

CLASSIC, VINTAGE AND VETERAN MOTORING FOR 70 YEARS

Beaded Wheels

No. 343 December 2016/January 2017

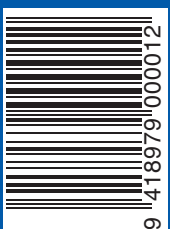
NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$6.95



VETERAN AND VINTAGE TOURING

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RECOMMISSIONING – A REAL OPTION?



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



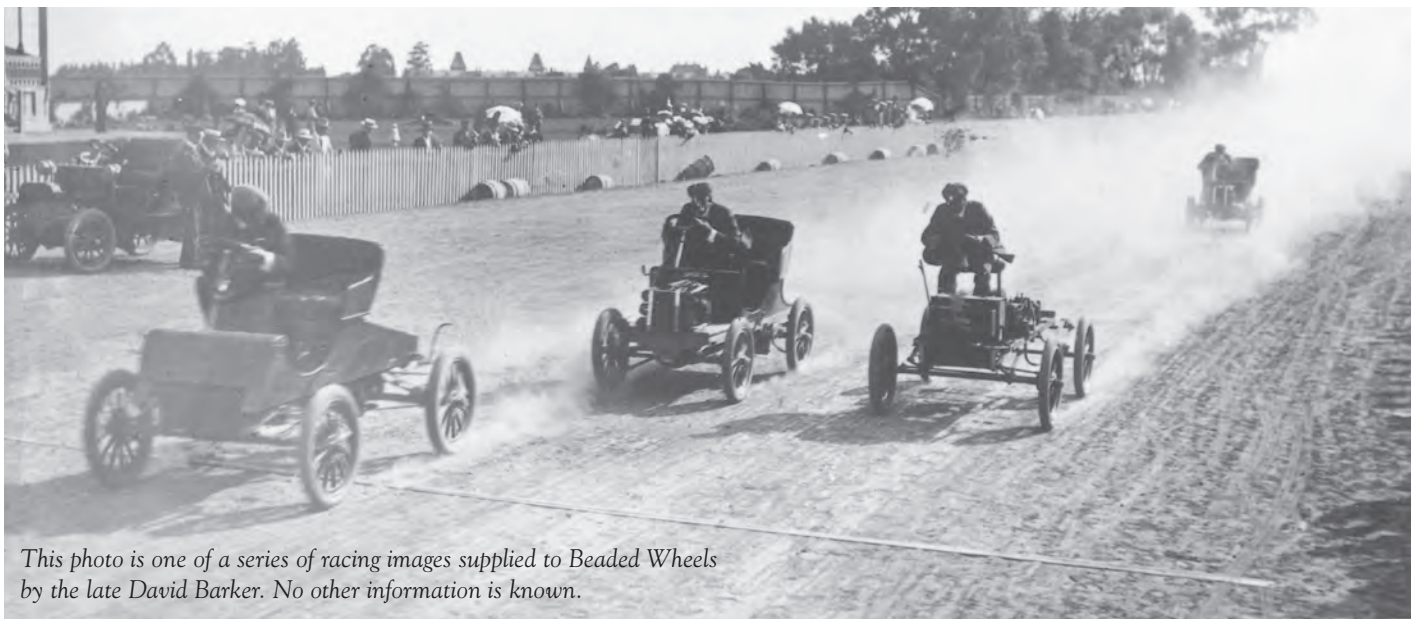
Trevor Stanley-Joblin has supplied this photograph and a request for information.

Above: This photo was given to me by the current Mayor of the Hurunui District (North Canterbury) Mr Winton Dalley.

A gentleman of the district gave it to him asking if he could find an appreciative home for it.

Can any reader tell me what year this was taken and which branch of Amuri Motors this would be? I am going to donate the photograph to the Canterbury Branch to be displayed in their McLeans Island, clubrooms. However, before I do it would be nice to put a place and year with the photo. It is still in its original wooden frame and glass measuring 30x14 inches.

Replies to: Trevor Stanley-Joblin, email: stancar_nzcc@hotmail.com



This photo is one of a series of racing images supplied to Beaded Wheels by the late David Barker. No other information is known.

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.

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Beaded Wheels

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

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

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material for archival purposes.

Beaded Wheels

Issue 343 December 2016/January 2017



Paul Hulse discusses a third option for the
car enthusiast on a limited budget, see
page 28.



Murray and Penny Firth's 1931 Bedford
tackled plenty of metal roads on the
recent Veterans and Vintage Tour, see
page 30.



Les and Gail Costar's MG on swing
bridge at Whakahoro, Eastern Bay of
Plenty Branch, see page 53.



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COVER

*John and Janet Campbell, Timaru give their 1930 Chev roadster a
proper motoring holiday on the 2016 Veteran and Vintage tour. See
page 30. Photo: Raewyn Fenn.*



To our members who have been affected by the recent earthquake and storms, our thoughts are with you and I hope you are bearing up under the difficult conditions you are facing.

At previous Executive meetings it had been suggested branch magazines should be made available on our Vintage Car Club website. Ross, our new Communications & Marketing Officer, has set this up and magazines are now able to be read by going to <http://www.vcc.org.nz> and clicking on "News from our Branches" on the menu down the left side of the home page. Then click on the magazine you want to read.

The soapbox column from Rod McKenzie in this issue poses the opinion that members' perception of what constitutes a Vintage car needs to change. I am also aware that there may be a notice of motion next year to change the name of the categories we use to define our various classes.

The Management Committee has already signalled that it does not support any change to the category names. Aside from the technical and legislative issues, it is my opinion that, human nature being what it is, if we changed the names of the various classes, our members would still refer to them by the old names and the same would happen if we changed the name of the Club, they would still call it the Vintage Car Club.

I think that when a non-member is considering buying a vehicle, the VCC category it falls under means nothing to them, nor should it, and doesn't influence their decision. The next step, i.e. whether to join the Vintage Car Club, is where we need to concentrate our efforts and I come back to my premise that we must promote widely that the VCC accepts any vehicle over 30 years old.

In my last *Beaded Wheels* column I referred to the 2016 Dunedin Rally financial review we had commissioned by Murray Trounson. This has now been completed and presented to the Management Committee. Murray has spent over 70 hours on the review and I thank him for his very thorough report. The Management Committee has taken on board his recommendations which will be implemented with respect to the 2021 Rally. A copy of Murray's final financial

statement for the rally is available for members from the National Office.

In light of the loss made by the 2016 Rally, questions were asked at the AGM about the processes that the Management Committee have in place to manage the financial running of the Club. The Club's Auditors, Ainger Tomlin, were themselves audited/reviewed some years previously. As part of that review, they had to choose five businesses to re-audit, the Vintage Car Club being one of them. At the end of that process, the Club was advised that the review team had commented that the systems in place to report the day-to-day financial running of the Club to the Management Committee, were one of the best they had seen for a small company. That system is still used today.

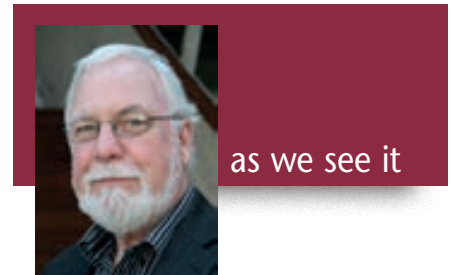
I am pleased to advise that Rod Brayshaw has been elected to a committee position on the FIVA Technical Commission. This highlights the high esteem in which Rod, and indeed our own Club, is held amongst the various member clubs that make up FIVA. Rod's election will allow the VCC to be instrumental in any changes FIVA is considering within their organisation and around the Northern Hemisphere. You might wonder how this would advantage us. I can assure you that New Zealand authorities (particularly governmental departments) often follow overseas trends which at times may be detrimental to our organisation and the vehicle movement in New Zealand generally.

This now creates a situation where Rod's present Registrar's position will need to be restructured and some responsibilities re-distributed. Whilst we are pleased for this opportunity for Rod (and for the Vintage Car Club), we don't want to lose Rod's valuable input with New Zealand Transport Agency and other government departments.

I would also like to take this opportunity to congratulate Rod who has now completed 20 years on the Management Committee.

Geoff and I wish all our members safe travelling for the holiday season and best wishes for Christmas and the coming year.

Diane Quarrie
VCCNZ National President



While I was attending the VCC AGM in Rotorua Life Member Roger White from Wellington Branch showed me a photograph album that Founding and Life Member Andy Anderson had brought with him to the AGM. The photos, taken from 1946 to 1951, were of the early days of the club, were well captioned and were in good condition even though they were over 60 years old. Roger felt that we should do something in *Beaded Wheels* with these historic photos and after a quick glance I readily agreed. I have since had time to have a good look at the album and it depicts a wonderful slice of life of those early days. Very enjoyable reading. After discussion with Roger and Andy we have decided to use the photos in *Beaded Wheels* under The Way We Were column. We scanned the album and commencing this issue will be using the photos and captions plus additional comments from Andy relative to the photos. We have material for a number of forthcoming issues and Andy has advised that he has a second album from 1952 onwards that we may use also. I hope you enjoy looking back at the club's past through Andy's eyes as much as I did. The first instalment appears on page 12 of this issue.

Beaded Wheels was first available on subscription or for general sale in August 1969 and the price was a pocket tearing 30 cents! It has increased over the years. By 1979 it was 75 cents and by 1989 it was \$3.40. There was a bit of inflation over those two decades. By 2003 it was \$5.00 and currently it is \$6.95. At the AGM the low price of *Beaded Wheels* was raised and the suggestion was made that we should up the price. An easy comment to make because, of course, raising the price to subscribers and newsstand sales has no effect on members of the Vintage Car Club at all.

Two commercial magazines also publish six copies a year and both have similar pricing with *Classic Driver* at \$9.95 and *Classic Car* \$9.99. We are a club magazine and that remains our reason for being and must necessarily always be our focus. We will be increasing our price to \$7.95 an issue from February and we will continue to keep an eye on the pricing.

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

DECEMBER

3	Canterbury	Grand Ball
3	Gore	Diggers Run
3	Nth Otago	Windsor Rally
4	Ashburton	Vintage & Veteran only Posh Picnic
4	Auckland	Gymnic
4	Sth Otago	Moped Run
4	Wairarapa	Mauriceville Fair
7	Nelson	Midweek Christmas Run
10	Sth Cant	Christmas BBQ
10	Sth Otago	Tokomairiro Show
11	Canterbury	Children's Christmas Picnic
11	Gisborne	Club Captain's Wing Ding
11	Horowhenua	Christmas Party
11	Marlborough	Onamalutu Domain BBQ tea
11	Marlborough	Pot luck lunch (Motorcycle Section)
11	Nelson	Christmas BBQ
11	Otago	Christmas BBQ
11	Waikato	Combined Christmas Gymkhana & BBQ
11	Wairarapa	Christmas Lunch
14-20	Ashburton	Pre Christmas Tour
20	West Coast	Morning tea Shantytown
18	Canterbury	Veteran Picnic Run
18	Central Otago	Christmas Party
18	North Shore	Christmas Dinner & Gymkhana
18	West Coast	Club Run
26	Canterbury	Boxing Day Run

JANUARY

1	Ashburton	New Years Day Run
1	Banks Peninsula	Picnic Little River Domain

1	Horowhenua	Len Haycock's New Year's Day Run
1	Sth Cant	New Year's Day Parade
1	Waimate	Parade at Fairlie
2	Canterbury	Motorcycle New Year Run
2	Marlborough	Harris Bach Run
5	Manawatu	Veteran Rally
6	Canterbury	Picnic Run
7	Far North	Autospectacular
8	Sth Cant	Ladies Rally
8	Wairarapa	Coastal Run
16	Sth Cant	Night Trial
17	West Coast	Morning tea Shantytown
21	Central Otago	Swap Meet
21	Sth Cant	Open Day
21-22	Wanganui	National Veteran Rally
22	Otago	Jackson Rally
22	Rotorua	Lakefront Car Show
22	Southland	Club Open Day Ariki Lodge
22	Waikato	Blue Smoke & Pedals
22	Wanganui	Burma Rally
22	West Coast	New Year Dinner Run
28	Ashburton	Annual Rally
28	Otago	Dunedin-Brighton Veteran Rally
29	Canterbury	Veteran Picnic Run
29-6	North Shore	Parliamentary Tour

FEBRUARY

3-5	Banks Peninsula	Skope Racing Ruapuna
4	Southland	Southland Rally
4-5	Wellington	Club Captain's Safari
4-10	Sth Cant	Haast Tour
5	E Bay of Plenty	East Coast Rally
6	Marlborough	Heritage Day Brayshaw Park
10-12	Banks Peninsula	Enzed Racing Levels
11	Auckland	Annual Veteran Rally
11	Waimate	Wallaby Run
11-12	Canterbury	Annual Rally
11-12	Gisborne	Three Rivers Rally
12	Central Otago	Wakatipu
12	Nelson	Club Run
12	Wairarapa	Remembrance Day Rally

17-19	Hawke's Bay	Art Deco Rally
18	Nelson	Swap Meet
17-24	Horowhenua	25th National Motorcycle Rally & Hub Tour
19	Ashburton	PV/PWV Run
19	Banks Peninsula	Veteran Rally
19	Horowhenua	Shannon Spectacular Car Show
19	Sth Cant	Chairman's Rally
19	Taupo	Picnic Run
21	West Coast	Morning tea Shantytown
25	Canterbury	Annual Commercial Rally
25	Gore	Festival Rally
25	Nth Otago	All British
25	Wellsford/Wkwith	Swap Meet
26	Gisborne	Club Run
26	Otago	Vintage /Post Vintage
26	Taranaki	Waitara Mini Vin Tour
26	Waikato	Open Day
26	West Coast	Club Run

MARCH

4	Canterbury	Moped Run
4	Manawatu	Ruahine Ramble
4	Southland	Veteran Rally
5	Canterbury	Rear Wheel Brake Rally
5	Nelson	Club Run to Lake Rotoiti
5	Sth Cant	Mystery Run
5	Waikato	Ladies Rally
11	Canterbury	Back Country Run
11	Sth Cant	Mid Island Rally
11	Sth Otago	Motorcycle Rally
11	Taupo	Annual Lake Taupo Rally
12	Auckland	Annual Vintage Muster
12	Central Otago	Wanaka
12	Gore	Frank Robson & Clearwater Capers Runs
12	Wairarapa	Rex Porter Rally
15	Manawatu	AGM
18	Horowhenua	Swap Meet
18	Waikato	Vintage Venture
18	West Coast	Scenicland Rally 4 Lakes Rally
18-19	Canterbury	Jim Toohey Motorcycle Run

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

Stuck for Christmas Gift ideas?

Beaded Wheels

gift subscriptions
now available

Give your friends and relations a taste of New Zealand's classic motoring scene. A subscription to *Beaded Wheels* saves on the newsstand price and will guarantee delivery directly to any letterbox world wide six times a year.

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- 6 Issues - Elsewhere NZ\$130*

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Julie Cairns-Gee
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**national office
news**

Our thoughts are with all those recently affected by the earthquakes that have hit the country. Those in the thick of things will have a challenging time ahead, repairing properties, businesses and dealing with added stress levels. We are all thinking of you.

Discounts on Interislander and Bluebridge Ferry Crossings

All financial members of the Club can obtain a discount with Interislander and Blue Bridge ferries. You must show your membership card. Full information on how to book is on our website (www.vcc.org.nz) or can be obtained from your branch secretary. When booking with the Interislander you must book through the Group Bookings option. The codes are as follow: Interislander – WH5465 and Blue Bridge – Antiquocar

Vehicle Identity Cards – Renewal Applications

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

Even if your vehicle has had no changes this form must be checked, signed and forwarded to your branch, along with the VIC (if the photo correctly shows your

vehicle in its present state), or three new photos, as stated on the form.

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

All vehicles entered in National and International VCC Rallies must have a current VIC.

If you have sold your vehicle, please notify the National Office.

VCC Speed Events

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

If you currently hold a 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.

OVERDUE MEMBERSHIP SUBSCRIPTIONS

Partial year invoices were sent to all members in October.

This will be the last *Beaded Wheels* you receive until your payment has been received. Delivery of branch newsletters will also be stopped.

Christmas Hours

I wish to take this opportunity to wish you all a very merry Christmas and happy and safe New Year. National Office will close on Friday 23 December 2016 and reopen on Monday 9 January 2017.

ERRATA

Beaded Wheels wrongly attributed the images for the article on page 2 of our October/November 2016 issue to Norm Sisson. The photographs were supplied by Norm Dewhurst.

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.



Paul Collins
North Island
Club Captain



**captain's
log**

When organising a tour or event out of town (especially an overnight or longer tour), give some thought to contacting the local i-site in the area of destination. I have found them to be extremely helpful with contacts for local venues, places to visit (tours etc) and their willingness to organise local promotion/ event advertising on their local sites. This is probably a much overlooked advertising medium we could be using to promote not only our local club event but the VCC as well. Through this medium I was able to obtain a great discount on a local boat trip (almost half price) for one of our club tours which was a great finish to a long day's motoring.

While group motoring on back country roads does not seem such a major issue, convoying on main highways is often seen as a problem by less patient motorists (and maybe sometimes even due to them too). A little consideration is required for other road users. Simply put, avoid more than two cars together and leave adequate space for moderns to overtake. Keep an eye in the mirror to watch for vehicle build up behind and move over periodically to allow them to pass. Most will appreciate the passing opportunity being offered.

Drive safely over summer.

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

A Hearty Soapbox

I just had to raise myself up and make the effort to drop a few words away to heartily congratulate Alastair Jones on his stirring Soapbox contribution regarding the state of various affairs in our wonderful organisation.

In particular the National AGM attendance by members. Be assured Alastair your words did not fall on barren ground. I would recommend the membership go to *Beaded Wheels* no 342 again and read Soapbox thoroughly. His article supports our President Diane Quarrie's concerns regarding attendances at AGMs and her writings should also be read by the membership.

Alastair's words are no less than I would expect from an officer serving under me on the expedition of '95.

I was so moved that I addressed the troops here in Marlborough on a recent Wednesday (we get 60 – 70 members out every week) on the pathetic apathy and as next year's hosts we must put on a good show. I raved on a bit about my happy years as a member, my pride in our organisation and challenged the locals to support next year's AGM to the hilt. To my surprise my tirade received a rousing ovation and a couple of slaps on the back.

So there we are members, we in Marlborough are raring to meet you all at the 2017 National AGM. See you then.

Once again, well done Alastair.

Cheers Earl Preston
aka Major Kochupp
O.C. 1995 A.A.A.E.

Soapbox Comment

I read with interest Alastair Jones' soapbox article about the attendance at the VCC AGM. At the fear of being killed, may I suggest Skype or teleconferencing, it would bring us all together without leaving our armchairs!

Seriously though, attending means travel and sometimes between the North and South Islands, plus accomodation costs. A lot of us, me included, live entirely on the pension, and if we do travel, it is to visit our children and friends for a short break. I think you will find that there are lot of members in the same boat.

I am just as passionate about our club as Alastair is, and do a lot for it as a committee member and branch reporter.

The North Otago Branch has the solution, we sent one member to the AGM, and the branch paid his expenses. If every branch did this, the AGM would be well attended and every branch would be well informed as to what was going on.

But as for all members attending, a not so small thing gets in the way of this – money.

Clive Blunden

Searching for a Springuel

I come to you with the hope that you can help in my search for a pre-first-world-war Belgian manufactured car.

A passionate Belgian team is looking to bring back to life a legend of the early 20th century, the Springuel.

Jules Springuel drew and built engines and cars in Huy, Belgium from 1906 to 1914. About 400 cars were built in the factory and many of them were exported to England, New Zealand, Argentina and Holland.

About 40 Springuel cars were imported to England by F W Berwick & Co (Berkeley St, 18, London).

Unfortunately the first world war ended the business because the invading Germans claimed plans, machines, foundry patterns, engines and chassis to export them to Germany.

We don't know more of the Springuel story except that it was linked to Imperia in Liege and was a winner of first Francorchamps races.

Our team are looking for one of these cars, even wrecked ones, engines or engine plans. We want to buy or copy anything. We look forward to hearing from any New Zealanders who might have information for us.

Jeremy Quaglia
Jerequaglia@gmail.com

Call all Morris Oxford owners

I am trying to find out how many Morris Oxford model MO vehicles are in New Zealand and if all owners could contact me on this email address I will start a database and maybe in the future we could all have a get together. Email would be best but I can also be contacted on 07 887 4949 or 027 312 3041

Maurice Bill
morrisoxfordmo51@gmail.com

Bedfords

K Bedfords appear to be a vehicle of much interest these days and are enjoying quite a bit of exposure. I believe that the Rotorua branch is in possession of one that they are endeavouring to find an enthusiast's home for. Interestingly there

is one strange feature of these vehicles that not many owners or enthusiast's are aware of. In fact the manufacturers were probably in ignorance of it so it won't be mentioned in the handbook or even in workshop manuals, but I was once told, about 60 years ago, that if you were to slap a block of Cadbury chocolate on the front mudguard the chocolate would break into 32 equal squares. I find that interesting.

David Mayhew

Looking for DAF

I have two DAF 44 cars and I would like to know how many DAF cars are there in New Zealand, on the road or in storage.

Any information is appreciated
Ben Vermeulen
07 323 4292
17 Kirk Cres
Kawerau 3127

Help Needed

I am trying to trace the previous owner of a 1920 Vauxhall D type. It left the UK for New Zealand around 2010 and then was reimported back to the UK around 2012/13. The dates are approximate.

The UK registration was X8538 and it was a maroon open four seater tourer with black wings and beaded edge wheels. I think there are more D types in New Zealand and Australia than the UK. It's a long shot that you may know of the car...but I thought it worth asking.

Peter Russell
Sussex, England
prussell.sussex@btinternet.com

Volvo Query

I lived in New Zealand in 2004/05 during which time I owned a white 1971 Volvo 145 estate.

