

CLASSIC, VINTAGE AND VETERAN MOTORING FOR 70 YEARS

# Beaded Wheels

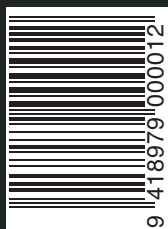
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NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



10 COLLECTABLE CARS

THE ORIGINAL 1913 PARLIAMENTARY TOUR



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND





In 2016 Canterbury Branch member Norm Sisson supplied a series of older photographs including this one. Unfortunately no details came with the images - any information gratefully received.

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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## COVER

Wairarapa's stretched gymkhana on 5 November 2017. Millie Scott fully focussed on navigating in the Model T Speedster. Photo Kevin Ball



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Beaded Wheels



## PRESIDENT'S MESSAGE

In a letter to all branches in late November I was pleased to advise that Tony Haycock had been appointed as Festival Director for the 2021 Vero Historic Festival of Motoring to be held in New Plymouth. The Management Committee will be having a more hands-on role with the 2021 event, hence the appointment of a Management Committee member as the Director.

Although Tony is currently National Speed Steward and is well known for his travel and journalistic endeavours, in another life Tony has experience in event management and recently has been involved in organising major motoring events for overseas clubs.

We have taken on board the concerns and comments from many members about the future of our International Rallies and Tony has come up with a new concept which is exciting and innovative and I have no doubt that with Tony's enthusiasm and experience it will be a very successful event for our members.

Tony is now two months into his role and since being appointed there has been plenty of progress. The rally committee, chaired by

former National President and 2000 International Rally Director Greg Terrill has had its first meeting as they begin to get stuck into the many tasks involved in the process of giving our members a quality event, and an unique international rally experience. There are still a couple of committee positions to fill and in the next issue of *Beaded Wheels* Tony will introduce his entire team to you.

The date has been confirmed as 17 to 23 January 2021. The venue for the rally village has been locked in place and the TSB Stadium/ Pukekura Function Centre and New Plymouth racecourse will be the heart of the entire festival. Both venues are committed to making sure that at the end of every day's motoring, everything entrants need to keep themselves fed, watered and entertained will be on hand and to a high standard, with variety and quality being the two essential components in all of this.

There is ample room for a camping ground within the rally village and this is something which the venue is well set up for as they do this every year for the WOMAD festival.

Once again we have wonderful financial support from VERO, without which it would be

impossible to run an event of this scale without having an entry fee well beyond the reach of the majority of our members. We are also looking for additional sponsorship to make the Festival even more affordable, always keeping an eye on costs to ensure the Club finances are not put at risk.

The new format of a one week event, along with all entrants starting and/or finishing at the same destination for each motoring day, means that we are more than halving the number of marshals and helpers required for each day. While we will be calling on VCC members for assistance in the lead-up to the Festival, Tony and his team want to see our members out on their motorbikes, or in their cars and trucks enjoying and taking part in the event rather than waving their arms around in a paddock with a white coat and high-vis vest. In keeping with previous rallies long, medium and short route options will be offered.

We will be promoting the Festival overseas very shortly, but the best form of publicity is by word of mouth. In this day of effortless communication, many of us have old car contacts throughout the

world. Within the next few weeks Tony is hoping to have a single page flyer ready to transmit as a pdf file by e-mail. Please contact him (festivaldirector@vcc.org.nz or 021 662 441) for a copy of it to send to your friends, one make clubs or anyone from off-shore who might be a possible entrant. Tony has already been rash enough to offer one of his vehicles to friends in France to use for the Festival. As well as working with his committee to put the rally together, he will need to get out in his shed and do the same with the pile of bits which once were a vintage Renault!

Geoff and I have just returned from the Vintage Weekend in Wanganui incorporating the Burma Rally and 50 year presentation to Bruce Ardell. This event is growing more popular every year with a good turnout of entries for the actual rally but with hundreds of special interest vehicles on display to the public. These displays help to cement our relationships with other special interest clubs which can only be a good thing.

