplomacy. Vivienne and Brian Guest set an imaginative route which had many of the 63



Wellington: Bernie Quin on the Social Country-Remembrance Rally.



Wellington: David Howard's 1934 Chevrolet.



Wellington: Betteridges' Ford tackles a ford on the Leprechaun Rally.



Wellington: *Shaun Leahy & Stephanie McGreevey on the Social Country Run - Remembrance Rally.*



West Coast: *Berlins with a very high river as a backdrop.*

entrants buzzing back and forward looking for missed clues. It was therefore unfortunate that a “kindly” member of the public moved two of the off course clues up to the main road so they could be more clearly seen! Confusion reigned. Another silent check was moved to the opposite side of the road and an unknown number of competitors went passed before the mishap was rectified. Awarding rally points was a herculean effort and no one had a clue as to who had got it right, but some did.

Vintage

- Colin & Pam Bell, 1931 Chevrolet
- Post Vintage (and Overall Winner)
- Gavin Welch & Sophie Zhao 1934 Ford
- Post War;
- Wilber, Ayleen & Karyn Brown, 1951 Daimler
- Post 1960
- Alan & Sharaan Price 1965 Vauxhall VX
- Wellsford-Warkworth winner
- Francis Ross & Noelene Quedley 1968 Jaguar MkII

The non-competitive route was also well supported and thoroughly enjoyed.

Our next rally is the Triple Combined, with sections organised by Wellsford-Warkworth, Hibiscus Coast and North Shore. Anne Richardson has set our section, with help from new committee member John Duffy.

Prize giving was held on 11 August with two special acknowledgments: Chris Harvey for his work in setting up our website and Anne Power, a tireless worker.

West Coast

June Campbell

This year we decided to join up with Nelson and Marlborough members and 13 of us travelled up to St Arnaud in July to enjoy their Annual Snow Run. This involved, for some of us, a two night stopover at Murchison while the unfortunates who had to be back at work on Monday left St Arnaud at 3pm for a dash back to Greymouth on the Sunday. It was good to catch up with old friends and enjoy their beautifully catered three-course lunch. There was an inter-branch competition which involved a team from



Wellsford-Warkworth: *A stunned and delighted Francis Ross, club winner of the Winter Woollies.*



Wellsford-Warkworth: *Wilbur, Ayleen & Karyn Brown, post war winners.*



Wellsford-Warkworth: *Cedric Pegrum arrives for lunch in his 1956 Mercedes Benz 220S saloon.*



Wellsford-Warkworth: *1929 Model A owned by John and Janice Gardner on the Winter Woollies.*

each branch doing all sorts of weird and wonderful things. West Coast got third place and still won the trophy with the proviso that we organise the challenge next year. As the clouds lifted we were treated to mountains capped with fresh snow. There was certainly a great variety of vehicles in the car park that day.

Our July Club Run was a safari to Berlins in the Upper Buller Gorge. As we had experienced a prolonged period of wet weather the scenery was quite spectacular, lots of water. The view from the café window shows how high the river was still flowing. We had 39 members meet up that day. It was good to catch up with some Westport members who had travelled south.

We have again this year assisted the Cancer Society with daffodil deliveries, for

which they are very grateful and it is our pleasure assist them with their fundraising.

Passing Lane

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



- | | |
|--------------------------|------------------|
| de Loutour, Brian | Manawatu |
| Belk, Barrie | Manawatu |
| Lowe, Don | Manawatu |
| Mooney, Dave | North Shore |
| Stears, Jim | South Canterbury |

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



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.