I had a great time owning this vehicle but sold it in 2005 when I left New Zealand.

I have now started to look for this car again and would very much like to buy it, restore it and export it to London where I am now living.

As I still know the registration, GW6041, I got a carjam report from which I can see that the car is still registered and has a current warrant of fitness.

If any reader has any information on the whereabouts of this vehicle I would be grateful to hear from them.

Jan Hautmann
jan.hautmann@web.de

The Wolseley 6/80 story

The Haynes Car Museum in Cornwall is fantastic. It's new and the cars are

mailbag

presented in sparkling order. I was showing my wife a Wolseley 6/80 and telling her what a stylish car they were. I pushed a button on a talk stand and we heard the story from the original owners son...

In the 1950s his Dad had just bought the car and he took his wife shopping. He told her he needed to charge the car battery up, so he went for a drive. This took longer than anticipated and when he picked his wife up from the shop they had a blazing row. "I can still remember it" said the son... So the poor guy drives his wife home in the new Wolseley with her giving him a 'right bollocking' all the way. When they get home the guy says "Ok, I'll never drive the car again". And he parked it in the shed.

Forty-nine years later he died. The son (now 60) wondered if the car was still in the shed after all that time. So he checked, and it was. A bit dusty, and the battery was flat! He soon got the car running but then he didn't know what to do with it, "so I thought I would give it to this museum".

The car still hasn't done enough miles for its first service. Haynes Motor Museum (www.haynesmotormuseum.com). Don't miss it.

Bruce Cossan

Magazine Name Change?

Few bookshop magazine stand browsers would understand the significance of the name *Beaded Wheels* unless they had read the recent excellent explanation of the term.

Classic Wheels has been suggested, but that was the name of a short-running magazine introduced in 1993. It changed its name to *Auto Nostalgia* after a year and folded after only 19 issues.

If a change is to be made how about *Vintage Wheels*? That would well cover the subjects of its contents and with



Riding Styles and Café Racers

Amid your readers there must be dozens of great photographs, it's a pity there isn't a way to get them to share them with the rest of us. I know some do but it's only a small percentage. I have a couple of photographs gifted to me by Hugh Anderson, taken by an English racing photographer, of Hugh racing the G50 in the England Classic Series in the '80s. Hugh remarked upon giving them to me that he had not realised until seeing them that his riding style had changed with the times, the colour shot in particular demonstrates this. I always felt if I could ride half as well as Hugh I would be great.

As the saying goes "a picture can be worth a thousand words". There can be exceptions with some that be summed up



in three words or less but I trust the photograph below won't fall into that category particularly with the performance minded Vintage motorcyclist or former café racers.

Don Ammon



The lovely Norvin Special of Don Waterhouse, Pukekohe, early 1980s.

the rest of the format unchanged would stand out well next to *NZ Classic Car* and *Classic Driver*!

Ronald Mayes,

Prestige Renaults

An English Renaultophile and author Hector Mackenzie-Wintle, has asked me if anybody has any knowledge of the whereabouts of Renault models PG9 and PG 10 referred to in the book "Renault des automobiles de prestige" as being extant in New Zealand. The existence of the

Mihaeljevich 45hp (40CV) is partially documented in this book.

Neil Bielecki, Ardmore.

nimble@xtra.co.nz

Actually Not That Tricky

I've fouled it up again, my letter in issue 342 stated that it would take a lot of work to establish whether Waitemata County's registration records still exist. Thanks to Auckland Branch member Neville Olsen's efforts copies of some of these records came into the possession of branch

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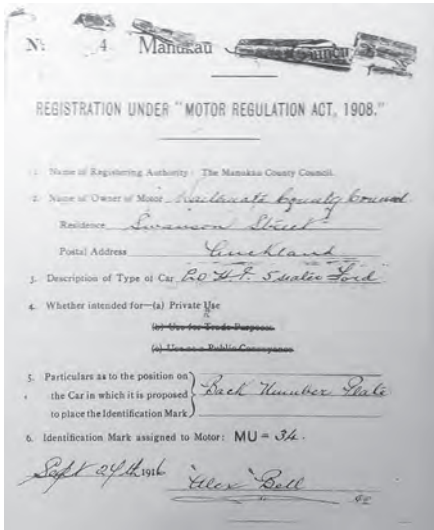
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Split Rims
Motor cycle rims



Well base Rolled edge.
All sizes



librarian Barry Robert. The records only show names and addresses of owners and the plate they were assigned. There are no records of vehicle makes.

What did surface was a copy of Gerald Arthur Jackson's "Certificate of Competency to Operate A Motor Car" issued by Auckland City Council. There is also a record of the Waitemata County's registration of a Model T Ford in September 1916. This car was registered in Manukau County because Waitemata County didn't get government authority to issue its own WA plates until October 1916.

John Stokes.

Bedfords

Like Graham Taylor I too enjoyed Sophie Hammond's article and wish her and her family enjoyment and success. Unfortunately both articles erroneously refer to these trucks as KMs. They are not. The KM was a late '60s model like a TK on steroids with a double bumper and twin headlamps. It could have two, three or four axles. The trucks in question are either Ks or Ms. The series K, M and O (note the comma between K and M) was released in 1939 but very few were produced before the war started and I doubt that we saw any before about 1949. The K was a single wheel 30 cwt truck. The M a dual wheel three tonner. Like the O model I wrote about in issue 341 these are easily identified just by sighting the bonnet and a front wheel or in the absence of a bonnet, the

motor, gear lever or inside of cab. The K and M are identical to the back of the cab except the front wheels and hubs and the lack of vacuum servo on the brakes of the K. Looking at Sophie's collection the one she sits in is an M. It has dished front wheels so is a dual wheeler, there are five plugs visible and the gearlever bends back so it is not an O nor a K. The gearlever indicates also that it one of the earlier ones with a crash box. Syncro went into them some time in 1951 and the gearlever no longer had the finger lever for reverse. The truck on the trailer is a K as indicated by the flat disc front wheel. The one on the truck is an M and looks like a short wheelbase one (MS) and the bonnet shows the three equal length vents where an O has two long and two short ones. There was also a long wheelbase ML produced.

L Cross



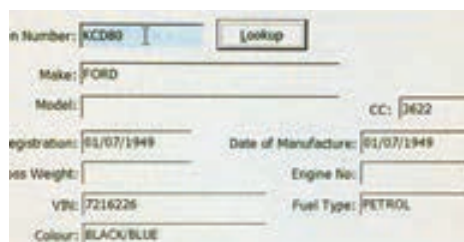
Looking for a Vestige of my Youth

I wonder if you can help me. I'm trying to find a vehicle for my friend. His dad owned it for around 20 years and they grew up in the car and then it came to New Zealand around 15 years ago. My friend's dad recently died and I think his intentions are to buy the car back and bring it back home. I've rung land transport but no luck there.

I want to help him as best I can but need to be pointed in the right direction.

Hopefully you can help me. Below is the copy of the number plate and VIN number that we have found. It is a 1949 Ford Pilot V8.

Lewis Frayne
021 530 010



book review



We Had One Of Those!
By Stephen Barnett
Published by Potton & Burton
Hard cover, 212 pages, RRP \$49.99

Reviewed by Kevin Clarkson

Given the average age of our members I suspect that many of them will relate very well to many of the cars within the pages of this book. The popularity of Post War cars owned by many members also speaks volumes about how we have taken a shine to these cars of the '50s, '60s and '70s.

Stephen gives a commentary about 36 cars and each car description is accompanied by sales brochures and other literature provided by the car manufacturers and distributors of the day. Most of the cars in the book are from Britain, as was the case back then also. There are Vauxhalls, Cortinas, Minis, Morris 1000, and many others. There are Falcons and Holdens and also a touch of European exotic such as the Fiat Bambina and 850 Coupe. There are American examples with their showy chrome and extras.

Like the cars it features, this book is a classic and will add interest to any coffee table. A great idea for a Christmas present.

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

soapbox

Contributed by Rod McKenzie,

There has been quite a lot of discussion over the past few years about a change to the Vintage Car Club name, but I have seen no alternative that seems an adequate name for the club.

1. To the public, whose perception of old motor vehicles we must and should consider and from where new members come, an old car (ie by VCC definition 30 years plus) is a "Vintage Car". To members of the VCC a Vintage Car is of the years 1919 to 1931 inclusive. They are also post-war, the first world war.
2. The VCC needs to have a change of mind-set as to the word Vintage. Look it up in the dictionary (and take away the references to wine) and you will find it means "of a past season" with synonyms "date, crop, season, choice" being effectively all encompassing.
3. I go along with cars to the end of 1918 being described as Veteran cars as Veteran is defined by the dictionary as "old, seasoned" and the term is used internationally in any case regarding cars built before the end of 1918. Although, perhaps the word centenarian could also be of some use.
4. What members of the Vintage Car Club should consider is that all vehicles that reach the age of 30 years (by the club rules) be considered Vintage Cars and be eligible to belong to and be used by members of the VCC. The categories that the VCC use at present (Vintage, PV, PW, P60, P80) don't mean a thing to the general public who are often confused with it all. The terms are there really for the use of the club in

separating vehicles into those categories for competitive events and results and really not much else. Post-War! Which war? The blighters are still scrapping!

5. Doing what is stated above may alienate the thinking of some members of the VCC. Tough. As stated, a change in the mind-set of members of the VCC is required so that a 1926 Chevrolet is of "1926 vintage", a 1960 Jaguar is of "1960 vintage", and so on. The club can still separate classes as has been done for numbers of years for results purposes in an event. However, to the public, younger folk, and even some members of the club, to know that their 1981 Ford Falcon or 1978 Alfa Romeo they own and treasure is a 1981 vintage or 1978 vintage may well encourage new and younger members into the interest, hobby and movement as they can then use and preserve their particular Vintage car, even truck, van or motorcycle.

How many times has it been said (by members of the public who are not members of the VCC) that they will hang on to such and such an old vehicle "until it becomes Vintage"? I personally have heard it said many times, which proves to me the erroneous thinking of the general public. You can't change that. What needs to change is the way the club looks at old cars. Categories used by the club don't mean much, if anything, to Joe Public. Get a younger member into the club, and having fun, and they may well develop an aspiration to own a Veteran car. Goodness knows who are going to be the caretakers of the many Veteran (and Vintage) cars owned by the present membership in some short years to come as members of the VCC (a high proportion of whom are over the age of 70 years at present) fall off their perches. It will be tragedy to see the vehicles we know and enjoy disappearing to far off lands and museums and not being enjoyed by our younger populace into the future.

It is therefore my opinion that the name The Vintage Car Club of New Zealand does not need to be changed at all. What needs to change is the perception by members of what constitutes a Vintage car.



historical snippets of motoring interest from years gone by
Graeme Rice

timelines

100 YEARS AGO

1916/17 – After just two years Dodge Brothers celebrated production of their 100,000th car. But in Australia an all-electric Dodge was making the news. Station owner K Brougham was renowned for driving at night to attend to repair a deep well by lowering one of the car's lamps into it. He would happily drive to a neighbour's, park close to a window, place a bulb on the wall and provide light to the household.

75 YEARS AGO

1941/42 – Japan's attack on Pearl Harbour sent shock waves through the Pacific, causing mild confusion. In January 1942 AA members were urged to keep their cars ready for immediate mobilisation. This was not straightforward. Cars had been parked up due to petrol rationing and many had seized engines. One mobilisation trial found just one in every 10 cars started straight away. Six months later it was decided that the best defense in the event of a Japanese invasion was to have cars immobilised. Owners were advised to remove the distributor and the carburettor and store them in safe places.

50 YEARS AGO

1966/67 – Rover, the last big independent with a 40% share of the British market for cars over £1000, was finally swallowed up by Leyland. Jaguar was already in bed with the British Motor Corporation and Rootes had moved in with Chrysler. Good news followed, in the best tradition of British mergers, that the Rover 2000 would continue in production alongside the Triumph 2000.

30 YEARS AGO

1986/87 – The Empire struck back. After a six year customer focussed redesign the new Jaguar XJ40 was arriving, looking much like its predecessor but with a £200 million redesign. After 40 years the venerable twin cam XK engine had gone replaced by two new AJ6 units, a 2.9 litre 121kw offering a maximum speed of 193km/h or a 162kw 24 valve version capable of 245km/h.

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

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the way we were

Our a new series featuring photographs
and memories from the albums of
our Founding and Life Member Andy
Anderson

In the Beginning

These days what's strange about a team of school kids owning a car? Nothing, except for the fact that it is shared and today each of us would have one of his own! But this isn't today, it's 1945. The War is still raging, petrol rationing is, from memory, two gallons per calendar month and we can possibly achieve 20 miles per gallon. Most importantly, motoring is absolutely prohibited at all schools, even in parents' cars and certainly not our own and this has been so forever!

This photograph (right) of a very early step in what was to prove to be a post war social revolution! Jacob's House at Christ's College is a boarding house and we were all in our final year and except for Michael Palmer, were Prefects. I was Head of House and thus a School Prefect as well. Boarder Sundays were largely free time and limited to pushbike radius. Those from far afield, (Michael Palmer from Auckland Mike Haggitt from Dunedin, Bruce Goodwin from Pidgeon Bay and Charlie Harper from Ashburton) worked out the possibilities of much wider horizons without parental involvement and invited me in as a local and thus having garaging possibilities! Palmer, later to be Air Commodore, was our mechanical genius and sorted out our petrol rationing problem. The little gallon tin perched above the carb provided our starting medium on very limited petrol and once warmed up we switched over to pure lighting kerosene in the main under-seat tank. As a School Prefect my abilities to come and go through the Gates was infinitely greater than the others. So in 7th form free personal time, I could take my bike down to Smith & Smith (in Tuam Street in those days) and bike back with a four gallon blue tin of kerosene balanced on the bar thus we would tank up for the weekends; also totally illegal! On attaining our Prefect status, proud parents tended to up our allowances a bit. I was getting £5 per calendar month from mine so pooled savings got our £27.10.0 purchase price



OK without any parental knowledge. Parents don't usually participate in Social Revolutions!

The photo shows us on the Akaroa highway heading to Kaituna for a Sunday picnic mid-Winter run. We have the bonnet up to cool things down a bit as flat out running on kero gets things pretty hot. Left to right we have myself, Garth Gould a friend of ours, Bruce Goodwin with my .22 (hopefully empty) and Charlie Harper. Mike Haggitt took the photo and Michael Palmer had some other ploy that day. Note that the highway is shingle and was to remain so for some 10 years still. All an unthinkable independence and freedom.

In August the Christ's College 1st XV rugby team has to be transported to St Andrew's College in Papanui Road for their annual match and the parental transport for the forwards pack disappears at the last crucial moment and we are suddenly in official acceptance mode! As a School Prefect and only in the 2nd XV, I

drive them there and no one ever asks for non existent licenses.

As I'm finding a parking space for the T, a seriously interested team of St Andrew's seniors, led by Rob Shand, closes around me to enquire about how we had successfully beaten the system! This was our very first meeting but certainly not the last!

Towards the end of the year exams intervened and we successfully sold *Annie* for approximately what we paid for her and went our various ways armed with some invaluable experience in overcoming social and mechanical problems, with Mike Haggitt and I to reconvene under the VCC banner later.

The September 1946 VVA Excursion

This group photo (top right) is in fact the only one of all of the original active Founder Members. There were actually nine but Bill Beaven, who sent an apology to the foundation meeting and was thus

named as a founder, never actually appeared at any meeting or event ever!

The group of cars (middle right) is leaving the old University rear parking area. The photo is looking West to Rolleston Ave and the old stone building backs on what in the 1960s was to be the English Department. There are no non-university men here but this was to rapidly change in 1947;

*“Before moving onto the motoring activities and the further expansion of the V.V.A. outside the confines of the University, and indeed of Christchurch itself, a quick look at exactly who attended that original meeting and their back grounds, will dispel some myths that have arisen in the intervening years.

The convenor, Rob Shand, owned an impressive 1922 Model O Hudson Six, affectionately known as ‘Bloody Mary’. He was studying law, and had been at St Andrew’s College as had Clem McLachlan, who owned a derelict 1914 Hupmobile back home on the family farm at Leeston as a restoration project! Clem was studying engineering, and spending much time on a Harley-Davidson powered special. John Reeves owned by far the most reliable and presentable of any of the ‘wheels’, the 1919 B Model Dodge tourer, its every whim administered to by George Gowenlock, another practically inclined engineer. John’s guardian Mr Beckett, later to be the Association Auditor, had imported two cars new in 1919, a saloon and a tourer. He used the saloon but the tourer still remained in the packing case until given to John just as World War II came to an end.

Jim Donald’s 1911 38hp Daimler stayed at home in Wanganui, whilst Jim tackled engineering at Canterbury, (then and for many years, the only engineering faculty in the country).

Both John Booth and David Mitchell had a continuous stream of various makes of wheels. The 10hp Galloway (subsidiary of Arrol Johnston) which Dave owned at foundation day, just took his eye whilst out riding his ‘sausage tank’ Triumph motorcycle. On giving chase and actually catching up with the Galloway, an offer was made and accepted on the spot! The car gave consistent, irritating problems. In the approximate two year period covered by the Association historian, Clem McLachlan, David had gone through the Galloway, a 1915 T Ford, a ‘26 Chevrolet,



The team: L - R: Rob Shand, David Mitchell, Andrew Anderson, Fay Matson, Sandra Dowland, Clem McLachlan, Enid Hurst, George Gowenlock, Ray Brownlee, John Booth, John Reeves, Jim Donald and Barbara Harris crouching.



September 1946: The second excursion of the VVA to the Reeves’ batch at Rakaia Huts. L-R Booth’s Austin 7, Reeves/Gowenlock Dodge, Mitchells Galloway, Shand’s Model O Hudson, Andrew Anderson, Jim Donald and Clem McLachlan as passengers.

a ‘24 Essex, a 509 Fiat, an Austin Seven 1925 and a 1926 Singer 9.

In the same period John Booth’s Austin Chummy had been succeeded by a ‘24 Buick, a ‘26 Morris and a ‘28 Whippet.

Bill Beavan, who had sent an apology to that initial meeting, owned no car at all and Andrew Anderson, who likewise had sent an apology, had been a shareholder in a group-owned Model T the previous year at Christ’s College but at the time, had, through the generosity of his grandmother, a very ‘modern’ 1938 Ivory Calthorpe motorcycle. He, like Dave Mitchell, was finding motorcycling unduly constricting to social life!”

Words and photos Andrew Anderson



Launching the Reeves boat.



Ray Brownlee and John Booth



John Reeves rowing and not an OSH inspector in sight.

*This text has been reproduced from the VCCNZ 50 Years Anniversary book.



Left: The 1945 Brockway.



Replica quadricycle.



1916 Packard truck

Bill Richardson Transport World

Words and photos Stuart Francis

Bill Richardson Transport World was formally opened in December 2015 in a new purpose-built facility, with an informal early opening just in time for the Burt Munro Challenge. The opening of the collection as a public attraction is a fundamental change to the way the vehicles are presented.

Bill Richardson started the collection in 1967 when he bought an International Model D1, which his grandfather had owned, for \$10. It was in a rather sorry state. Later that year he spotted an identical truck in Christchurch and this roadworthy vehicle cost him \$170. After a small amount of servicing, (a new set of spark plugs) he decided to drive it back to Invercargill. The trip was quite eventful. The second D1 was also the first vehicle that Bill restored. He left his grandfather's truck in an unrestored state.

It was another nine years before he bought another vehicle, a six wheel 1938 International Model DS216T, which his father had owned. He happened to notice that it was being cut up to make a trailer and made the owner an offer he couldn't refuse. Bill undertook a lot of the early restoration work himself, aided by Les Kennedy, a mechanic from Bill's company Southern Transport.

From these humble beginnings the collection began to snowball with more vehicles being offered as it became known he was collecting, to Bill actively seeking

particular vehicles he wanted to add to the collection. Initially the collection was stored in the paddock in front of Bill's house but as it grew the vehicles were kept in buildings at the back of Southern Transport.

Bill recruited a team of talented local craftsmen to assist him with the rebuilding of these vehicles. These specialists in sheet metal work, painting and woodwork produced some superb results. At the same time Bill also started collecting tractors, fuel pumps, Caterpillar tractors, vehicle badges and a host of other motoring memorabilia.

By the late 1990s the number of trucks had grown to 179, representing 52 manufacturers from across the world, with a dedicated team of restorers and mechanics working on the collection. After Bill's untimely death in 2005 Ian Ridd was appointed as curator by the family. Ian continued Bill's work, adding significant vehicles to the collection and continuing with restorations.

A significant change occurred in 2011 when the attraction was offered Jim

Cooper's collection of pre model T Ford cars and associated collection of later Ford cars and pick-ups. Jim was originally from Tapanui, but had moved to Darwin, Australia and he had been a long term friend of Bill Richardson. Jim spent 35 years acquiring every significant pre Model T Ford and he wanted this rare collection of early Fords to remain together and go to a good home. His collection includes a replica of Henry Ford's first vehicle, the Quadricycle, which is now displayed in a representation of Ford's workshop.

It was around this time that Graeme Williams took over as curator.

In 2012 the family decided to make a major change to the way the collection operated and turn it into a public attraction. It was decided to make a large investment in extending the existing buildings and facilities to better display the collection and to make it more family-friendly. The multi-million dollar building programme involved putting up a large new hall on what was the old car park and on top of what had been the Goodyear tyre workshop. Existing buildings were extended, refurbished and linked into the new building. When finished the rebuilt facilities covered a whole city block on Tay Street (SH1), the main route into Invercargill city centre.

In this redevelopment a lot of effort has gone into making an attraction which will be of interest to the whole family. The new main hall, besides displaying the best of the vehicle collection, also includes a mezzanine floor, with a Wearable Arts exhibition. There is a room devoted to Lego, a very good café with 1960s themed rooms, a truck themed children's play area, a gift shop, and several quirky themed toilets which are worth a visit in their own right.

Bill's own workshop has been preserved in the centre of the museum, with his excellent collection of jazz music playing in the background. All the display halls are named after key characters in development. With the increased involvement of Bill's family the collection has now been expanded to include Bill's daughter Jocelyn's collection of VW combis and also her son's collection of Citroën cars.

Bill Richardson Transport World is about to celebrate its first anniversary as a public attraction. Since its opening more than 35,000 people have visited. Analysis of the visitors indicates that 30% come from Southland, 40% come from the rest of New Zealand and 30% come from abroad.

My first visit was in 1994 during my first visit to New Zealand. A friend, Mac McGarry, asked in passing whether I would like to see a collection of trucks belonging to a local businessman. Not thinking too much about it I said yes, so late one Friday afternoon we walked into the front office of Southern Transport

and Mac asked to see Mr Richardson. I suddenly realised that he was actually the owner of this large company. Bill took us into the buildings behind his office complex and gave us a conducted tour of his collection. To say I was amazed is an understatement. To find so many excellent and unusual vehicles tucked away in Invercargill was jaw-dropping.

The one vehicle that, in my opinion, stood head and shoulders above the rest, is still the pride of the collection today, the 1940 RX-70 Dodge Airflow Texaco petrol tanker. The streamlined art deco inspired vehicle has a look all of its own. In 1994 it was only part-way through its restoration and would take a further two years to complete but its unique lines stood out.

The oldest trucks in the collection are a restored 1911 REO Model H from Lansing, Michigan, a single cylinder, double chain drive vehicle, and a 1911 Koehler with a twin cylinder, horizontally opposed engine, in very original condition. The rarest vehicle in the collection is a 1914 Stewart 1 Ton Motor Truck, believed to be the only one still in existence.

The latest news is that Bill Richardson Transport World has acquired the Sturgess Motorcycle collection from Nelson. The Nelson Classic Motorcycle collection closed due to the ill health of the owner and Transport World decided to purchase the collection and relocate it to a new facility in Invercargill. At the time of writing the whole collection of over 300 motorcycles, sidecars and 3 wheelers has been transported to Invercargill, a

mammoth task moving around 30 machines at a time from Nelson to Invercargill in a converted car transporter.

The collection opened for the 2016 Burt Munro Challenge in November under its new name Classic Motorcycle Mecca. The guest of honour at the opening will be Guy Martin (TT racer and television personality) who is also competing in the Burt Munro Challenge. Dave Roberts has come down from Nelson with the collection and will be the curator. The collection will be located in the heart of Invercargill's CBD on Tay Street and will be a major attraction.

Bill Richardson Transport World is now seen as one of the largest, if not the largest, private collections of its type in the world and the motorcycle collection is also widely recognised as world class. To have two such superb collections and the World's Fastest Indian and other vehicles displayed at E Hayes and Sons, gives Invercargill a massive advantage in attracting visitors to the region.

Transport World is also developing the corporate hospitality side of their business, already hosting the Transport Hall of Fame awards each year, accommodating over 500 delegates. The rebuild included a number of meeting rooms that can be hired out for functions.

If you ever need an excuse to come down to beautiful Southland and visit Invercargill the Bill Richardson Transport World and Classic Motorcycle Mecca is it, I can confidently predict you will enjoy them as well as the other local attractions.



Introducing Ross Holden

Ross has been appointed to the newly created role of Communications & Marketing Officer for the Vintage Car Club of New Zealand (Inc.)

It is with great pleasure that I step into this new role. There are a number of projects underway including setting up a Facebook page. The object of this is to allow members and their friends to join the page and post stories and photos of their latest project, the latest event they attended or a story that has caught their eye from around the world. Together I hope we can create a community feel amongst members who will be able to share the love of their special vehicles with others. Another project is to enable posting of monthly branch newsletters on our club website.

Now something about me. First and foremost I am a car guy. I grew up in

small towns around the North Island before becoming a telephone technician in Tokoroa. That is where I began a long association with cars. I was 21 when I visited Forest Lake Stadium in Hamilton and fell in love with the noise and spectacle of stock cars. It wasn't long before I bought a Morris Minor and began an association with the sport, including becoming the track announcer and committee member of the Tokoroa Stock Car Club.

A minor flirtation with karting was followed by a seven year stint in rallying that included two years as President of the Tokoroa Car Club. During my time in Tokoroa, I owned a wide range of vehicles including a 1963 Chev Bel Air, two 1967 Chev Impalas and a 1968 Ford Mustang.



In 1985 I moved to Napier to become a radio announcer on Bay City Radio and subsequently Newstalk ZB. I continue to host a two hour sports show in Hawke's Bay on Saturday mornings on Newstalk ZB and commentate the Hawke's Bay Magpies home games in Rugby's ITM Cup on Radio Sport. Since 2011 I have worked in communications with the Hastings District Council. Other positions I hold include MC, marriage celebrant, copywriter, web content manager and communications manager for the Festival of Hockey. I even talked the family into letting me purchase another American muscle car, a 1977 Chev Camaro. Great for a Sunday drive for coffee.

I have had a long association with Art Deco weekend in Napier as the MC of the Trolley Derby and participant in other events. I look forward to working with the Vintage Car Club to develop more avenues of communication.



Built when cars were made to last!

1928 Austin Sixteen Six Burnham Saloon

Words Greg Price, photos Kevin Clarkson, Greg Price

Greg Price gets the opportunity to relive life in the fast lane
(with apologies to those who deal on a daily basis with Auckland traffic woes)

There was a sense of déjà vu when Editor Kevin asked me to pen another article for Behind the Wheel, this time a 1928 Austin Sixteen Six Burnham Saloon. Way back in the day when I resided in Auckland (Shhh. Don't tell anyone.) I actually owned one of these, and a 1926 Austin Twelve Four, but in each case there was not a happy ending for either me or the cars. First up was the Twelve Four, and at the time of purchase, I had the choice of either a tourer or the sedan. The issue for this (then) cash-strapped youngster was that the tourer was £65, whereas the sedan was only £30, so it was the sedan that I went home in. The first problem was that while driving it home over the top of the Auckland Harbour Bridge, the rather decrepit canvas roof blew away and I was left momentarily thinking that I had actually bought the tourer. Fortunately the seller had provided me with a fully reconditioned gearbox – with the instructions “learn to use the

crash gearbox with the current one, and then when you are adept, change it to the reconditioned one.” When I wore out the thrust bearing on Khyber Pass Road one Friday night whilst sitting in rush-hour traffic (on my way to go cruising in Queen Street) that presented me with the opportunity to change them over. During my relatively short ownership the Austin proved to be a great ‘party bus’ in that I could squeeze up to 13 teenagers into it at any one time. When the timing chain broke, which was after the battery fell out onto the road in Mt Eden Road one day, it was retired to a workshop for the inevitable restoration – which I never completed. I sold it to a then Auckland VCC member in Howick. To this day I have no idea if it ever saw the light of day again, but presumably it survived to motor on again under a better owner’s stewardship.

My Sixteen Six, which we painted yellow and black to look like the Rolls

Royce in the movie of the same name, ended its days left outside the (then) Meola Road rubbish dump with its aluminium bodywork dented all over with a sledge hammer. In my defence I would hasten to add that back then, that was often the unfortunate end for many a classic car. (Apparently aluminium and wood-framed cars did not make good stock cars.)

Ian and Marilyn McKinlay’s daily runner / touring saloon / workhorse (sometimes.)

So it was a real buzz to see Ian and Marilyn McKinlay’s pretty much original Sixteen Six waiting for me at McLeans Island for the customary interview and test drive. I say ‘pretty much original’ because it was exactly the same colour as my old Twelve Four – and it too had the accursed crash gearbox. Editorial Committee Chairman Kevin had already done the photoshoot, and as he had another engagement he sloped off and left me with Ian for the detailed stuff.

What was immediately obvious was that this car is the closest thing to a daily-driver that you could expect to encounter in



an 88 year-old vehicle. You will probably remember the old For Sale advertisements that read “original condition”, and upon inspection in many cases one would have been pretty disappointed. However, the McKinlay’s Sixteen Six is probably one of the best examples of original condition that I have ever come across, and believe me I have viewed hundreds, if not thousands, of cars for sale over the years. Apparently it has never been repainted, and the seats are probably original. Ian believes that the carpets may have been renewed at some time in the past, but I have seen at least one other example with similar coloured carpeting, so to give it a classification, it would be PGR (pretty good, really.). Ian tells me that he will probably never actually restore it, rather he will just keep it running – and I applaud that. Ian and Marilyn intend to continue to use the Six for more Vintage touring – and no doubt, a few more Irishman Rallies to boot.

The good thing for me was that the Sixteen Six was a damn sight easier to enter and exit than Michael Lavender’s

Alvis Speed 25. (See *Beaded Wheels* 342) However once inside I was immediately transported back (figuratively speaking) to the 1960s, with all the familiar smells associated with aged leather-upholstered vehicles, not to mention the famous eight-day clock complete with winding instructions. Those instructions, for example, read ‘do not return clock to the closed position with the winder extended’.

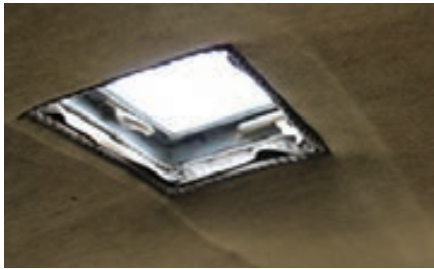
the McKinlay’s Sixteen Six is probably one of the best examples of original condition that I have ever come across...

(Aw, Duuuuh.) That reminded me of the first instruction in a workshop manual for my old 1949 Morris Oxford when replacing the cylinder head gasket, which was, ‘Raise hood’. One can immediately conjure up the image of some hapless mechanic lying underneath while attempting to undo the

cylinder head nuts with arms extended up each side of the engine block.

I would have seated myself in the lounge area (read: back seat) of the Sixteen Six, but it was chocka with stuff. However the McKinlay’s younger daughter actually studied for her school certificate exams in that lounge, and believe me, you could probably have fitted a school desk in there, along with a few school chums.

I’ll bet you didn’t know that the Sixteen Six was equipped with early forms of many of today’s accessories that we take for granted. For example it has cruise control, air conditioning, an air-extractor system for the cigarette smoker/or sun roof, and an audible device for alerting the driver to the fact that the brakes have been applied. Okay, so these were rather crude prototypes of today’s gadgetry. Cruise control effected by a nice nickled lever on the steering wheel and had to be manually moved, rather than being disconnected by the application of the brake. Air-conditioning is via the air vents on either scuttle, (or opening the front windscreen) the smoke extractor is a tiny opening skylight in the



roof, (the original concept for the sliding sunroof.) and the audible brake warning is – I’ve no idea – but it sounded like a small rodent had been caught up in the rear suspension somewhere and was in excruciating pain every time the footbrake was applied. Unlike in some modern cars, there was no chance that you could drive unaware that you had your foot on the brake – which has to be a good thing.

For an 88 year old car, Ian and Marilyn’s Sixteen Six has certainly been around the traps – including a couple of trips to Aussie, and numerous Irishman Rallies, and not just during their 30 plus years of ownership. The original owner was one John Bosomworth Brown, of Denbrae Station in Waiiau. Sometime in the early 1960s it was discovered in a shed in Fendalton, with its engine in pieces (timing chain problems, perhaps!) At least it didn’t go to the dump back then. On the contrary, it was pressed back into service in 1962 and went on to participate in the 1965 Haast Rally. That was the good old days when you just visited the local Post Office and re-registered your car. There was none of that damned VINning nonsense. Another owner took it to Australia in 1970 for the International Rally for Vintage and Veteran cars, in Victoria. Four of its previous six owners have been VCC members. Ian and Marilyn took it back to Aussie in 1988 for the Australian Bi-Centennial Castrol World Rally at which there were in excess of (wait for it) 1500 pre-1930 cars. The car still has its passport attached to the windscreen. Ian and Marilyn also did the Austin Bluff to Cape Reinga Tour in 2006, which involved in excess of 2500 miles and the only problem was a cracked sump, which didn’t require any immediate repair. See what I meant about a workhorse?

The Sixteen Six boasts some other interesting gadgets. For example, in pride of place in the radiator cap sits a calormeter which alerts the driver to the engine temperature – as long as the water level doesn’t drop below the end of the gauge. If this happens, then another audible warning system kicks in. This is a high-pitched whistling sound caused (usually) by steam escaping from any leaks or the head gasket. Another gadget is the vacuum headlight dipping system. Ian has disabled this function as it was adversely affected by Christchurch’s earthquake-damaged roads. Lots of fun could be had back when service stations actually had service, and you could instruct the eager attendant to “fill ‘er up, buddy”, and then chuckle as he wandered around the rear of the vehicle in a fruitless search for the petrol filler – which happens to be under the driver’s seat.

Ian upgraded the batteries from two six-volt ones to a single 12-volt, as six-volt batteries were ramping up in price. Another innovation was the quick-release driver’s window to facilitate hand signals (either directional or single-fingered, depending on what was happening). A quarter turn of the lever saw the window drop right down or return to fully closed thereby allowing the driver to extend their hand out the window to indicate directional intent or displeasure.

The Test Drive

I was reluctant to re-visit the crash gear change in someone else’s car, especially since it had lasted some 88-odd years already, so I instructed Ian to do the drive while I watched as passenger. We motored off down the road and Ian was pretty adept at gear-changing. So much so that I forgot to listen to see if he crunched the gears at

all. He might have done a couple of times but that was probably because he knew I was watching. Ian reckons the Austin will cruise all day at 70–80kph (around 50mph for the metrically challenged), and I quite believe that. He thinks he gets about 19–20 miles per gallon, which is in keeping with what the manufacturers claimed back in the late 1920s.

On our return to McLeans Island, I just couldn’t help myself and just had to have another turn at driving one of these classic Austins. Promising Ian that I would just stick to 2nd gear, I cautiously let the clutch out. Of course, like the Lavender Alvis, the Austin is damned near impossible to stall, given what appears to be a 10 foot diameter flywheel. Having completed one lap of the paddock Ian said I could have another go, but this time I was allowed to change gear. You’ll be as pleased as Ian was that 3rd gear was obtained with minimal, if any, crunch. Having said that, I can still understand the attraction of Vintage motoring as it is all the little idiosyncrasies peculiar to each car that make driving them so interesting. I guess if I had the space and enough of the folding stuff another Austin of similar Vintage might well find itself gracing our garage. Check out Editor Kev’s photos – makes you want to own one, don’t they?

Other interesting mechanical points on the Austin are the handbrake (application of same locks two bloody-great big shoes onto the driveshaft) the effect of which is immediate unless some oil has found its way onto the linings, in which case it would be opportune in that instance to find a suitable spot to jump out. One of the other nice features is the German Silver door handles and steering console. The original tool kit is complete save for the pliers.



Keen train spotters will note that these Austin engines have a brass fitting above each cylinder on the head. These are fuel primers for adding petrol to aid starting. My old Twelve-Four had little brass taps (which I still have somewhere). I presume that these primers were to aid starting when your Autovac was on its last legs. The other cure was to retro-fit an electric pump inside the Autovac, well-insulated to disguise the clicking sound at concours events. Ian tells me he has an electric pump stashed away under the seat – just in case. I would imagine that Roadside Rescue and the AA would unlikely be of much help in the event of a breakdown due to failure of an Autovac.

Technical stuff

The Austin Light Six was made by Austin at Longbridge in England. Announced in October 1927, the first

deliveries were planned for March 1928. To distinguish the car from the smaller models in the range, a plated Austin Six script was fixed to the radiator grille. The Sixteen Six was introduced as a medium-sized saloon within Austin's range above the Seven and Twelve models but still much smaller than the 3.6 litre Twenty. The six-cylinder engine was new but had similarities to the engine fitted to the Twenty with its timing chain at the rear of the block. Interestingly a tourer was considerably cheaper to buy new than a sedan, by some £40 – probably because it used less aluminium?

According to the Vintage Austin Register of NZ, there are some 37 Austin Sixteen Sixes of the 1928-1932 range listed with that register. Not a bad survival rate for what was a quality car of the time.

1928 Austin Sixteen Light Six Burnham Six Light Saloon

Manufacturer	Austin Motor Company
Engine	Six cylinder in line side valve, alloy crankcase and cast iron block and head, eight main bearing crankshaft, alloy pistons, updraft carburettor supplied by Autovac from fuel tank under driver's seat, coil ignition
Bore and Stroke	65.5 mm x 111 mm
Displacement	2249 cc
Power	36 bhp @ 2400 rpm (15.96 taxable hp)
Transmission	Single plate dry clutch, four speed gearbox, open drive shaft to differential with three quarter floating rear axles
Wheelbase	112"
Price new (UK)	£395

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What happened to one abandoned Ford V8

Ford V8

Words and photographs by Geoff Townshend



Humming at Ruapuna.

About seven years ago my brother Roger and I acquired a rather tired home built special with all Ford V8 running gear. It is one of very few to survive from an era of the '40s – '60s when the simplest way to get a cheap race car was to build one.

One of the most popular power plants right through from the late '30s was the venerable Ford V8. They were a special builder's favourite and were also used to replace tired and complicated engines in old exotic race cars that came out here at the end of their competitive lives overseas. There were competent people who could modify these engines to give 150 to 200 fairly reliable horses.

Our car was built by Trevor Crowe in the early '60s, at a time when flatheads were losing their competitive dominance. Trevor is still building and racing today.

He started with a J2 MG which he modified and then sold on. It was subsequently written off and he bought back some of the panels. In the meantime he had bought a '39 V8 sedan which had expired by the side of the road and which, by the time he collected it, had been the victim of some unwelcome attention. He also had access to some old Fords parked behind the family garage. So he built a special which looked like an MG but used mostly late '30s Ford V8 components.

The result was the MG V. Built on a box section steel chassis, it is quite unusual in that the engine and gearbox are set well back and off to one side on an angle to connect with the diff. This has narrowed one side only, giving room to keep the seat low, rather than high, over the drive-shaft which was more common practice. The steering box is mounted on one cylinder head.

After a few years of successfully campaigning it in various types of motor

sport Trevor sold the car. During his time he was provincial champion at Tahuna beach racing and also did a standing quarter mile in 13.9 seconds. The car went through many owners over the next few years, gradually losing condition until Rob Shand bought it as a completely derelict, barely rolling, chassis. He completely rejuvenated it and raced it hard in historic racing for over 20 years – with considerable success.

Rob sourced the engine from Faulkner's garage in Wellington. They had built it as a performance speedway engine for a stock car racer. He thought it was too expensive, and, as import restrictions had eased, imported a small block Chev. Rob bought the Faulkner engine and it is the one still with the car.

The engine is a modified 99 ('39 Mercury) block running a 4 1/8" stroke and 3 5/16" bore fitted with larger inlet valves. The engine was run on an alcohol mix with a special cam ground by Kelford



About to be swallowed up.



which, along with the alloy flywheel, probably accounts for the very erratic idle. The aluminium cylinder heads carry no markings and the combustion chambers appear to have been filled and reconfigured to give about 8.5:1 compression ratio. It runs 21A rods on floating bearings, and is an example of old school modifications that were done to so many Ford V8 engines. In its long gone heyday it produced 170hp at the wheels (about 200 at the flywheel) on alcohol mix at 5600rpm. The old Ford V8 problem of creating enough spark at high revs was solved by fitting a home made bevel drive to the front of the block with a vertical Mallory distributor fed from a high output Promaster coil

When we got the car it had no brakes (they are now all '39 Ford) and there were a couple of teeth missing from the input gear in the gearbox, - possibly the result of bump starting because of the stripped starter ring gear. It had been fitted with the 19/25 Lincoln Zephyr gear set and the 19 tooth gears are quite scarce. I managed to source a good one via the Ford Barn Forum. They are the most helpful people.

Allan Wylie fitted a new ring gear to the aluminium flywheel. We relined the Chev clutch plate and used a Ford pressure plate with the centrifugal weights removed.

The gearbox was just put back together and as yet there have been no problems with it. The diff has one shortened and one standard axle. It is mounted on Austin seven springs with top trailing links. We fitted a Mercury 3.54:1 crownwheel and pinion sourced from Geoff Owen in place of the 3.78:1 unit. This needed a little bit of fiddling as the diff housings are of the early narrow bearing variety. Not a big increase in ratio but noticeable

We had flat spot problems with the triple carbs until I got advice from Charlie NY. on the U.S. Fordbarn forum. He supplied the correct power valve and pointed me in the right direction regarding a progressive linkage system and problem solved.

I have recently done valves, rings and bearings in the engine and it all looks quite sound, but who knows what could be waiting to come apart after all those hectic years. We allow for age and fatigue and don't run it over 4,000 rpm. Like me, it has slowed down a bit. It is often the oldest engine on the track during VCC events, but we are there purely for nostalgic reasons and we amble around the track for old times sake. Of course that wonderful sound is still pure magic.

The fact that it is still running is a tribute to the original builder and a fair bit of good old Kiwi ingenuity along the way.

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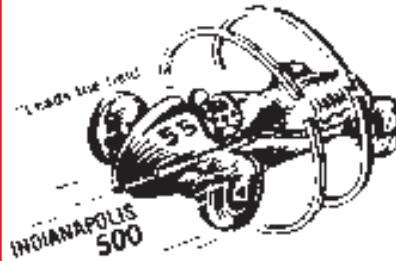


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A Dodge Phoenix

Words and photos Kevin Casey

The last of the four cylinder Dodge cars are commonly known as the Fast Four, not quite what their spin doctors had in mind when, on debut in July 1927, it was rather dubiously advertised as the "Fastest Four".

Good for 60mph they claimed. It may be so, but if this speed was maintained for any length of time vibration would reduce the Dodge to its component parts scattered along the highway. Like politicians, four cylinder cars are inherently unbalanced, not helped by the engine being bolted directly to the chassis.

The boisterous, roisterous, brawling Dodge brothers had been dead seven years by the time the Fast Four appeared. Pneumonia, often lethal in those days, took John out in January 1920 while Horace succumbed to cirrhosis, and maybe a broken heart (they were that close) six months later. If they had been born a generation or two earlier the hard-drinking Dodge boys would probably have died in a gunfight, in Dodge City of course. In 1925 their widows sold out to a NY bank for \$146 million, the largest cash transaction in the history of industrial finance. The Dodge Brothers overall position in the industry had been slipping when W P Chrysler bought it from the

bankers on 30 July 1928 in a \$170 million stock transaction. What did Chrysler think of the Dodge 4? Not a lot it seems, halting production before the ink was dry. To be fair Chrysler did not need another four cylinder car. His Plymouth 4 hit the market earlier that month and immediately sold well. Chrysler was never very interested in four cylinder cars, offering them only for two years, four years for the Plymouth.

Fast-forward 42 years from that cool autumn day in September 1927 when a certain Dodge phaeton rolled off the assembly line all the way to far-off New Zealand, even today a country still unknown to most Americans. Bob Cook

was travelling in the Danseys Pass area one day in 1969 when he spotted an old Dodge roadster in a farmer's front yard. He passed this way often enough and that car had definitely not been there the last time. A couple of old codgers, the Brown brothers, told Bob they had recently dragged it out of the shed as a person wanted to buy it but never turned up. Bob offered to buy it which was OK with them but he would have to take all three – this roadster plus a trucked phaeton and a (Dodge-built) Graham Brothers light truck.

The deal was done and the three old-timers moved into their retirement home, a large decrepit hen shed just north of Oamaru, and there they perched for a



Lazarus at rest.



Exploded for examination... just have to figure out where it all goes. How hard can it be?



The deck under construction – only five weeks left.



The lads are almost lost on the 2015 Irishman, Kermit's maiden voyage.

few years until they had to be removed as the building was to be demolished, a fact Bob found out by chance on a casual visit. If he had not stopped by that day the cars would have been in the tip the following week. Gavin Ladbrook bought and restored the roadster while the phaeton remains were traded to Steve Roy in exchange for panel work on Bob's 1916 Dodge. This was in 1974 and, other than the addition of assorted parts from an earlier phaeton, nothing had changed in 40 years. I first saw the Dodge in 2001 on a visit to Steve's Dunedin panel shop, Clements & Stevens. He showed me this unloved forlorn old Dodge staring blindly into a corner, its carcass mounted by another in a loveless embrace, and I thought 'Bloody hell, who would ever want to restore this basket case'. An interesting expression is 'basket case', originally a slang term for a soldier who had all four limbs amputated, requiring a basket for transport.



Seating courtesy of Austin.

Moving forward again to 2014...for the last few years Steve (son) and Trevor Johnson travelled with me in the Nash on the annual Irishman pilgrimage. Word got to me that Rob (son-in-law) wanted to come along too, requiring another set of wheels, preferably cheap, rustic and 'uted'. I was inspired, could see that ancient Dodge resurrected; I would raise it up – hallelujah. Money changed hands and the Dodge arrived on Trevor's big trailer – the basket for the basket case. Winching it on was simple, getting it off more problematic as the tyres had been flat so long the remains wouldn't roll. This was solved by TJ accelerating his humungous Ford in reverse and slamming on the anchors, ejecting the Dodge in fine style.

Just 12 months until the Irishman – where to start? A rollcall revealed there was more present than absent, so that was encouraging. Two motors, gearboxes and back ends, eight wheels and two cowl, one of most other parts and zero for such trivial items as seat, deck and top. An early and easy decision was to get shot of the gangrenous wooden wheels and their rims. From experience I knew steel disc wheels are more reliable, look better and can be balanced. I got very lucky here by picking up four wheels and hubs from TradeMe and Rob Ross had a couple more so the wheel problem was solved. Mag & Turbo balanced them and, thanks to modern technology, no weights can be seen although there is enough lead in behind to down 1,000 ducks.

Apart from totally disassembling the remains, little work was done over the first few months except research and parts search. In fact most of the work was done over a six month period, the last two months uber-intensive; there's nothing quite like a deadline to get the job done. This sourcing of parts and the necessary research is so much easier with the internet but the traditional swap meet, advertisements and word of mouth all had a part to play in this project. The lighting is a good example. Advertising in *Beaded Wheels* turned up a pair of headlights in Oamaru. Although Dodge, they were larger, a bit later than '28, beautifully aged and ready to bolt on. Word of mouth led to Gavin Ladbrook in Timaru and a headlight bar off yet another model Dodge, perhaps Standard 6. At the Canterbury swap meet I found park lights and within minutes, two impressive Yankee tail lights, one restored – well worth \$120 and I didn't have the heart to tell the vendor it would get 'unrestored'. An excellent set of large park lights and brackets off an unknown American car was found on eBay, the lights used for rear indicators while the brackets were adapted to mount '29 Nash park lights as front indicators. A traded Australian-made '37 Nash wiring loom was stripped, the wire reused to make the Dodge loom, with a few extra circuits thrown in, such as indicators, temperature gauge, wiper, headlight dip, alternator and GPS socket.

Dodge is not the only make that used a resistor in lieu of two headlight beams. To 'dip' his lights, the driver turned a switch on the dash which shunted power through a resistor, dimming the lights and ensuring he would see nothing. A dip switch is now fitted right in the centre of the old light switch, 12V power through quartz halogen bulbs dazzling possums and oncoming traffic alike. The Dodge is still essentially standard apart from the conversion to 12V, courtesy of a Holden alternator, and fitting of telescopic shocks to the rear axle. I would like to have added front wheel brakes but that was one tough nut to crack and, as I wasn't going to be in it, not that important after all. On the bright side there is no front brake drag and it doesn't dive unpredictably under braking. Rear brakes are external contracting with an internal handbrake. They are quite exciting if nothing else, markedly improving the lads' defensive driving skills and can be locked up when the driver



Ford view of a Dodge.



*Steve and Rob not reading *Beaded Wheels* while enjoying magnificent South Island scenery.*

is sufficiently agitated. Standing up and pulling back on the wheel doesn't seem to help one bit, even if you shout "whoa" or request help from a higher power. It is quite disconcerting to observe the rather flimsy brake pedal twist sideways – I kid you not! Steve and Rob did experience a number of out-of-control moments, which they enjoyed immensely claiming it helped to keep them warm: increased heart rate = increased blood flow.

The engine, of course, would be a doddle. Slap in a set of rings, tickle up the valves and she'll be right. No. Suffice to say it needed re-boring and two new sleeves. Still, parts are available from Myers Dodge and the price was OK – US\$260 for pistons and rings, \$20 each for valves. The bearings were miked and left. Clearance was generous but another two grand?

Most of the gearbox guts came from the spare box, bearings off the shelf. The original back end with its torque tube drive made way for the spare unit, which had splined axles (instead of the earlier squared), better gears and good wheel bearings which are now impossible to obtain. All shackle pins and bushes had to be rebuilt or replaced, along with no less than 16 brake rod clevis pins, all a potential source of lost leverage. There is no adjustment at the wheel for the handbrake; I can't get over how primitive the brake system is. One hub had been rebuilt years ago by brazing in a heavier brake drum. Milmeq rolled and welded a new drum for the other side.

The Dodge used an all-steel body, the cowl spot-welded and riveted to a sub frame, as was the seat back. I needed to use the sub frame and seat back from the interloper while retaining the original cowl so both cowls were cut off and the original lime green cowl married the teal green parts, the service performed by Rob Douglas, who did a sterling job of all the

assorted welding and fabrication required, trying his best to please me, who wanted 'rough as guts', and VTNZ who wanted something better. All welding was done with gas rather than MIG to achieve the required colonial look, the steel left bare and encouraged to rust so now, with a suitable dressing of mud, the old girl looks capable of running moonshine in the boonies.

The chassis had been in a good shunt at some stage, the dumb irons bent and crudely repaired; the wheel base 30mm short on one side while both the timing cover and bell housing were cracked from the impact. Chassis length was adjusted and fillers welded in to adapt the rear guards for utility purposes, plus other assorted patches to the guards and front splash apron. This apron is well and truly aged, requiring no great effort to fold it flat and transport it in a suitcase, which is how my old friend Herb Fox brought it down from Nelson. Herb is a real hard case, drives three rustic Dodges in probably worse condition than Kermit and has absolutely no fear about setting out in one on a grand tour at any time. Old, ghastly repairs to the guards at least helped with the patina. It's not too hard to age new steel – hit it, gouge it, treat with salt water, spray on matt black, scour in dirt, cement, filings etc, rub with filthy rough rags when nearly dry, just keep adding more until you're happy. Then apply for a job at Weta Workshop.

There was no seat, other than the skeleton of the squab which looked like a collection of buffalo bones on the prairie. Two Austin seats were donated and they look the part, being suitably aged and split, but the little coil springs in the squabs were deceased, so, gutted them and stuffed in 100mm of foam before sewing them up with welding wire. Frankenstein's creator would have been impressed.

I rebuilt the steering box, incorporating modern radial bearings for the worm shaft. Steering is very direct, one turn to full lock. Interestingly, when I dumped the steering column on the bench the drag link fell off the drop arm! Apart from excessive wear some plonker had left out a thrust block.

Only the top part of the windscreen frame was useable and that was one part I couldn't find. A wanted sign at the Canterbury swap meet flushed out an excellent '26 Hupmobile frame which had a roughly similar section. I did not want to cut this frame but (forgive me) it finally gave up its life on the operating bench, screeching in agony under the hacksaw. After much brutal bending the four sections were welded into one unit; only its mother would know.

The petrol tank had sustained a massive impact. This would not do as it was small enough originally. Radiator Services reversed the damage with heat and compressed air, also successfully repairing the bogged-up honeycomb radiator, a major relief as replacement of that megabuck unit was too awful to contemplate.

The vacuum tank system required for fuel delivery was missing but that Canterbury swap meet proved its worth again – the remains of three for \$5. The Stewart Warner vacuum tank system was developed in 1914 and by 1917 over 74% of vehicles used it. Capacities vary and the pick of this bunch was too long for the cowl so I chopped 1/3 off and soldered its butt back on, eventually using parts from all three.

I would have to say the part of this resurrection I enjoyed the most was building the deck. I don't know when it had been trucked but it was certainly before 1951 as the WOF (not stuck to the screen in those days) found inside the dash light recorded an L-series license number,

L meaning light commercial. The Browns bought it new and I would posit that it would take 15 years before being dated enough to carve up. Sound fair? That would mean during the war and it was at that time that the 'new' ute received its flash green overcoat, hence the Kermit appellation. It was originally that attractive dark blue that Dodge used. My father and a brother were builders (neither called Bob), so I figured it's in the blood, rip into it. Bernie Horn came up with some great dressed mahogany for the bearers and crossbeams, oregon for the packers in the chassis. That mahogany is so hard I drilled and tapped threads in it to fit hold-downs. The deck and running board timber is rough-sawn poplar, light in weight and light in colour. Too light, so it got stained with a mixture of dregs from various tins of unknown parentage. The period trunk, patination by Father Time, was bought at auction. That goggled bulldog (from eBay) is a gem, just had to have it. It is entirely coincidence that I had made the Dog 8 badge from a damaged Dodge 8 badge some 40 years ago. It was meant to be.

Trev came up with an ancient aahoogah horn only just able to croak. I bought the modern version but the claimed aahoogah is more like an air raid siren – impressive sound though. Performed open-heart surgery on the old horn and stuffed the trimmed-down new icky red and chrome excrescence inside; you can't even see the scar.

The speedo is deadly accurate – when the car isn't moving. Vibration makes the needle swing wildly from 0 – 80 but it pays not to look at it too much as nausea sets in. There is a certain speed/rpm combination where the needle is rock-steady on 47mph, providing the driver with endless entertainment trying to hold it there.

You can see from the photos that I mounted the spare wheel behind the cab. It was the only logical place really as there is no room under the tray. We couldn't identify the big old car that donated the impressive Biflex bumper but the styling looked English. One dozen cold ones was a fair price. Rob adapted Holden bumper irons to mount this heavy unit which has not yet killed anything or even opened a gate, but it will.

It was going to be touch and go to get a hood and side curtains done in time. The hood bows were an interesting exercise. I was in Rob's workshop idly observing work on a panel supported on two metal pipe trestles. I got excited. There's our hood bows! Rob had an old set which got chopped up, extended in the centre and generally transformed with brackets and bits, some from the original Dodge mechanism. My brother made the top; not a bad effort considering he had not made one before, was under time pressure and did not have the vehicle at his workshop, where it was needed.

Was it worthwhile? Steve and Rob think so. Comment is generally favourable; it looks the part, goes well, so mission accomplished, I suppose. It starts instantly on 12V, lugs well thanks to its massive flywheel, steers quickly with the high ratio, lopes along on its high 3.76:1 final drive and brakes very badly.

Chutzpah – character – charisma – Casey's cash? Kermit has it in spades! **BW**

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Our lucky winners of the Beaded Wheels caps for this issue are Whetu and Rheina Pikari.



Off the record

"Tasman Series Memoirs 1968 – 1971" By Bill Pottinger and Michael Clark

Bruce McLaren brakes heavily in the BRM V12 on his way to first place. He made a habit of winning the Teretonga International and this was to be his fifth time.

About 18 months ago, while recovering from a torrid time (six months chemotherapy for cancer in Christchurch followed by two weeks in an Australian ICU with complications, then having both legs amputated below the knee on my return to Christchurch) my friends encouraged me to fill in my recovery time by producing a book of my motor racing photos which I had taken while at school in Invercargill.



Remembering back to the late 1960s (1968 shown here). Astride my grandma's Austin 10, ready to go and take photos at nearby Teretonga.

The photos were taken mainly at the local Teretonga circuit near Invercargill where I went to school.

They were of the cars and drivers who used to come out to New Zealand and Australia each January for the Tasman Series, four races in New Zealand at Pukekohe, Levin, Wigram and Teretonga, followed by four races in Australia.

As a 14 year old I decided that the way to get closer to my F1 heroes was to borrow my father's camera, buy a telephoto lens and become a motor racing photographer. I then taught myself to develop and print black and white photos so that I could cycle out to Teretonga (later taking my grandma's Austin 10) and capture the action before developing and printing the final result.

I remember quite clearly taking each photo even though it was almost 50 years ago. I also remember the thrill of developing the photos in Mum's laundry (my darkroom) and the thrill of seeing the images rise up out of the developing liquid.

Then next day I would go back out to the circuit and let the drivers see the photos. I would earn enough money selling them to buy more film and photo paper.

The photos found their way into magazines around the world at the time

and have recently become popular again as enthusiasts relive the past Golden Era.

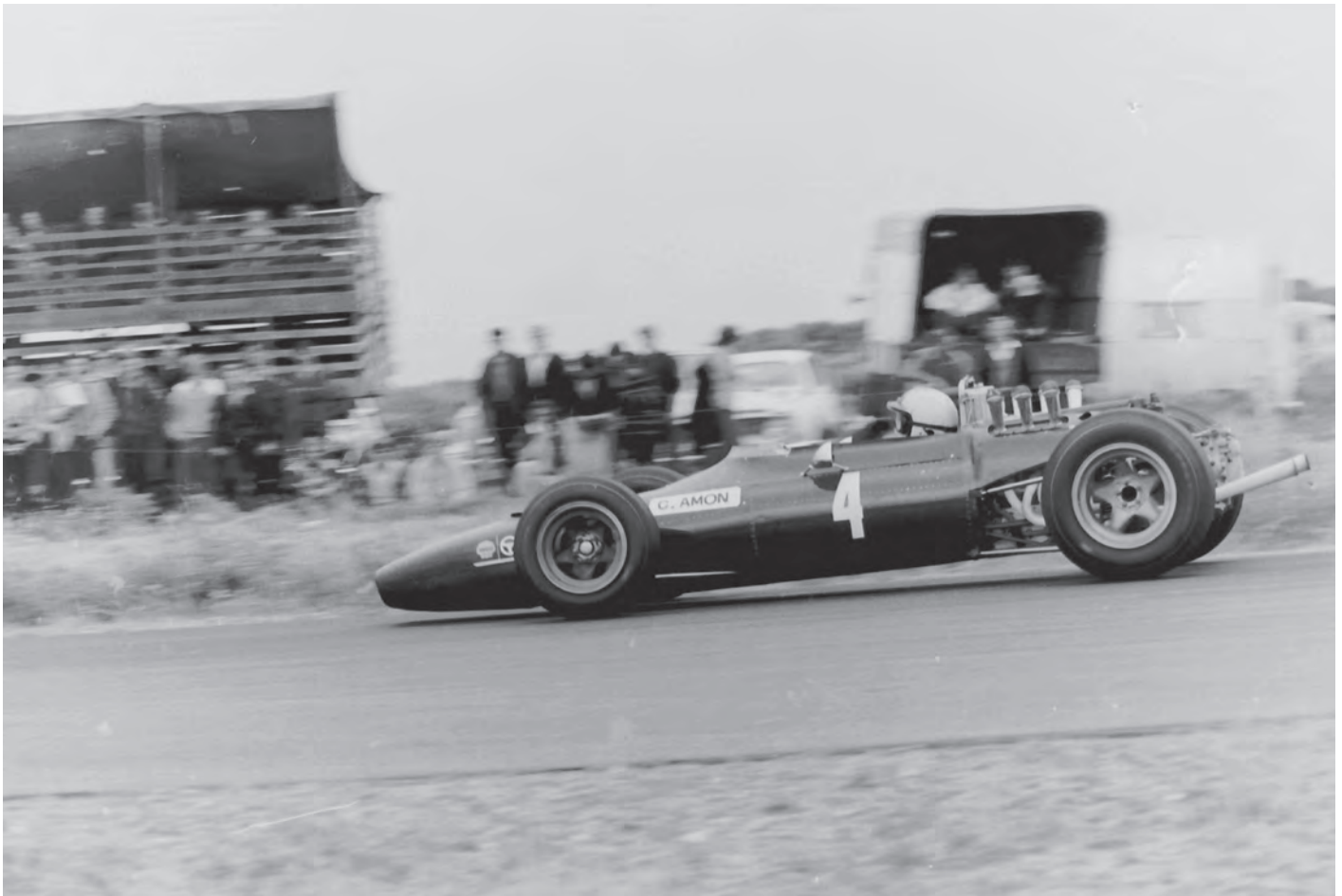
Michael has done a great job outlining the races each year of the series, and compiled tables of results for each year. These are great for reference.

There is an article about Jim Palmer, one of our best local drivers, and another about Graeme Lawrence and how he managed to buy Chris Amon's works 1969 Tasman Championship winning Ferrari with Chris Amon managing to persuade Enzo Ferrari that this was the right thing to do. Ferrari were rewarded when Graeme Lawrence won the 1970 Tasman Championship.

Michael Clark, a prominent New Zealand motorsport historian was kind enough to write the words to accompany the photos and historic racing car driver Mark McFadden and his Toltech Print team did an expert job of producing the book.

Looking at the photos brings back memories of those exciting times when we had Formula 1 drivers such as Jim Clark, our own Bruce McLaren, Chris Amon, Denny Hulme (F1 champion in 1967), Graham Hill, Jochen Rindt and many others.

At the time it seemed just normal to have them here each summer, but later we



The Amon Ferrari nose almost touches the tar seal as he brakes heavily while in pursuit of Clark, Gardner and McLaren. The sheep trucks with covers provided shelter for the spectators in the inclement conditions.

realised that we had been lucky enough to witness a golden era of New Zealand motor racing, the likes of which will probably never be seen again in this country.

I was lucky enough to have been around to take these photos and lucky also to be accepted at a young age to take photos and not told to get lost by the car club officials, who must surely have been concerned about my standing close to the track.

One favourite memory is of being invited along to take photos of drivers Graham Hill, Jochen Rindt (and his wife Nina), Piers Courage and Frank Gardner at Queens Park Golf Course in Invercargill while the drivers had a round of golf.

It was great to see them involved in an activity outside their normal comfort zone. G Hill forbade me from getting a photo of him on all fours, burrowing under a hedge, looking for his missing golf ball.

Eoin Young was a great help to me when I asked for various shots in the pits. He had a great rapport with the F1 drivers and they were very happy to line up when requested for photos. They all gave him the utmost respect.

I was honoured to work with him and supply him photos for his overseas magazine reports on the Tasman Series. Sadly Eoin passed away in 2016.

My favourite driver was Jim Clark from Scotland. He was exceptionally fast in his Lotus cars and very smooth. He'd usually lead each race and if the car remained reliable he would finish first. Outside the car he was very quiet and unassuming. I don't think he would have approved of the likes of Lewis Hamilton.

January 1968 was the last time we were to see Jim Clark in this country. Less than three months later he was to crash fatally in a F2 race in Hockenheim, Germany. A terrible waste of a great person.

Chris Amon and Bruce McLaren were also very smooth drivers, it would have been great if Chris Amon could have driven for Bruce McLaren's team alongside Denny Hulme, after Chris's time at Ferrari.

Jochen Rindt was blindingly fast and spectacular to watch but probably quite hard on the car. Poor Jochen was to crash fatally in Italy during practice for the Italian Grand Prix after a car part broke, but he had amassed enough points at that stage of the season to become F1's only posthumous World Champion.

In 1970 the F1 cars stopped coming and were replaced with Formula A (5000).

This was quite popular, although not as prestigious as the F1 cars, and even today the V8 Formula A cars are a favourite with the crowds at classic motor racing



Lotus Formula 1 team mates Jochen Rindt (left) and Graham Hill.

meetings. There are a large group of these cars resident in New Zealand and also a large number in Australia.

Many readers will remember these lovely cars and their brave pilots all those years ago. They've certainly brought back some fond memories for me as I remember standing still beside the track in the sand dunes watching those classic racing engines roar by on a circuit built by a bunch of enthusiasts with amazing foresight. Memorable days in the sun. **BW**

If you would like to purchase a copy of the book, please email Bill at rowbillpotty@gmail.com or phone 027 954 0610



Recommissioning...

The forgotten third option

Words Paul Hulse

When deciding to enter the world of classic car ownership, people can sometimes be mistaken in thinking that they only have two options. The first being to pay for a ready to drive classic, perhaps in original condition or already restored. Or the second option, restoration, more than likely costing the same amount of money in the long run, taking longer to get on the road but appealing to the tinkerer, craftsman and master mechanic in us all.

There is however a third and sometimes overlooked option. It is a whole lot cheaper and often results in a roadworthy car more quickly than you think. This of course is the option of recommissioning, and when applied to the world of classic car ownership it can be an effective way of owning, enjoying and keeping classics on the road.

To recommission is simply to get something going again and one of the most dedicated to the cause is Karl Raines from Christchurch. He has been doing it for as long as he can remember. "At first

it was just a means to an end because I couldn't afford to do anything else", but as time progressed he developed a penchant for Mk III Cortinas and more latterly Japanese saloons.

Karl has been known to travel the length and breadth of the country to rescue cars and breathe new life into them. Most of the cars he has worked on have cost him very little initially, mainly due to people writing them off as too far gone. Karl's quest has seen him resurrect many a failed project. He has unearthed garage treasures that haven't seen daylight in a decade. In Karl's eyes everything is salvageable. Chassis are stripped down to become donor parts, giving the next basket case a second chance.

The standout in Karl's collection is a 1972 Datsun 260C, 6 cylinder, 2.6 litre, with 113,000 kilometres on the clock. It has been converted from an automatic to a 5 speed manual. Karl says "it's an easy to handle, open road cruiser" and has been tested on a number of big drives. The paintwork is ok, not perfect but good

enough, with a tidy and comfortable interior. Many may question swapping the automatic box for a manual and suggest that some of the originality has been lost. Karl would argue that this has just made it better. The Datsun's previous owner had made multiple improvements to this car, meaning it was in much better condition than Karl's usual projects. Nevertheless it is a great working example of a car that is becoming an ever increasing rarity on today's roads. It is regularly used by Karl and his family and because it's a Datsun it is packed with gadgets and comforts that American and British cars of a similar age just do not have.

Eagerly awaiting Karl's attention is a 1982 Mk III Cortina Ghia 2.0 litre. Having acquired the Ghia in Oamaru five years ago he has so far changed the wheels to wider ones, replaced the motor and gearbox and introduced bucket seats. The Ghia and the Datsun are Karl's firm favorites but this is just a fraction of his collection.



A 1981 Mk III Ford Cortina 2.0 litre, rescued from under a tree, still requires a little more love. Karl has already attended to various rust issues and swapped the rotten doors. Although there is a bit of mix and match going on, the go faster stripes are perfectly aligned. Inside this lovely relic you will find second hand Recaro seats from a Isuzu 4x4, Cortina Sport door cards and a Ghia dash board. Obviously not a car for the purists but somehow the approach works.

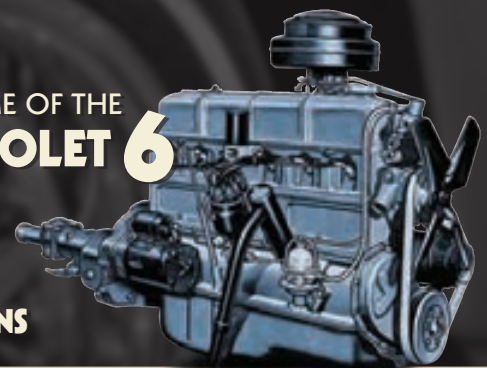
Finally the 1983 Mk III 2.0 litre originally an automatic but wait, you've guessed it, now a manual. Its plates are on hold, and the car requires an exhaust and a touch more tinkering before it's roadworthy. (Karl informs me this one is for sale if anyone is interested?) It was at this point I had a eureka moment. Recommissioning rather than restoring may well be the most sensible option in the fight to keep our newer classics around for future generations to enjoy. The risk as I see it, is that some of our later classics aren't being preserved in enough quantity, which could result in some marques being lost altogether? Our throw away culture is killing off our future classic car projects and this is a real concern for me. An excellent quality MK III 2.0 litre will never fetch top prices and therefore you could argue they are currently not worth restoring at all? If that's the case then surely the only sensible option is to keep them on the road for as long as possible. Patch them up, put originality second, look beyond the imperfect paint and bodywork. In the future perhaps values will increase, perhaps Karl's recommissioned treasures will be the next generation of restorations for the next generation of classic car lovers. **BW**

Paul is keen to receive any reader feedback to his articles, he can be contacted by email at: paulhulse@hotmail.com



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On the road again...

Veteran and Vintage Tour 2016



Words and photos Raewyn Fenn

Mark and Maureen Morrison, Blenheim 1927 Oakland roadster

On Monday, 26 September 2016, 21 vehicles and their passengers from Invercargill to Kerikeri met at the Blenheim Branch to collect our tour route information. Ray and Glenis Miller from Hawarden had organised the tour with advice from Diane Ross from Ashburton. We travelled some amazing roads, mostly avoiding highways, from Blenheim to Ashburton in ten days.

On day two we took the Port Underwood Road from Spring Creek to Picton which is largely unsealed and, given the amount of rain that had fallen in previous days, was a good workout for driver's arms. We stopped in Havelock, the Mussel Capital of New Zealand, for a bite and catch up. After a visit to a collection in Cable Bay we headed to Richmond for the night.

Day Three took us through Pigeon Valley, Dovedale, and into Tapawera, on the way learning a little history about the towns. After lunch at Lake Rotoroa, we headed over the Braeburn Track and Mangles Valley before arriving in Murchison.

Day Four and we drove through the Matakita Road, on to Maruia Saddle Road and Westbank Road to arrive in Springs Junction. We had a road closure here so enjoyed a three hour sojourn which gave the interested onlookers a chance to look over the vehicles. We eventually arrived in Hanmer Springs where we had a lay day. The boys put this time to good use by heading up the steep and rough Jacks Pass to join the Molesworth Station Road and on to the locked bridge before the old Cobb House and returned to Hanmer via the Jollies Pass Road. The ladies enjoyed a little retail therapy and relaxed in the Hot Springs at Hanmer.

Day Six we left Hanmer for Cheviot via Mouse Point road to Waiau and then through Lowry Peaks Station. This was an amazing trip over narrow shingle roads and through paddocks of sheep and cattle. When we stopped in a small clearing for lunch two rental cars came around the corner. They told us their GPS had directed them this way on their journey from Cheviot to Culverden.

Continued on page 32



Lunch in a clearing on Lowry Peaks Range



Rheina and Whetu in 2014 with Graham's 1300

For their third serious Vintage adventure together with their 15 year old grandchildren Graham and Cheryl Taylor took part in the Veteran and Vintage Tour. Graham, Whetu and Rheina share the highlights of their tour with us.



In the Overland on the way home from the Windsor Rally 2015.

On tour with the grandkids

We have previously had two outings with the New Zealand Model T Ford Club and a couple of trips out to Banks Peninsula in our Morris Minor.

This tour proved to be an adventure on another level. The roads out of Port Levy and Wainui, where the climbs are long and constant, demanding high levels of concentration especially with 93 year old direct steering and rudimentary suspension. Two vehicles in particular worth a mention were Laurie Cocker in his 1906 Cadillac and Colin and Joan Pearce in their 1914 Sunbeam. Our crew won the final wooden spoon and I considered that an honour in the fine company of those adventurous motorists. We are left with good memories of a trip that covered parts of the South Island that we have seldom seen.

Whetu Pikari

I would sum up the trip in the words of my grandfather "it was an adventure". From the steep climbs endured by the driver and vehicle on the narrow roads, that had an almost vertical drop down the one side, to when the car was surrounded with thick fog, to when we had the cold rain hit us like bullets with wind sweeping in from the sides of the open sided vehicle, this was truly a Vintage kiwi road trip. With beautiful hills and lakes the scenery was ever so well paired with the character of the car that we travelled in and this was amazing.

One interesting part of the adventure was when someone's exhaust pipe fell off their car. We stopped and helped to remove it and since they had no room in their car the pipe was on my lap for the rest of the day. I thoroughly enjoyed this great experience and my friends thought it sounded a pretty cool thing to do for the

holidays. I look forward to going on this trip again in three years' time.

Rheina Pikari

In this year's term two and three holidays, my brother, grandad and I went on a Vintage and Veteran car rally in Grandad's 1923 Overland along with a whole lot of other colourful characters we got to know and enjoy the company of. Though we had some terrible weather to start off with the trip was mostly filled with sunshine till near the end where we had fog and rain going to and from Akaroa. The whole trip was filled with the most brilliant scenery of several bays, forests and hills.

Some of the highlights for me were: the meal at Richmond, where an all-male acappella choir performed for us at the dinner, Colin and Joan Pierce's exhaust pipe falling off, the Hanmer hot pools, getting the wooden spoon and of course, the final dinner in Ashburton where we had a celebration of Joan's 80th birthday and Janet and John's 50th wedding anniversary. As well as that we got to meet wonderful people, go through some interesting roads and have a great time all round.

On one of the days we had a delay at Springs Junction to go through to Hanmer. A lot of people ended up there waiting for the road to open and the pre-1931 cars were getting everyone's attention. I think that no matter what age you are these cars have a character that intrigues and interests all of us and that's something very special. For me to have the opportunity to go on one of these rallies was wonderful.



John and Mary Tremaine, Gore, 1930 Model A coupe



Happy Hour at Hammer Motel. Old vehicles fill the car park of modern motel.



Colin and Joan Pearce's 1914 Sunbeam and Murray and Penny Firth's 1931 Bedford Truck



Peter and Robyn Hadley, Whakatane, 1930 Model A, crossing Okuku River.

Day Seven we went from Cheviot to Gore Bay and down the coast to Motunau Beach, then turned inland again and crossed SH2, to Scargill and Foxdown Station where our group and the Christchurch Model A Club and Christchurch Classic Car Club displayed our cars, over 100 of them. Very impressive. After lunch we set off again through Waikari and Old Weka Pass Road into Ram Paddock Road to visit Iron Ridge Sculpture Park for a wander around this incredible park built in a disused limestone quarry. There was plenty to marvel at before we headed to our accommodation in Rangiora.

Day Eight we headed over the Okuku Pass on some of the roughest roads we encountered before coming out in the Lees Valley. Highlight of the day was crossing the Okuku River. Quite a wide river crossing and a first for some of our drivers and passengers. After lunch at the top Ashley picnic area we continued to follow the Ashley River for many miles and eventually arrived back in Rangiora. Our evening that night was at Sparks Museum in Rangiora where we were able to wander around their very extensive collection of tractors, household goods and other collectibles.

Day Nine as we headed through the Christchurch suburb of Bexley we came upon Colin and Joan Pearce in their 1914 Sunbeam on the side of the road. The universal had given up and their tour was sadly over. Our trip on to Akaroa continued around the coast through all the little bays on the Lyttelton Harbour, then over the Purau-Port Levy Road, which is very steep and narrow. By the time we reached the top of the pass we were in very thick rain clouds with low visibility, however when the cloud cleared we were treated to an amazing view down the very blue Akaroa Harbour.

Day Ten started drizzly but cleared as we slowly travelled around the coast and followed Bossu Road higher and higher. We saw Akaroa on the opposite side of the harbour and at the top the wind was howling and the cloud was thick as the intrepid travellers negotiated this steep, narrow, winding pass. We finally arrived at Little River and enjoyed a much needed cuppa. Our final evening was held at the Ashburton branch rooms and was an enjoyable end to a wonderful trip.



Canterbury: It's swap meet time again.



Rotorua: 1924 Velie at Lake Rotoma.

VCC Canterbury Branch Swap meet & Display

Canterbury Branch

Words and photos Tony Becker

Spring delivered its familiar extremes for this year's Annual Vintage Car Club Swap Meet & Display at Canterbury Branch's Cutler Park. The pleasant Friday and Saturday attracted several thousand shoppers, tyre-kickers and lookers who casually wandered the 650 sales sites and hundreds of vehicles displayed. Third day, Sunday, started cloudy finally breaking mid-day with a Spring downpour that sent buyers scrambling for their cars, effectively forcing an early pack-up. Of course a couple of hours later, blue skies and drying sunshine returned. Being the 40th anniversary of this event, the organising effort followed a well practiced routine. Main difference this year though was the loss of Cutler Park's tall timber screen of large trees and the addition of their over 2000 landscaped replacements. Surprisingly this did not significantly reduce site numbers thanks to re-planning.

The freshly exposed open spaces spread over the 35 acres of Cutler Park somehow made the sales sites more accessible. Hundreds of tractors, trucks, motorcycles, stationary engines and cars are always a major drawcard in attracting people to this annual event. New organising committee chairman Colin Hey praised the dedicated efforts applied by his volunteer committee and club members who enthusiastically swung into action tackling the hundreds of preparation and duty tasks involved. Development over 40 years has taught us to be open to the public desire of more variety, so the range of products has expanded from its beginnings of just vehicle parts to just about anything at all today. Former chairman Alan Parris successfully motivated 30 years of progressive fundraising to the extent that Canterbury Branch expenses are today substantially supported by this event. This 40th swapmeet certainly endorsed the claim that this is "New Zealand's Biggest Garage Sale".

Sulphur City Rally 2016

Rotorua Branch

Words and photos Doug Green, Cliff Wickham, and Ronald Mayes

Friday night check-in and dinner at the posh Sudima Hotel, a great way to start the weekend. Sixty-six cars turned up at the Rotorua clubrooms on Saturday for morning tea for the entrants before the 100 mile run out to and around eight of our beautiful lakes.

Straight line navigation kept them thinking on the way to Lake Tarawera, then back towards town and out to Lake Rotoma for the silent check section. Unbeknown to the organisers the road to be used was closed for a Whakatane Car Club hill-climb event, so arrival at the Rotoma Country School lunch stop was a little earlier than planned and gave us time to look at all of the cars. A 1924 Velie must rank amongst one of the rarest vehicles on the rally.

Meanwhile, the organisers planned new locations for the silent checks and the afternoon run was through native bush,



Rotorua: Entrants prepare to depart from outside the Rotorua Branch clubrooms.



Rotorua: Outside the clubrooms at the beginning of the rally.



Rotorua: At Rotoma.



Auckland: Model T.

pine forest and sheep farms north of Lake Rototiti to the final check at Otaramarae.

The prize-giving and dinner was held at the Sudima Hotel. Great support from local businesses made the weekend even more special for all of the winners. It was a great rally and everyone enjoyed the weekend's events.

Results

Veteran and Vintage

- 1 Neville and Carol Harper 1931 Studebaker
- 2 Graham and Raewyn Fenn 1929 Graham Paige
- 3 Ross and Linda Munro 1929 Austin 12/4

Post-Vintage

- 1 Colin and Pam Bell 1939 Chevrolet
- 2 John and Shirley Foote 1937 Buick
- 3 Stu and Val Clotworthy 1939 Dodge

Post-War

- 1 John and Lance Gardiner 1949 Ford Anglia
- 2 John and Judy Brierly 1957 Morris Oxford
- 3 Evan & Wynn Dorrington 1958 Morris Minor

Post 1960

- 1 Bob & Debbie Ballantyne 1972 Holden Torana
- 2 Cliff and Shona Wickham 1963 Ford Anglia
- 3 Robert & Glenys Braddock 1969 Jaguar XJ6

Teapot Rally

North Otago Branch

Words and photos Clive Blunden

Our opening run was the Teapot Rally, a joint effort with the Waimate Branch which can truly be described as an experience. As we started out from the clubrooms in Oamaru it was spitting with rain. Despite this we had a good turnout of 11 vehicles, amongst them were a 1966 Mustang (C Walsh), 1939 Chevy (J Sherriff), 1952 Hillman (J Adamson), MG 1100 (W Pringle), 1928 Willys Pickup (C Blunden) a 2CV Citroen (Mrs Rolfe) and brave Robert Hutton on his Harley-Davidson motorbike. Colin Jack, from Oamaru, won the Teapot trophy. John and Wanda, like the rest of us, were trying to answer the final rally question, what do you see from the lookout? Most of us answered rain and fog. True answer – a new vineyard.

The weather was really bad by the time we drove up the steep gravel road to lookout point. It had become a river and my Whippet truck was sliding all over the place, my wife and navigator was holding on for dear life.

We eventually arrived at the Waimate Branch clubrooms there was plenty of hot coffee which was most welcome as we dried out and compared stories.

Hunua 100

Auckland Branch

Words and photos Tracey Winterbottom

Auckland's 58th Annual Hunua Rally was held over Labour Weekend. The weekend kicked off with the traditional garden party at the clubrooms, a relaxed and pleasant afternoon catching up with other members. We also celebrated 50 years membership for five of our branch and were fortunate to have Diane and Geoff Quarrie present. Diane presented 50 year badges to Bob Atley, Bryan Belcher, Owen Hayward, Joe Henley and Peter Webster. It was great to have Peter and Andy Webster travel from Opoutere (home for them now) in their Model A for the weekend.

The rally on Sunday started and finished at the Ramamarama Hall. Fifty-two vehicles were entered; one hardy Veteran, the usual regular Vintage group, a similar number of P60 vehicles and a small group of PV and PWV. Visitors were from Rotorua, Central Hawke's Bay, Waitemata, Waikato and North Shore. The rally route took entrants up the Great South Road to Bombay and then onto Razorback Road. Unfortunately there had been a fatal accident on the expressway close to Pokeno and traffic was diverted at the top of the Bombay Hill onto Ridge



Rotorua: Waiting for the okay at the beginning of the rally.



North Otago: It's true - the weather was as bad as it looks (apologies for the poor photos - inclement weather hindered the photographer.) The photo from Lookout Point.



North Otago: Colin Jack takes home the silverware.



Auckland: Studebaker.



Banks Peninsula: Looking south over Te Oka Bay

Road. This caused a back-log of traffic in which rally entrants got caught and in some cases lost up to half an hour getting to the first manned checkpoint at the Tuakau Bridge. This resulted in having to scrap the timing points for the morning. From there the route went onto Wairamarama Road – Onewhero Road and then onto Ponganui and Brien Roads. These roads are ideal Vintage motoring, with other motorists a rare sight.

The afternoon section towards Mercer was via some interesting secondary roads. On reaching Mercer we went on to Koheroa Rd heading to Mangatawhiri. From there it was straight back to Ramarama via Paparimu and Ararimu.

The run was straight forward, no over-riding instructions, all the entrants had to do was apply the straight ahead rule correctly and read the instructions. As always with Pam and Colin's rallies those who did not interpret instructions correctly did not get lost but simply missed a manned check without realising it. The scrapped timing in the morning did not alter the place getters. Great to see a motorcycle winning first overall.

Results

- Veteran**
John Morrison 1929 Ford Model T
- Slow Vintage**
John & Dianne Poole 1929 Pontiac

Fast Vintage

- Russel & Jocelyn McAlpine 1930 Ford Model A
- PV**
Gavin Welch & Sophie Zhao 1934 Ford Y
- PWV**
Ken & Annette Foot 1958 Humber 80
- P60V**
Stephen & Tracey
Winterbottom 1973 MGB GT
- Motorcycle (and Overall winner)**
Peter Alderdice 1928 Harley-Davidson

Peninsula Run

Banks Peninsula Branch

Words and photos Mark Dawber

A small but convivial group of members with an eclectic mix of 10 cars, gathered at Diamond Harbour for the branch's annual Peninsula Run. Cars ranged from late Vintage examples of Buick, Ford Model A, Riley 9, Sunbeam 20.9 and Austin 16/6 to our 1980 Toyota Crown coupe and Avon Hyde's tastefully customised MGF. It was also good to see Richard Spencer-Bower out in his recently acquired 1963 Ford Fairlane. This run is an opportunity to explore some of the area's more testing roads, all within an hour's drive of Christchurch, and on a good day there is the added bonus of some magnificent views. After an easy run on sealed roads over the first pass to Port Levy we turned right at the bottom of the hill and headed

up Western Valley Road, a typical narrow winding and steep peninsula farm access road, and then down into the small settlement of Little River. Another narrow and steep track took us up Reynolds Valley to Bossu Road which runs around the spine of the hills on the southern side of the peninsula giving access to the southern bays. There was a longer option of driving the whole of Bossu Road to its highest point overlooking the Akaroa Harbour heads. Most were ready for lunch so took the easier, though much steeper Jubilee Road directly down into Wainui, across the harbour from Akaroa, and along to French Farm Bay where lunch was taken on the waterfront. The afternoon run took us around the head of the harbour at Duvauchelle and up the Okains Bay Road to Summit Road. Here we turned left and headed back around towards Hilltop at the highest point of the main highway from Christchurch to Akaroa. We took the steep, four wheel drive only, stock track down into Puaha Valley from where we headed out to a welcome coffee at Little River. From there for most it was an easy drive home to Christchurch. An enjoyable day, with roads just difficult enough to be testing, on brakes especially, but not enough to cause any problems.



Auckland: Webster Model A.



Banks Peninsula: Lunch at French Farm Bay





Waimate: Branch vehicles on display during the Waimate 50.



Waimate 50

Waimate Branch

Words and photos Leendert Denbrave

On 22-23 October we had the perfect display area, right in front of the Waimate 50 entrance. Hundreds if not thousands had the opportunity to see our member's vehicles while waiting in line for the street racing. Many were amazed that some of the older cars were daily drivers and that the '28 Chevrolet National was not a museum piece but still had the mud on it from the last outing it had been on.

Many of the older generation looked in the open windows, smelled the interior, would smile and say to me "I will never forget that smell" and proceed to tell me about some relative who had a vehicle that had that particular smell, some even said that each brand had their own smell. One person remarked that the newly restored Prefect was the "Perfect Prefect"

and suggested the nameplate R and E should be switched to say that.

Another viewpoint on the vehicles was at what point does the owner decide on when to preserve the car as it is, in original running condition with its normal wear and tear, or strip it down and restore as close to new as possible.

For me these and other questions were an eye opener, things that are often missed when starting a restoration. Do we restore to perfection and limit the average person to be looking only. Or do we preserve as best we can with what we have and use it so others can touch, feel, and in this case, smell the "good ole' days" and bring back memories and a little happiness ?

I feel this display was a success for all, and it raised thoughts about how to show a vehicle to its best advantage.

Many thanks to the Waimate 50 Committee for their assistance in this VCC event.

BW

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Big End Knocks

mutterings of a mature motorcyclist

There has been much talk about riding gear of late as my old Barbour jacket has grown very stiff and it isn't quite as waterproof as it was. The Barbour trousers were great but they got too tight a long while ago I wonder why? Mind you the suit has served me for a little over 25 years so it doesn't really owe me a lot does it? There is so much good riding clothing in the

shops these days isn't there? Remember when it was either thin Japara parkas or old army greatcoats?

When I started this caper I was always broke and kit was what the rich blokes had. My first kit was an old black ARP greatcoat. When it got wet it weighed a ton and never really got dry all winter in England. On my first rides in the rain as a total novice I couldn't understand why I seemed to get these shocks in my hands and the engine sort of stopped and then went again. I told my mate Bert and he laughed like a drain because what was happening was the coat was flapping on the exposed plug lead and I was getting the spark instead of the plug.

If you look in those old motorcycle magazines in the library you will see all the surplus gear that was available and the stuff I couldn't afford. Leather coats were very posh. I was loaned one by my boss but lord when it got wet that was another

soggy lump. It wasn't until I got on the bikes in the RAF that I found how good the issue riding coat was at keeping the wet out. Pity it wasn't lined for a North German winter, and the unlined leather gauntlets as well! I've still got one of those coats hanging in the shed but it's no good with a modern helmet because the collar tips it over your eyes. They were designed to be used with the old puddin' basin jobs. I didn't mind because the King was paying for the Triumph and the petrol and once on the bike and away from camp all you had to worry about was Military Police. They were still flogging along on M20 BSAs. They seemed to have a thing about RAF Regiment bods. Ah those were the days – when I had hair and my knees didn't creak, but isn't it great that we can still ride and enjoy the bike and the freedom from telephones and everything else as you ride?

BW

50 Year Awards

Murray Sanders **Banks Peninsula**

About 1963 Murray purchased a 1924 Chrysler tourer in rough condition. A vacant lot with a garage in St Martins was purchased so work could begin on the car. The Chrysler was made roadworthy and driven all over New Zealand from Hollyford Valley to Auckland Harbour Bridge. This car was sold in 1970 when Murray travelled overseas but in the interim about 10 four and six cylinder Chryslers had been bought, sold or wrecked on the section in St Martins.

On returning home several derelicts still remained in Murray's possession. A Chrysler four coupe was restored and driven around most of Canterbury for a number of years, before being sold. Now only one car was left, a 1926 six cylinder model 70, the body of which had been put into storage before the trip overseas.

Murray supervised the electrical restoration of trams at Ferrymead Park. These were being prepared for the tourist line in central Christchurch. He became Honorary Electrical Officer for the Ferrymead Tramway, a position he still holds. Consequently the Chrysler 70 took 30 years to restore and VCC activities took a back seat.

Ray Barron **Gore**

The Branch purchased their first clubrooms, a Nissen Hut, from the Maitai Rugby Club, and Ray was involved getting this transported to its site in Woolwich Street, East Gore.

Ray transferred to the Waimate Branch in 1975 and served a term as Branch Chairman from 1975 to 1981. He then shifted to Timaru and was a member of their branch. He returned to his roots in Gore in 2005, after 30 years up North.

Ray has rallied several vehicles over the years including a 1928 Chevrolet tourer, a 1930 Chevrolet roadster, a 1938 Ford V8 sedan and a 1950 Vauxhall Velox.

He has participated in many rallies including the 1972 International Rally in Nelson, the 1984 Silver Anniversary Rally in Australia and the 1984 Barossa National Rally in Australia. He has attended many branch rallies over the years and has also taken part in many other South Island branch rallies.

Bruce Ackroyd **Canterbury**

Bruce joined the club in December 1966 after being introduced to the Vintage car world by his brother-in-law, Alf Williams.

The first car he restored was a 1929 Chev. All the work was done by Bruce including the mechanics and painting. His wife Doreen assisted with the upholstery. At this time Bruce also had a 1930 DeSoto coupe, which needed a complete rebuild. After building a dwelling he needed a garage to house his vehicles so he decided to sell the DeSoto to fund the garage but had second thoughts and as interest increased in the DeSoto he upped the price until he had priced it off the market. The end result was that the 1929 Chev was sold and the new garage built. Bruce still has the DeSoto today. The family has enjoyed many rallies in this car, children and luggage in the dickey seat, with Doreen navigating in the front. Bruce has always seen the VCC as a family club for all to enjoy, from the picnic runs to the well-organised children's christmas parties.

He currently has the 1930 DeSoto coupe, a 1952 DeSoto Diplomat and a 1957 DeSoto truck, a 1929 Chev tourer and a 1956 Chev Bel Air.

Bruce has been a great supporter of VCC swap meets, as a seller and a buyer. He credits being a member of the club to his seeing more of the New Zealand countryside than he would have otherwise. He and Doreen donated a trophy to the Canterbury VCC for the overall winner of the Post 60 Vehicle section in the Branch Annual Rally.

Mike Ludecke **Canterbury**

His first car was a 1928 Rugby coupe and this was followed by a Model A Ford roadster. Over the years, he has owned numerous vehicles and motorcycles including a 1934 V8 coupe, 1954 Singer SM 1500 sports and a 1938 Dodge coupe. His two favourites are a 1924 1000cc V Twin BSA with side-car (that he still owns) and a 1936 Norton International that reached 97mph at a Cust race meeting. Mike also raced a 350 Honda twin at Cust and was involved with Vintage races at Country Gentlemen's meetings with his 500cc Cooper Norton.

Mike became involved in Nelson Street Racing as well as speedway, racing two ¾ Midgets in the South Island Championships. He has also raced VW powered off-road racers and was placed second in his class in the Nelson Castrol 500 around a track set out in the Nelson

forests at the back of Wakefield (one lap 10 – 12 miles). This was a lot of fun.

Mike attended working bees at Canterbury Branch grounds at McLeans Island in the 1960s and was a member of the branch motorcycle committees.

In 1985 Mike moved to Nelson and served on the Nelson Branch committee as well as sitting on the committee for the National Motorcycle Rally hosted by the branch.

In 1999, Mike returned to Christchurch and is still motoring a 1964 MGB roadster that he has owned since 1972. He also has several other motorcycles, Corgi scooters and power cycles.

Bob Atley **Auckland**

Bob's first Vintage cars were Chevrolet 4s – he had three of these. He later acquired a 1925 Gardner that had a Lycoming engine. He bought a 1952 Sunbeam Talbot and still has this car although it's been off the road for a number of years. Bob also has had a number of motorcycles over the years. In the early days he had four 1920s to 1930s Harley V twins. Bob then went through his BMW phase. He still has two 1960s 600cc flat twins and a 1981 1000cc side car outfit. Over the past 20 years his bikes of choice for rallying have been three Harley-Davidson (Aermacchi) 350cc singles while his present day road bike is a 250cc V twin Hyosung.

Bryan Belcher **Auckland**

Bryan joined the Auckland Branch in 1966 with a 1922 Leyland, followed by a 1924 Studebaker tourer and a 1913 Sunbeam, both unrestored. The Studebaker was restored but the Sunbeam was eventually disposed of untouched. In 1970 he bought a 1930 Packard hearse and after using it for six years in that form converted it back to its original form of a roadster. He and Dorothy have now motored this car all over New Zealand as well as the 1988 Australian Bicentennial Rally. In 1989 Bryan bought his 1913 Overland and spent the next 4½ years, often working from dawn to well into the night, finishing it. In the mid '90s he bought a low mileage 1940 Diamond T Super DeLuxe truck and he spent the next nine years on the restoration.

Bryan was the instigator of the brass era Veteran tours from Auckland to Hamilton in 1976. These days, Bryan and Dorothy enjoy motoring the Overland, Packard and Diamond T whenever possible.



Diane Ross
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brass notes

On display at the National AGM in Rotorua was a 1915 Model T Ford truck. (see photo page 26 last *Beaded Wheels*.) "So what" you may say, but this is a special vehicle. Firstly it is the earliest vehicle in Rotorua and it's a brass T. Veteran owners in that area have steered clear of vehicles with brass accessories because of the tarnishing affect of the sulphur in the atmosphere.

The proud owner of the T is Malcolm Foster. While loading large hay bales on his farm one fell on Malcolm virtually bending him in half and pushing him into the ground leaving him with devastating injuries. While in a rehabilitation unit in Auckland and, understandably, finding it difficult to focus on anything other than pain and disability, he was fortunate to be counselled by a South African lady who discovered that he had an interest in old cars. Her advice led to his negotiating to buy the old wreck that has now become the finished T.

Malcolm was able use his spare time sourcing the missing parts, a lot of which came from a friend, the late Rod Welch of Auckland.

The mechanicals were sent off to B & H Engineering and Rongatea panel-beater, Graham Pond, took care of the body work, wiring, upholstery and painting. A massive challenge, as what they had to start with were a lot of very rough bits and pieces. For example, there was only one door and that had to be split in half to get a pattern to make the other. Eventually the finished truck arrived home, Malcolm stresses the fantastic job that Graham did. He has the greatest admiration for the workmanship and wonderful deal he was given.

The project was a central point in his recovery and he is now able to walk, sometimes with a stick and we wish him many happy miles driving his little Ford T truck.

Ed Note; Some years previous to the accident the Rotorua Branch had made a sizable donation toward the purchase of night vision glasses to be used by the local Rescue Helicopter and those were the very glasses that were used during Malcolm's rescue.

Karl Gilchrist from Fielding has the 1910 Hupmobile that was once owned by his grandfather. He has now refitted the original carburettor and also fabricated an original pattern rubber mat. The car had been restored by Richard Hadfield and Karl suspects it is one of the original 'Christchurch 6' Hups.* His Great Grandfather was known for his poor driving largely related to his passion for alcohol. He also owned a 1914 Hupmobile.

Selwyn Wright from Christchurch has purchased Karl's 1913 Model T tourer that was sold because it wasn't getting the use it deserved.



Readers of the advertisement column will have seen the sale notice for the 1912 Cutting car. Although several replies have been received the car is still for sale. In the owner's words the car would be an interesting project for someone who wants a rare and motorable Veteran car. He has imported a chassis from Australia and quite a lot of work has been carried out. Some motor parts are missing but he has a similar but slightly smaller motor that should fit.

John has also sent me the history of Cutting cars, which were made by the Clark-Carter Automobile Company and named after the firm's chief engineer, Charles Cutting. Production began late in 1909 and cars sold in the \$1,600 price range. It was essentially an assembled car, as the small factory didn't have the capability of producing all the necessary components. There was no definitive Cutting design, but all the styles were attractive and functional. It was a point of pride was that the car provided one full horsepower for each 60lbs of weight.

The firm was also quite boastful about the Cutting's 200-mile non-stop achievement in the Wheeler & Schebler contest at Indianapolis. The favourable horse-power to weight ratio resulted in several Cuttings doing well in competitive events.

All engines continued to have four cylinders during 1912 but displacement was usually increased to provide greater horse-power. Agencies were being established in foreign countries early in 1912 when 100 cars were shipped to New Zealand. Near the end of that year the company name was changed to the Cutting Motor Car Company. However early in 1913 the current president and major stockholder of the firm died. Without the backing of his fortune several creditors began demanding immediate payment of overdue accounts and six months later the company went into receivership.

The Cutting car was a fine machine in its price range, but like many early ventures the Clarke-Carter firm was undercapitalised. This was compounded by its enthusiastic expansion programme. Had funds been available the firm may have joined those few marques that have survived to modern times.

The family of the late Paul Lamb have decided they need to find a new home for the partly completed 1913 Singer 10hp (plus dickey) restoration begun prior to Paul's untimely death. The motor, gearbox and axles are all done. It has a good, slightly later, body tub that needs straightforward repairs. Most bits are with the car with the exception of the bonnet, prop shaft and steering box. The registration has been kept alive. Kevin Atkinson is handling the sale and I can supply his contact details if you're interested.

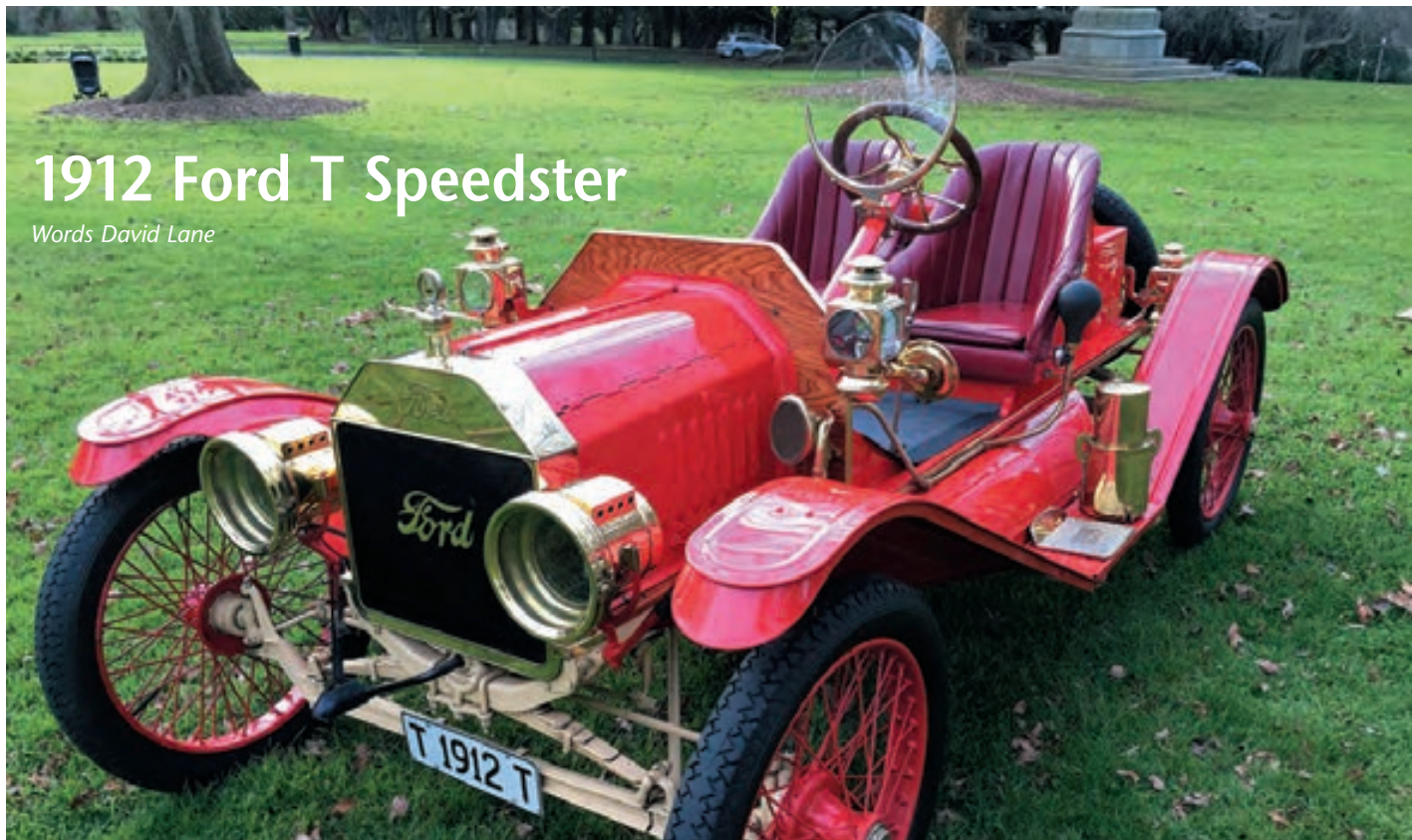
David Bruce from Blenheim has sold his 1905 Rover to a new owner in the North Island. John and Margaret Wallis' 1910 Darracq has gone to Blenheim to a new VCC member.

Thanks to David Lane from Auckland for the following story of his 1912 Ford T Speedster.

*In the mid to late 1960s Alex Shadbolt and Ian Williams of Christchurch restored two circa 1910 Model 20 Hupmobiles. A short time later Pat Cutler (after whom the Canterbury Branch grounds are named), Albie Roundtree and Gary Barget restored similar vehicles. Later still Ian Williams restored another (slightly later?) Model 20 Hupmobile, and over the years these cars have become popularly known as all having been restored at the same time.

1912 Ford T Speedster

Words David Lane



Love at first sight

After my mate Terry Costello and I finished our five days of mooching around the Hershey Swap Meet in Pennsylvania last October, we decided to look up an old friend of mine who lived in Tremont, some 50 miles north west of Harrisburg. I had not seen Jim since his visit to New Zealand for a Studebaker Rally in Rotorua over 20 years ago.

Jim and his wife ran a small gas station until the oil company stopped sending them gas about 15 years ago. After his wife suffered a major stroke five years ago, they decided to move her and her special bed into the main showroom and make it a lounge/bedroom next to his beloved 1912 T Ford Speedster (which I did not know he had).

For me it was love at first sight when the covers came off the T. Jim told us that he first acquired the Rootlieb-bodied speedster some 60 years before, and it was still sporting the original red paintwork. It's interesting to note that Rootlieb Steel Manufacturing Co are still in business today in the USA, providing brand new replacement panels and guards for any Model T or Model A Ford ever built plus all the brass lamps and hardware.

In 1986 Jim finally restored the car, including the motor and transmission, and completely hand-painted the body. He took the car to all the car shows throughout the Mid-West over many years, receiving many trophies and certificates, so the quality of his workmanship speaks for itself.

I had never ever considered owning a Model T, although the memory of an

earlier ride in Peter Le Gros' 1912 Fronty was still fresh in my mind. Nevertheless, just before Terry and I left Jim's place that day, I popped the question to Jim and he agreed to allow me to become the next caretaker.

Shipping

Steve Curle of Kiwi Shipping took care of all the paperwork and transportation of the car plus a pallet load of spare parts, all of which arrived in Auckland right on time and on budget in January 2016. For those who are interested, five days covered-in transport from Tremont PA to LA cost NZ\$2,000 and a 20-day sea trip from LA to Auckland in a 20ft container cost NZ\$1,800. On Steve's advice, we did not need to wrap it up in cotton wool for the long journey. The car carries a fair amount of brass work and other than a few finger prints, there was not one single issue with the transportation experience. As a rough guide, when I purchased this car I converted the cost into Kiwi dollars at 65 cents to the dollar and doubled it to give me an estimate of how much the vehicle will owe me, including transportation costs to New Zealand. The final figure was only a little less than estimated.

Baptism of Fire

Clearly the car had been restored for "show" and I needed to make it "go". Peter Le Gros assisted me in getting the car ready for certification and some serious driving. I can't praise Stuart and his staff at North Shore Automotive Ltd in Arches Rd enough for their common sense approach

to this important job. We have all heard horror stories about getting cars certified but after 40 minutes and a new VIN plate, I reloaded it onto the trailer and took it home for my first drive. It's worth noting that having the original Certificate of Title from the vendor plus the Authenticity Statement from the Vintage Car Club made this whole process a breeze.

That first drive out of my street was hairy, scary and hilarious as all Model T drivers will attest to, and how I got it back up my short but steep driveway after several abortive attempts I'll never know. Thanks to Pete's instructions, patience and mechanical knowledge, it now sprints up with ease.

Finally

To date I have completed over 1100 kms in her. For the technically minded the car is very basic with no frills except for a 3.1:1 high speed differential, centre lock Buffalo wheels and Rocky Mountain brakes. The oil lamps and acetylene head lamps are all working. As it has a lightweight body I have no difficulty maintaining a steady 75 to 80 kms an hour (50 mph) on flat ground. That's fast enough for me considering that it has only two wheel brakes and is, after all, 104 years old.

I am booked for the Parliamentary Tour up to the Far North in January, and am seriously considering taking it to Art Deco in Napier in February. My beloved Studebaker roadster, which I have owned for some 55 years, has had to take an extended rest while I try to control this new passion.

BW

marketplace

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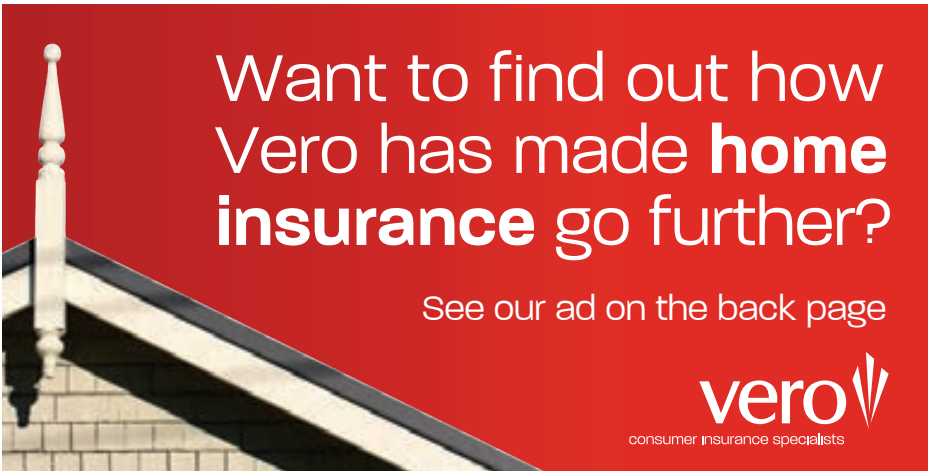
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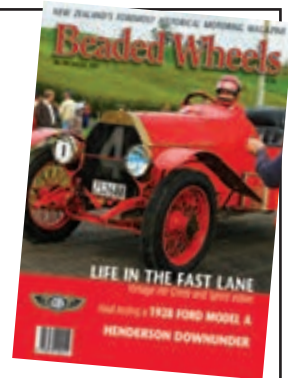
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Paul Collins, at nicc@vcc.org.nz, or
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Ph: 0274 733 767 Postal: PO Box 726, Whanganui 4540

Entry forms / newsletters are also available from your local branch secretary

Horowhenua Branch VCC NZ Inc

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and collectables day

Saturday 18 March 2017

Gates open 7am

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EBOP Branch PO Box 2168

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SWAP MEETS & RALLIES



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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



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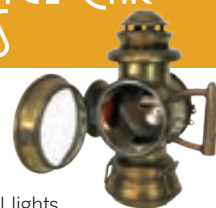


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Ashburton: This had the boys lining up for a ride, Gerald Daldry's tank.



Auckland: Dennis Van Houtte has rejoined the club with his Arrol Johnston.



Ashburton: Members at the Winchesters' on our P60/P80 morning visit.



Auckland: Motorcycle coordinator Martin Spicer and Graeme Crosby.



Bay of Plenty: Member Bill Janes' collection of working scale model engines which he has donated to the Classic flyers Trust.

Ashburton

Owen Wilson

We welcome new member Graham McElroy with a 1909 Stanley and a 1930 Ford Model A pickup.

Our opening run with South Canterbury on 4 September was a great day of motoring. About 30 cars from Mid Canterbury and the same from South Canterbury met at The Chequered Flag restaurant. After lunch we went east to Temuka for afternoon tea.

On club night we had Shayne Cockburn from St Johns show us basic training in first aid, CPR and using a defibrillator.

On 25 September Club Captain David Oakley had an interesting run organised for our Spring Rally. We travelled to the Wetlands at Westerfield and Peter Howden walked us through explaining the habitation of this area. Later we went back to the clubrooms after having done field tests in a farmers paddock on the way.

We had a great turnout of 29 cars and 63 people for our P60/P80 run. Rolleston was our first stop to visit John and Jillian Winchester to view their collection of mainly Ford cars and International tractors. John gave us an interesting talk on how and why he purchased particular vehicles. In the afternoon we travelled a short distance to Gerald Daldry's yard to view his large collection of Mack trucks, tanks and fire engine. Gerald told us of how he started with three trucks and three diggers and now has 79 trucks and 20 odd diggers.

We congratulate Diane Ross on receiving the John L Goddard Trophy for her work for

the Ashburton Branch and the Vintage Car movement in New Zealand.

Auckland

John Stokes

Motorcycles: Dave Tomkins, who spoke at our September section meeting, has been inducted into the New Zealand Speedway Hall of Fame. Graeme Crosby was our speaker at the October section meeting. Martin Spicer won the bike section of the combined Poker Rally on his 1985 Honda CBX. Steve Brittain has joined us with a 1940 Harley-Davidson.

Veteran: The 1910 FN Landaulet has sold and is on its way to Australia. Next year's North Island Rally funding benefited significantly as a result. George Ratcliff and Michael Pellow have joined us with a 1905 Rover, they also have later Rovers.

Vintage: The Alderdice, Tomlin, Fowler combine have abandoned attempting the Irishman Rally on a motorcycle and have bought a 1926 Oakland 6-54. Rodger and Val Ball won the Ladies Rally in the 1930 Ford Model A. Dennis Van Houtte has re-joined with his 1927 Arrol Johnston tourer. Rob Allen has signed on with a 1928 Ford Model A coupe, and a motorcycle. Alf and Rosemeri Williams have repaired the 1931 Chev roadster after its mishap at Dunedin.

P60, P80: Selwyn Johns and Raewyn Thomson have joined with a 1967 Ford Galaxie convertible. Euan Ross brings a 1973 Ford M151A2 Jeep and a '75 Triumph Dolomite Sprint to our ranks. Merv Stowers

won the car section of the Poker Rally in his 1977 MGB. Pete and Andy Webster have bought Lorraine Crowther's Morris Minor ute.

General: We extend condolences to Bruce Webb's family on his passing.

The branch donated \$725 for Daffodil Day by matching the sum donated by members. The library received an interesting history of Henning's Speedway courtesy of Brian Belcher and author Ian Lawlor. Neil and Jan Bielecki organised an interesting mid-week tour to Ngatea Panel Beaters whose workload consists mainly of restorations. The proposed branch name change to "Auckland Vintage and Classic Car Club" is to be voted on by our members.

Bay of Plenty

Bryce Strong

The major event in the last two months has been our annual Swap Meet, our biggest fund-raiser. This was once again a great success thanks to our special sub-committee and all of our willing helpers. Thanks to Ken Frew and Shed Boss for their donation of two excellent prizes for Oldest Vehicle and People's Choice categories. A swap meet raffle organised by our Club Captain Kaaren Smylie to benefit the Waipuna Hospice was popular.

Bill Janes, a talented and long-time member, has donated his magnificent collection of working scale model engines to the local Classic Flyers Trust who have them on display in their Armoury room. It is great to see these models staying



Canterbury: Swap meet 2016.



Central Otago: Floats in the Blossom Festival parade.



EBOP: Phil Leaming carrying out finishing touches before winning Peoples Choice.



Canterbury: Swap meet.



Central Otago: Floats in the Blossom Festival parade.



EBOP: Model A at Woodfest display, Kawerau.

and being displayed here in Tauranga rather than being in a private collection somewhere.

Our monthly meetings continue to attract large numbers, probably as the result of having interesting speakers. Anne Barry described the rigours she had to undergo to become New Zealand's first female fire fighter and the following month Chris Scott described his work in the Western Australian gas fields. Our mid-week runs (thanks to Jack and Paul Hoven, Allan Pram, and Gary Foy) and our end of month runs (thanks to Doug Brown and Linda Downing) continue to be strongly supported. Early in December John Payne held our final seniors meeting for the year, and we celebrated Christmas with a suitable party at the clubrooms. Our best festive wishes go to all readers of *Beaded Wheels* from the Bay of Plenty Branch.

Canterbury Tony Becker

September-October refreshes enthusiasm for motoring our precious metal. This being our branch's Diamond Jubilee Year compounds keenness to participate and some good numbers are turning out to these special events. The biggie of course is our annual Swap Meet and Display at Cutler Park each October. Led by new Chairman Colin Hey a lot of volunteer prep and dedication was required by the committee and helpers. Months of planning, site and ground preparation, right through to running control over the three days of the

event are big challenges for our branch. Examples of this are demonstrated by Kevin Clarkson and a small crew who over several weeks, extracted, painted, relocated and re-planted the hundreds of in-ground site stones. Roy Hughes tackled the daunting task of coordinating and producing the swap meet site guide handbook. Bryan and Nancy McSaveney managed the new look one make vehicle display sites. Many others manned gates and did security duties. Our recently denuded road frontage and grounds meant more open space for exhibitors to use. More snack food stalls than ever before catered to hungry strollers. Fundraising St Thomas' rowing team were again given the club kitchen and hall to serve scrumptious home-made fare to a steady stream of members and visitors. Canterbury's swap meet attracts enthusiasts from throughout New Zealand and even Australia. Mobile home buses presented an impressive line-up parked in a long row back-on to Steam Scene's shelter belt plus the full caravan park had every power site in use. Thanks to the cooperation of our friendly McLeans Island kindred clubs, the revised parking plans coped well.

Central Hawke's Bay John Foot

The branch welcomes new members Doug and Bronwyn Goldfinch with a 1967 Chevrolet Impala. Our September run was from Waipukurau via a devious route to Taniwha Daffodils for lunch and to pick some daffodils. There

is a charge per flower with the proceeds being donated to Plunket. We were also joined by a contingent of Hawke's Bay Branch members for this event making a total of 40 vehicles and 80 people. The September dinner/club night was held at the Dannevirke Services and Citizens Club. Manawatu Branch had also been invited to attend and 56 members sat down to a buffet meal. After the meal we had a guest speaker who gave a very interesting presentation about police forensic photography. October and four of our members combined with the Menz Shed to assemble some racing trolleys for the Trolley Derby being hosted by Saint Andrews Church with the proceeds from the event going to Epic Youth Ministries. For the October club event 12 cars and 25 people turned out for the Three Bush Run. The route from Waipukurau to the Onga Onga area covered 60 miles and visited three native bush reserves which have walking tracks through them. Unfortunately one of the tracks was closed due to a safety issue with a swing bridge. A picnic lunch was had at Monkton's Bush.

Central Otago John Loudon

Our annual Blossom Rally was held on the same day as the Blossom Festival parade. This year was the 60th parade and it was a special occasion with many past Festival Queens present. We were asked to supply suitable transport to carry them in the procession and this was well received by the spectators. After the procession we



Far North: Ngawha mercury mine ruins.



Far North: Horeke Brunch.



Hawke's Bay: Safari: Celebrating Barrie Browne's birthday at Cross Hills Gardens.



Far North: Ngawha run.



Gisborne: Kopuawhara Viaduct which had to be traversed to get to the Memorial Monument.



Hawke's Bay: Safari: Bruce and Julie McKechnie's 1955 Wolseley 4/44. Andy Stirling's 1952 Jaguar XK120. Bruce and Alison Carrard's 1966 Cortina Mk1

parked in an ideal place set aside for us which meant the public could come and view our vehicles while also looking at the floats in the park. This year the rally organisers had split the rally into two sections with field tests on Saturday following the procession then up to Cromwell for coffee and a yarn. Sunday was rally routes day with three different ones to go on in your own time. It was point to point from maps supplied. A decision was made not to have a swap meet day on the Sunday but the parts team got together and with some late advertising we had a few stalls and a lot of sales of our own stuff and ended up with a tidy profit for the morning. A recent guest speaker was Paul von Klink on his work saving the Blue Duck (Whio) on the West Coast where their efforts are seeing an increase in population. He is also into restoration of 50cc Suzuki motorcycles and while he professed to not being very mechanical the slide show he gave showed us what can be done with heaps of parts and manuals and basic know how.

EBOP

Peter Donovan:

In mid September four of our cars drove to Paeroa to join their annual Vintage Weekend celebrations on the Friday, following interesting back roads and returning on the Sunday. Friday night in the Hikutaia hotel was a highlight. The next day, following the display we rambled over more country roads to Ngatea, with Costars taking 2nd and Growdens 3rd

place honours. The Leaming's 1929 Whippet sedan won the People's Choice.

Also during September we had eight cars for the VCC display at the Kawerau Woodfest with 13 members and friends, and more of our members manning the Waterwheel Display.

During early October, to spite the doubtful weather which made us postpone the planned destination, six cars ventured north of Matata, visiting members Bruce and Lorraine Seddon's property to view Bruce's marvellous model train display and their car collection.

Two of our cars entered the Taumararua rally reporting back a great run, much on metal but with a break in the persistent wet weather, a great adventure. Les and Gail Costar came second in the P60 class.

The weather also gave those cars attending the Brits at the Beach event at Whangamata a break on the main display day. Our branch contributed an Austin Princess van den Plas, Wolseleys 6/90 and 1300, a Morris Minor and a Jaguar Mk7 to that impressive display. Next day, there was so much rain that the Jaguar didn't need a wash when I arrived home.

Far North

Dave Duirs

Never before and never again. A wet, foggy day through what should have been a picturesque Matauri Bay area was a challenge for first time McGee/ Goulton organisers. The look in at Radar Hill/ Barracks Bed and Breakfast around a

roaring fire while being told about the WWII defence post and kiwi recovery project was a bonus. Further on at Totara North the new museum gave a graphic display of early pioneering when kauri was king and shipbuilding big business.

Sharpe's run had many of us scattered all over the place from reading one of the first instructions incorrectly. Several cars ended up at the Ngawha prison, two being searched for their sins before the guards realised we were just lost. After lunch at the Kaikohe show grounds we visited the ruins of the Ngawha mercury mines which closed in 1945. A walk over the geothermal field took us back as we viewed petrified kauri timber and huge concrete structures.

The Brunch @ Horeke run took us to the upper Hokianga harbour, one of the earliest settlements for both Māori and Europeans and very nearly the seat of a French claim on our islands. The publican's chat about the history of the area was well worth the early start. We then visited the Mangungu mission house overlooking the harbour. On past Koutu Boulders and an ice cream stop in Opononi, our destination at Labyrinth Puzzles frustrated us with some items which looked simple. By the time we had navigated the long way home we had covered 220 miles and knocked the cobwebs out of a few cars.

Gisborne

Rodney Clague

In August 20 members enjoyed our annual dinner at the Jolly Stockman



Horowhenua: Motorcycle ex the late Don Lowe Manawatu now owned by his nephew Andrew Rowe.



Horowhenua: shed raid members getting a chance to see some of whats going on in Kuit Kustom workshop owned by Barrie Gill.



Marlborough: Chris Richards in his Hudson, photo Linda Laing.



Horowhenua: Reevedon Nursing Home Sept 2016.



Horowhenua: Manawatu rally entrants at the clubrooms.



Nelson: - Brent & Sue Colvin (Riley) and Bill & Wendy Denses' Austin pickup leaving the Vinters Retreat Winery.

hotel. The next day we had a club run to Kopuawhara to view a memorial monument. This was to commemorate the deaths of 22 people who died in a flood that swept through a railway camp during the building of the Kopuawhara viaduct in 1938. Not all our contingent made it to the memorial but those that did had to cross a stream two or three times and it brought home to them how this small stream could turn into a raging torrent.

We welcomed the North Shore Branch Spring Tour in September with 32 vehicles and 67 occupants, including members from other branches who had joined the tour along the way. This resulted in much foraging in the parts shed for that elusive part. The following day the entrants took part in a run around the city, followed by lunch at our clubrooms. A trip on the former tugboat *Takitimu* in the afternoon had to be cancelled due to sea conditions so the entrants were sent out on a run to places of interest. The tour continued on the Monday with entrants heading homeward via the East Coast.

September also saw our annual Navigator's Run which this year only attracted four entrants. Nine vehicles were displayed at our annual A&P Show in October which resulted in two or three inquiries about the club.

Sadly we have to report the passing of Pauline Ross from Wairoa who, with her

husband Ken, had joined our branch in July. Her presence will be missed.

Hawke's Bay Esther Smith

With two club runs happening each month, there is ample opportunity to get the cars out and enjoy some motoring.

The midweek run has a strong following, with planned destinations. With a more relaxed format the day can be rearranged should the weather turn inclement, as happened recently when they all decamped to have their picnic lunch in a member's lounge overlooking the sea.

In September the Daffodil run was organised by Malcolm and Lesley Blair. We joined up with CHB branch, 45 cars in total, to visit a vast display of daffodils at Taniwha Station in Central Hawke's Bay. The usual VCC banter over lunch continued until the forecast rain, this necessitated a quick pack up and off home.

Our Annual Labour weekend safari, ably organised by Trevor and Lyn Charman, was centred on Fielding. With 23 cars we headed up the Napier-Taihape Road. It's a bit of a climb, going from nearly sea level to 400 metres, so as befitting their age (not their passengers), some cars found the hills a bit of a trial, with a few boiling on the long stretches. A great weekend away.

Preparations are continuing for our biggest annual event, the Art Deco Rally to be held in February 2017. The Art Deco parade sold out within three weeks.

It looks like being a bumper event. This year's feature marque is Bentley and we will see entries from both New Zealand and overseas. We will also have cars from the MG rally involved. Our branch works closely with the Art Deco Trust on events of mutual interest, so our two chief organisers/spokesmen Steve Donovan and Steve Trott are busy people.

We also have the annual Homestead Run and Children's Christmas party plus other events before the year is finished, so lots to get out and get involved with.

Horowhenua Peter Nightingale

There has been a lot of branch activity with club captains Bob Barton and John White getting things moving. Sunday run was a shed raid including a visit to member Dave Hobbs engineering shop Trayla. They have the ability to manufacture all sorts of trailers to meet customers' requirements and the processes involved were explained.

A lunch stop at the clubrooms and look through spares was part of the Vintage Only rally held by the Manawatu branch. The weather was wet but it was a great success in spite of this. Rest home visits are always enjoyed by both residents and members. The old stories pour out and it is a pleasure to see how they appreciate riding in the cars.

Tom Hayes and I organised a display at our Library in Levin on behalf of the Horowhenua Historical Society. Our

branch members helped with this as did Norm Cook from Manawatu who designed the display and Ed and Hinemoa Boyd from Wanganui who printed and reproduced lots of photos and signage. This resulted in a very successful week celebrating 60 years since the Levin car racing started and 40 since it finished. Famous drivers like Jack Brabham, Stirling Moss, Graham Hill, Chris Amon and Rod Coleman all raced here.

Coming up is our Tararua Trundle with a well-planned rally in prospect. Make sure you come to our annual swap meet next year on 18 March. With the new extension there will be lots of new spares on offer.

Manawatu Ian Howell

Our annual undercover swap meet was held on 15 October. Despite the very wet day it was a very successful day with lots of buyers and sellers.

Our September Vintage Rally encountered wet weather but that did not deter a good number of entrants who enjoyed a run between Palmerston North and Levin. Club Captain Bryan Abraham handed out a sheet of photos for entrants to look for. The Horowhenua Branch kindly opened their clubrooms for lunch which was much appreciated. Their parts department was too tempting for some of us, and a few treasures exchanged hands.

This type of interbranch activity is certainly something we want to encourage.

Monthly runs are popular, Bryan seeming to be able to find small cafes and collections around the Manawatu. Distances covered are modest, the emphasis being on enjoying Vintage motoring and socialising afterward.

Also in September we held a combined meeting with Central Hawke's Bay in Dannevirke, midway between our branches. This was the third such annual gathering with a guest speaker each time. A good attendance of members listened to, and viewed examples of, Bruce Hutton's forensic photography work in the Police.

The October club night featured a talk from Paul Wolland, a Palmerston North restorer. He outlined how he became involved in full time restoration work, the variety of jobs large and small, and some of the highlights of his years in business. A good turnout of members had an enjoyable evening.

Marlborough Carroll Wiblin

Our run to Butchers Flat in the Wakamarina Valley went well.

October 12 saw the Classic Trucks Tour stop at the Brayshaw Park for a while on their way to Invercargill. Local member



Marlborough: Left - Wayne and Corrol Frew in their 47 V8 convertible Right - Chris Bird in his 1936 Ford V8, photo Linda Laing.



North Otago: Volunteers on the Daffodil Day run.



Nelson: Jan Markell winner of the Dennis King Memorial Trial (Ladies) with Mainland Series winner Lance Braid watching on.

Ross Broadbridge was on the tour in his Kenworth.

We held our biennial rally in October and our chairman was starting to panic when it came close to the cutoff date as there were not many entries. True to form the last minute entries rolled in and we had a brilliant turn out. It was a lovely run to Cable Station Bay for lunch then to Peter Yealands' winery where we were

able to tour around the perimeter and view some amazing scenery.

Unfortunately we lost another member recently and some members elected to miss out the first part of the Rally run so that they could put their cars on display at the funeral location. The family were absolutely thrilled that we had taken the time to do this as Geoff Corbett had been a member for almost 40 years.



North Shore: NSVCC Awakeri Railway Station.



North Shore: NSVCC Spring Tour to Whakatane Observatory.



Rotorua: Thomas Fyfe's Datsun 120Y SSS.



North Shore: NSVCC Spring Tour.



Rotorua: Neville Harper checks his Studebaker Hawk for a leak but the petrol on the ground came from a car further up the grade which had a flooding carburettor float chamber.

Our shiny parts auction was a great success. Our motorcycle section have been the stalwarts who have run this for us for many years. There is always a lot of laughs and some good bargains to be had. I think some of the guys only go because some of the ladies donate baking to be auctioned.

Nelson

Ray Robertson

The Dennis King Memorial Trial, named after one of the branch's founders, and the final round of the Mainland Trial Series was very successful with 35 entrants and a very supportive crowd of spectators who lapped up an extremely enjoyable day. Competitors included seasoned campaigners like Canterbury's Avon Hyde up against first time driver Jan Markell who took the Ladies Title in Dick Anderson's Austin 7. Organiser Damon Rose and his team are extremely pleased with the growth in this event's popularity and very relieved the drought broke and rained the day before the event. They eagerly await next year's trials.

October saw the Biennial Nelson Marlborough Rally, held this year in Marlborough. Twelve cars left from Nelson but unfortunately Tim and Debbie McDowell's beautiful Austin 7 (page 56 *Beaded Wheels* 342) decided to blow a head gasket three kms from home. Un-deterred they picked up their modern and teamed up with Kevin and Ruth Mercer for the rally. Great weather on Friday afternoon saw many take in Brancott Estate Winery

& Native Falcon Breeding Centre. Rally day took the participants south to Seddon School for lunch, followed by another highlight, Peter Yealand's Seaview Estate winery and vineyard high above the sea with a spectacular vista looking out over Cook Strait past Cape Campbell to the North Island. Blenheim judged Mike Ryan's Sunbeam Rapier and Rae Fairweather's Veteran as vehicles of special interest. Congratulations to you both.

North Otago

Clive Blunden

The Daffodil Run, delivering daffodils for the Oamaru Cancer Society, had a good turnout with Chairman Wayne Abernethy's MG being the most decorative. The Cancer Society would like to thank all the members who donated the use of their cars to help.

The end of year do at the Star and Garter restaurant in Tyne Street was a great success. A thank you to members from Waimate Branch for joining us. Certificates were presented for achievements throughout the year.

The club rooms were filled to overflowing for the Shiny Bits Auction and Rebecca George, Wayne Abernethy and Gilbert Ellery included a lot of humour while offering the goods for sale. \$300 was raised and it has been donated to the Helicopter Rescue Unit.

The midweek run on 15 September was well attended. We set off from the club rooms through the streets of Oamaru

winding our way north until after many twists and turns we arrived at the Riverstone Café. Here we had a tour around the beautifully kept extensive gardens before having afternoon tea. We also had a good view of Dot's Castle, a spectacular residence at the back of the property.

North Shore

Mary Lloyd

One of the highlights of our year is the Spring Tour. Thirty-two cars turned up at the Elliott Street Carpark in Papakura in anticipation of five days of scenic and fun filled motoring to Hawke's Bay. It was a bleak morning with rain threatening but that didn't dampen the high spirits as everyone checked out the cars and got ready to depart. We drove on via Hunua, Paparimu, Mangatawhiri, Miranda, Waitakaruru and Morrinsville to Matamata for lunch. From there it was on to Whakatane for the night. Here we visited the Observatory and Planetarium where the Curator enthralled us with the history of the Observatory and a video about the stars. We went to Awakeri Rail Station and had a ride on the Awakeri Rail golf carts. We also visited Guy and Isobel Nicoll's impressive farm machinery collection. We drove through Waioeka Gorge on our way to Gisborne, an amazing drive. We called in to the Gisborne Vintage Railway and the Aviation Museum, both very interesting. The men had time to inspect a 1929 Reo Flying Cloud truck originally built as



Southland: Trevor Wilkey's Ford Model A at the start of the Vintage and Post Vintage Rally.



South Canterbury: Bernie Fairbrass' 1958 Austin A55 Cambridge at the Pleasant Point section of the Monster Charity Rally.



South Canterbury: The Monster Charity Rally prize table – over 75 prizes up for grabs – at Peel Forest.



Having washed down the jam scones and cup cakes with lashings of lemon tea, Rob and the writer debate the serious issues of what to do next in their busy day.



North Shore: Spring Tour 2016, Papakura carpark.



South Canterbury: Rob and Diane Ross' 1930 Chrysler 77 at Mt Cook Hermitage, with the mountain itself directly behind.

a bus then converted to a motor home in the early 1950s. We continued on to Tolaga Bay and strolled the 660m wharf. Our next stop was Tokomaru Bay with the sun shining and the beautiful beach beckoning. During our time on the East Coast White Island was in great form and we were treated to a display of steam and a disappearing island as it was enveloped in steam. A fantastic tour thanks once again to Paul's expert organising.

Northland Bruce Cosson

Branch spares Guru, Lawrence Hillier, opened up the totally revamped spares shed for members' inspection recently and this opportunity was keenly taken up. A willing team of members have been sorting things out with an excellent result.

There are several new vehicles in the branch. Rob Vernon has a 1928 Ford Model A which came from Gisborne and Rob and his mate Mike (another Bryderwyn Buddy) drove it home. The car was in a fairly primitive state. No hood and no driver's seat. Rob just perched on a foam squab. In hindsight this was not an ideal driving system, especially when it absolutely buckets down on the motorway and the windscreen wiper gets the sulks. Since that intrepid journey Brian Clancy, from Whangarei, has done an excellent job on the hood and side curtains and now the Ford is ready to rally.

I report with regret the passing of member Wayne Boyd. Our sympathy goes out to Wayne's family. Safe journey Wayne. I'll bet you left the Oxford in good hands.

Otago Graeme Duthie

The Auto Spectacular has been and gone. The club stand this year had PW, P60, and P80 vehicles represented although there were many other members' vehicles represented in other stands.

Our members enjoyed a night rally organised by the Vauxhall Club. This is an annual event which is based at the club rooms. We drove the greater Dunedin area, including Saddle Hill and the Taieri areas, looking for answers to questions on the given route which took us back to the club rooms for supper.

The Dunvegan Motorcycle Rally was well attended. Saturday gathering at the Chinese Gardens, travelling to Ranfurly for lunch and Roxburgh for dinner and awards. Sunday was home via Lawrence and a total of over 400 km during the weekend.

Participants in the PW/P60/P80 Rally gathered at the club rooms in the morning where, after a briefing, we left for Middlemarch for lunch and answered questions on the journey. We were fortunate to be at Middlemarch when the Taieri Gorge Excursion Train was there. After lunch we travelled across to Macrae's Goldmine then Palmerston.

The Mini Nationals were held in the area at Labour weekend. This involved many of our members, some with Minis while others helped with manpower for events.

Coming up in December we have our Christmas Barbeque at the clubrooms. January is the Jackson Rally and the Dunedin-Brighton run.

Rotorua Ronald Mayes

The annual August Sulphur City rally will be reported in Rally Snippets. As usual, post 1960 cars predominated but some rare vehicles took part, notably a 1924 Velie.

The participants in the November spring tour will have had overnight stops in Ohakune, Wanganui and Taihape. They will have visited restoration shops, parts suppliers and Vintage collections. Also the rare chance to look behind the scenes of the vehicle collection at the Waiouru Army Base, in addition to visiting the museum.

Show and tell presentations on club nights have included, probably for the first time, a Japanese car. This was no ordinary one, being the 1977 Datsun 120Y SSS owned by new member Thomas Fyfe who also has a Rover 3500S. In October we saw Willem Meyer's 1957 Mercedes-Benz 220S. Both are immaculate vehicles and are a credit to their owners.

Midweek runs continue to local places of interest, and Sunday rallies have been to Waitoa to see a fascinating collection of



South Otago: Branch members lunch stop at Hoopers Inlet Hall.



Taranaki: A beautiful 1948 Holden series L taking pride of place in Steve and Joy Fabish new Holden Museum.



Taranaki: Riders at the Start of the Rubber Duckie motor cycle rally before the rain set in.



Taranaki: Heather and Bill James from Whanganui. Overall winners and winners of the post 60 class at the Taranaki Rubber Duckie motorcycle rally.



Taupo: Members outside Tirau museum on the October run.



Wairarapa: Mary Buck, widow of Peter Smith, negotiates a crossing in her 1928 Austin.

cars, tractors, trucks and much more. More recently a local run finished at a retirement village for afternoon tea. This gave us the chance to have our cars on show for the residents.

Coming up on Sunday 22 January will be our popular show on the village green at the Rotorua lakefront. All special interest vehicles are welcome. The entrance is off Whakaue St, between Fenton and Tutanekei Streets and the show will run from 9am to 2pm. The St John Ambulance Association will benefit from donations

Southland

Dave Harris

The mid-week runs on the first Wednesday of the month continue to attract good numbers of members. The September run took us out to the Wrey's Bush hotel in very wet conditions and the October run was to Otautau hotel on a really nice fine day.

At the September meeting Owen Osborne displayed and spoke about his 1992 Toyota Hilux utility that he has converted to electric propulsion. His aim for this conversion was to have sufficient range to enable him to travel from Invercargill to Riverton and back on a single charge. While not old enough to be VCC eligible it was an interesting vehicle.

The Vintage and Post Vintage Rally was held in October with 20 cars and one motor bike taking part. The rally went on a tour of parts of Otago with all its

give ways and compulsory stops making it a bit tricky to keep to average speeds through the timed section. From Otago the route travelled through Invercargill and out to Kennington before heading north then west to cross SH6 at Wilson's Crossing towards Otautau. The cars then travelled through some beautiful undulating country reminding all of how lucky we are to live in the south. Lunch stop was at Lindsay McKenzie's property, Ringway Ridges. We looked over the McKenzie collection of well restored and loved vehicles and other collectables and memorabilia. From here the rally broke up with some people carrying on to the car show at Riverton while others returned to the city and attended the prize giving later in the day. Overall winner was Trevor Wilkey in his 1931 Ford Model A roadster pickup.

Sth Canterbury Shannon Stevenson

The Monster Charity Rally, organised by our members in support of Cancer Society and Hospice South Canterbury, was held on 28 August. With entries from over 120 vehicles this rally took participants on a day-long outing to Pleasant Point's Museum and Railway, Peel Forest homestead, and Geraldine Vintage Car and Machinery Museum. Owing to the success of this event, it will probably be repeated in future.

The Opening Run with Ashburton took place on 4 September. With a central

meetup point at Rangitata's Chequered Flag restaurant, there were two separate morning runs for Ashburton and South Canterbury branches respectively. Our run was organised by Neil Manchester, taking us through the Taiko, Hanging Rock and Woodbury areas. The afternoon run, organised by Ashburton branch took members towards Temuka, via a variety of rarely-travelled coastal gravel roads.

A new garage has now been built at our clubrooms and this will comfortably house our branch's trailers, tractor and support equipment.

The 61st Annual Mt Cook Rally was held on Labour Weekend and attracted 54 entries including three Veterans. The oldest vehicles were a 1908 Triumph and 1912 Overland, both entered by Alan Averis who participated on the original rally. For this year a choice of three routes took us via the Waitaki Valley to Twizel. We encountered main highways, sealed back roads and a rugged country gravel road route over Meyers Pass. Field tests were held in Twizel on the Sunday before leaving for Mt Cook. Our vehicles certainly attracted the tourists' attention.

South Otago

John Cook

Gordon and Beryl Duthie put together a very good opening run for our branch in September. A good number of people and vehicles meet up at Milton and travelled to the Otago Peninsula via the coastal road as



Waikato: Young Ryan Aldersley corners smoothly in the Austin 7 special. Photo Hugh McInally.

much as possible and then met again at the Hooper's Inlet Hall for lunch. After lunch we went to the home of Allan Clearwater to have a look at his American Ford collection consisting of two pickup trucks and four cars dating from the 1940s to the mid-1960s. Some of these are restored and some not, but all are in road going condition. Some members ventured out to Taiaroa Heads for a look around before returning to Portobello Hotel for afternoon refreshments.

Paul McNabb's garage raid to the Gore area in October had a small turn out. We visited Stewart Quartier's sheds at Knapdale where a vast array of vehicles could be checked out. Some made to go fast while others are projects in motion. In their very nice and original 1929 homestead Stewart had a man's room full of model cars and trucks that would have taken many years to collect. It was then on to John and

Mary Tremaine's at Mandeville to see their growing collection of classic cars dating from the 1930s to 1990s.

Taranaki

A major alteration to the clubroom's toilet area is to start very shortly as we begin a long awaited upgrade. A working team has been put together to do these alterations under the guidance of Brian Bolland.

The Rubber Duckie Motor Cycle Rally was held with 45 riders taking part at the beginning, but with the rain setting in the weather proved to be too much for the majority with only 17 completing the run. The rain made riders concentrate with most being drenched and looking forward to a cup of hot soup for lunch. However by the time of the Saturday night rally dinner most entrants agreed they had a great time regardless of the weather. The overall winners were

Colin Johnston

Bill and Heather James from Whanganui on their Triumph Bonneville. They were first time winners and also took out the P60 prize.

The monthly club run in September took us to the latest attraction here in New Plymouth. A fabulous collection of Holdens in a new purpose-built building owned by Steve and Joy Fabish. What a magnificent presentation of 25 Holdens. From a pristine 1948 series L model to the latest Holden ute with no kms on the clock. The inside of the building is fully carpeted with beautiful furnishings and excellent lighting which allows one to really appreciate the Holdens and the beautiful surroundings. Steve is seeking to build a conference room and restaurant to compliment this outstanding Holden Museum.



Waikato: Graeme Collett's MGB GT V8 was one of the fastest vehicles up the hill. Photo Hugh McInally.



Waikato: Geoff Wilson in his MG was most consistent driver of the day.



Wairarapa: Aaron James reckons the figure on Tom's Trophy is just like his late brother.



Wairarapa: A last wave and the Wellington visitors were off.



Wairarapa: Newbies and old hands mingle at the start of the new members' scenic run.



Wairarapa: Will Holmes (1920 Austin 20) shares the road with a tractor.



Wairarapa: Peter Groves, back in his old classroom.



Wanganui:

Taupo

Greg Natrass

September got underway with guest speaker Ian Connan who is our local civil defence coordinator. He spoke about the work of Civil Defence in and around the Taupo region and explained the equipment they use such as generators, mobile kitchen caravan, water tanker and many other items of equipment. They were all put to good use during the recent snow storm on the Taupo/Napier highway providing much needed support to the local community.

The run for the month was our Brunch run. This started with a short run around Taupo followed by a brunch that was once again prepared by the committee.

In October we enjoyed guest speaker and local mechanic Tom Short who gave us the run down on his electric drag car. Tom's insight into electric cars was interesting and it looks like it is the way the motoring world is heading. We could all be driving electric cars in the not too distant future. Tom did a great job entertaining us for over an hour about what he has achieved on the electric car scene involving mainly drag cars. He even managed to beat the high-powered V8 drag cars. The Chairman's run took the members on the back roads through to Tirau and a local museum where we were able to take advantage of the displays and enjoy a picnic lunch before returning home.

Waikato

Gaynor Terrill

Another successful Kairangi Hill Climb was held in September, with an entry of 18,

including MGs, Austins, a V12 Lagonda, Morgan, Jaguar, and a number of specials. This is not a speed event as such. The entrants get five to six runs up the hill and the winner is the driver with the most consistent times. It was great to see a woman entrant and also some younger members participating.

It was also pleasing to see young learner driver Lukas Nordell driving on the Annual PV/PW/P60/P80 Rally. This was based in the Te Awamutu-Otorohanga area and finished at a local member's place where entrants were able to view his comprehensive collection of vehicles. The winners were Jan and Gordon Dearlove in their MG and next year's plotter is Lukas Nordell.

Club nights continue to be varied and interesting and October was no exception with a panel discussion. This involved two Waikato locals, former motor racing driver Jim Palmer and Ian McLeod who is recognised as being the only car dealer in the world to have the dealership of Mercedes and Lada at the same time. They both gave some interesting insights into their respective careers in the motor industry and Jim's car racing.

Planning for the National Motorcycle Rally in February is well advanced by the organising team of both Waikato and Auckland members. Hopefully you have sent your entry for this event to be held in Waitomo.

Our next big event is our annual swap meet in November at Karapiro.

Wairarapa

Kevin Ball

The Peter Smith Memorial Rally was run by the Vintage Austin Register via the Wairarapa Branch. Eight Austins, the years of manufacture going back to 1924, and another four from the '50s and wearing the flying A badge, were joined by nine honorary Austins for a run around South Wairarapa. Peter Smith was a foundation member of the branch and his widow, Mary Buick, and granddaughter Anna took part this year in a 1928 16/6. The event was won by Neil Hammond in an Austin 10 with Bernie and Joan Svensen (1957 A55) taking out the flying As and Rienk Asscher (1953 Chevrolet) the honorary Austins. The route took cars around South Wairarapa and included a stop at Cobblestone Museum, where members were greeted by museum trust member and Austin enthusiast Will Holmes. One of the exhibits is the old Mangapakeha School, attended by rally participant Peter Groves from 1939 to 1942.

There was a pleasant interlude when Wellington Branch members called in on the Tom's Tour rally. A good number of locals met with them. Fourteen cars and 29 people were on the run, competing for a novelty trophy that commemorates the late Tom James. Tour leader Aaron James said that, following his brother's example, the focus was on fun with tourists vying to buy each other the most outrageous \$5 gift.

An innovation this year was the New Members Rally, in which people who have

joined in the past couple of years put together an all-day, non-competitive rally.

Waitemata

Di Humphreys

We have been given the opportunity of taking part in a race series. The idea is to run a set of three Vintage race meetings where the venue and weekend of racing is shared with a couple of other compatible groups. The racing is hosted by David Brock-Jest of Lagonda fame (and owner of Hooters Vintage & Classic Vehicle Hire Company) and Tim Hill who is the new events organiser of Historic Race Club (HRC) working alongside Chris Watson. The first event was held on 24/25 September at Hampton Downs circuit in conjunction with 2K Cars and Go-Karts. We run under VCC rules and while the entry was small it was still a very fun filled and interesting day. Hamish Andrew and Philip Pearce had fun playing together in their '62 Morris Minis until Hamish blew a frost plug and nearly cooked the motor. Hamish and dad Kevin worked overnight to rebuild the Mini motor and Hamish carried on having a great time dicing with Philip on the Sunday. Hamish allowed Kevin to take the wheel of the Wolseley Hornet for the weekend and he and Jane Farris in her '56 Standard 10 were having fun together. Neil Moore from the Jowett Club had a trouble free weekend in

his '51 Jowett Jupiter and the '52 Buckler of Roger Greaney was performing well on Saturday.

The second race series will be held on 7 – 8 January 2017 at Taupo. VCC cars of pre '45 and pre '60 are welcome. Please contact the series organiser; Tim Hill, 021 614 600, tim@hrcevents.co.nz

We are looking forward to a Monte Carlo late October and then Chelsea hill climb in November.

Wanganui

The paddle steamer, a big tourist attraction, was due for its five-year maintenance inspection and many members of the Wanganui Branch were involved using their various skills to get the job done. Ian Chamberlain was responsible for the design and construction of the cradle to raise the boat from the river. A large numbers of onlookers enjoyed the day with traction engines and the *Waimarie*. Not a car in sight as steam rules the day.

Club nights continue to be well attended. Car songs from a local quartet were enjoyed. The annual auction of shiny parts and other interesting stuff was enjoyed, with proceeds making Treasurer Neil very happy.

Daffodil day saw a dozen or so members delivering orders from the community. Very

enjoyable this, and the Cancer Society do appreciate the help

Sunday runs continue, with the latest on straight line and tulip navigation proving we're pretty good at getting lost.

Wanganui is building up for a very busy holiday time with the Vintage weekend drawing bigger and bigger crowds each year. The National Veteran Rally adds extra interest at this time too. In March we will have the re-enactment of the first car to travel to Raetihi, up the river.

Wellington

Claire Benge

The Twilight Rally in September organised by Ray and Tasi Betteridge took 24 members through Upper Hutt, over the Akatarawa Hill Road to Waikanae and a spectacular view of the sunset before a fish and chip supper at Ernie and Norma Palthorne's place.

Tom's Tour, in memory of Tom Janes, is a dawdle through secondhand shops to Waipukurau. The Wellington contingent stopped at the Wairarapa Branch clubrooms before meeting the Kapiti Coast contingent at Pahiatua. We had the task of buying a \$5 gift for a designated person to be presented that night with a story. At Waipawa we discovered Cactus Jacks with music memorabilia and '50s to '70s band tributes. The dinner and storytelling



Waitemata: Peter Morelli in his supercharged Bentley keeps Jane Farris in Standard 10 and Kevin Andrew in Wolseley Hornet at bay.



Waitemata: BSA special.



Waitemata: Standard 10.



Wellington: Kapiti Island near sunset on the Twilight Rally.



Wellington: Terry O'Leary's 1934 Buick.



Wellington: Heritage rally at finish.



West Coast: This photo was published on the front page of the Hokitika Guardian the week after the event which was a good promotion for our branch and the club. Photo Gillian Hutchison.



Wellsford-Warkworth: Privegiving - retiring and incoming club captains, Murray Fairweather and Anne Richardson present the Mike Brown Memorial Trophy to Sheryl and Dennis Martin.

was hilarious with Jan Corkin winning the prize. Picking daffodils at Taniwha, and brunch at Dannevirke on Sunday completed a great run.

In October the Heritage Rally for pre-1941 cars was organised by Phil Kidd and took nine cars around Upper Hutt ending at the Upper Hutt Men's Shed for an interesting tour.

Terry O'Leary's newly restored 1934 Buick was presented at our September clubnight, and in October we had a talk on Carbonflo Fuel Catalyst Technology by the New Zealand agent, followed by the motorcycle contingent with six bikes displayed.

The Kapiti Midweek Run continues to have a great attendance with interesting destinations.

We look forward to our major event, the November Rally, and a summer of activity around the lower North Island.

Wellsford/Warkworth

Anne Hamilton

The wild, wet, windy spring hasn't slowed down any of the activities. Dinner/prize giving was well attended with outgoing club captain Murray Fairweather and his replacement Anne Richardson officiating.

Dreadful weather didn't deter 15 cars joining the Sunday run to Alan and Shaaron Price's home to view a small collection of old motorbikes and several interesting cars, including a rather unique French Clement-Bayard which Alan is restoring.

Shaaron has gathered a beautiful collection of china plus a number of delightful

figurines which were mixed in with some very cleverly, Alan-made, wooden toys dating back to the children's younger days.

Homeward bound, most of us got held up due to an accident south of Warkworth, which closed SH1. The nearest detour was over a rather dangerous metal road that was deemed unsuitable for some cars. One of our members went back miles to a tar sealed alternative which resulted in an extra three hours travel.

Our club had a good turnout in support of the annual Kowhai Festival with a wide range of makes and ages of cars taking part in the static display.

Member John Duffy entertained diners at our monthly dinner with a talk about getting his start in broadcasting. After a few beers with a mate he found he had signed on as a deckhand aboard the *Tiri*, home to the pirate Radio Hauraki station, founded in 1966 to break the monopoly of government controlled radio. They survived storms, shipwrecks and tragedy, but finally got a license.

West Coast

June Campbell

Our August club run was a very enjoyable trip to Hokitika to inspect the Westland Dairy Company where two employees gave a very informative presentation on the business. Following a photoshoot in front of the factory we moved on to Woodstock for lunch. Several vehicles were displayed to the old folk at Granger House on Fathers' Day, a trip back in time for many.

A run through the bush and around Lake Brunner to Moana for our September

club run attracted 61 people for an outing, unfortunately on the only wet day in a couple of weeks. Our new club captain Colin Peacock is delighted to see such great interest each month, even being able to welcome Lois and Trevor Evans (Nelson Branch) who travelled down from Westport for the day.

Planning is underway for the Four Lakes Scenicland Rally on 18 March 2017, see advt in *Beaded Wheels*. Members John and Janis Fensom are our organisers and it will be an interesting run. Merry Christmas from the West Coast Branch.

Passing Lane

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



- | | |
|-------------------------------|-------------|
| Boyd, Wayne | Whangarei |
| Boyd, John | Canterbury |
| Corbett, Geoffrey | Marlborough |
| Crawshaw, Harry Fergus (Ferg) | Horowhenua |
| Gallavin, Peter | Marlborough |
| Hornblow, Brett | Marlborough |
| Mooney, Dave | North Shore |
| Ross, Neville | Ashburton |
| Ross, Neville | Ashburton |
| Ross, Pauline (Wairoa) | Gisborne |
| Stiles, Robert | Canterbury |
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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.