**Diane Quarrie**  
VCCNZ  
National  
President



## AS WE SEE IT

In many respects the freedom to use our older vehicles in the manner we enjoy today is coming under threat from those who claim that we are contributing to what is called climate change (or weather, as I call it) and also to traffic problems. There are also claims that older vehicles don't have the safety features found in moderns. In some countries the right to use old cars is severely restricted and I don't think we should do anything to cause the authorities here to change the way we currently motor our vehicles. We must use them responsibly and avoid stirring up bad feelings in the minds of the great unwashed motoring public. One thing we can do, and this has been mentioned repeatedly seemingly to little avail is pull over and let vehicles behind pass so we are holding up traffic as little as

possible. Time and again I observe this does not happen and am sure that you have seen this as well.

On 1 January 2018 I went to Little River to the highly enjoyable must-attend Banks Peninsula Branch New Year's Day Picnic. On the way I was stuck in a large queue of slow moving traffic. Many cars passed me, and the other cars in front of me, in an effort to get to the front of the queue. When I finally got further up the queue I saw the problem. It was an early '20s tourer, stubbornly ignoring all other traffic and blissfully driving along at about 40 mph. The driver had ignored the plentiful opportunities this road provided to pull over to let the traffic past as the queues built up on this busy road. Obviously I don't know if this person is a VCC member but if he is he may read

this and perhaps reflect on his road behaviour and lack of driving skills. Regrettably I seriously doubt it will make any difference to him and he will continue to forever confirm to the modern car driver that drivers of old cars are ignorant and all these old cars should not be allowed on the road. Will all owners of early '20s tourers please NOT ring me to complain about my outing of this situation – just make sure you are not the one causing the problem!

**Kevin Clarkson**  
Chairman,  
Beaded Wheels



## WORLD TOUR IN A MODEL T

In 2012 Dirk and Trudy Regter from the Netherlands started a journey in their 1915 Ford Model T, visiting over 50 countries covering every continent. Their journey continues down under. We don't have their itinerary but it seems they are travelling from Auckland down to Invercargill during February before crossing over to Australia. They have had a few problems in their journeys not the least being a bad accident which meant a complete restoration before they could continue. The world tour is to raise money for SOS Children's Villages International and more information can be using the link below. Keep an eye out for them – I'm sure they have an interesting story to tell.

<http://www.tfordworldtour.org/model-t-worldtour-on-the-road-again/2017/08/21/>



## VINTAGE CAR CLUB BRANCH EVENTS



Auckland Branch motorcycle rally,  
November 2017  
photo John Shennan

### FEBRUARY

|       |                 |                                   |
|-------|-----------------|-----------------------------------|
| 2-4   | Banks Peninsula | Skope Classic Racing, Ruapuna     |
| 3     | Southland       | Southland Rally                   |
| 3     | Estn BOP        | East Coast Rally                  |
| 4     | Manawatu        | Veteran Rally                     |
| 9-11  | Banks Peninsula | Enzed Classic Racing, Levels      |
| 10    | Waimate         | Wallaby Run                       |
| 10-12 | Gisborne        | Three Rivers Rally                |
| 11    | Nelson          | Club Run                          |
| 11    | Otago           | Wings & Wheels Taieri Airport     |
| 11    | Wairarapa       | Remembrance Rally                 |
| 11    | Wellsford/Wkwth | Gymnic                            |
| 16-18 | Hawke's Bay     | Art Deco Weekend 30th Anniversary |
| 17    | Canterbury      | Boot Fair                         |
| 17    | Nelson          | Swap Meet                         |
| 18    | Ashburton       | PV/PWV Run                        |
| 18    | Central Otago   | Sunday Run                        |
| 18    | Otago           | Ladies Run                        |
| 20    | West Coast      | Morning Tea Shantytown            |
| 21    | Waikato         | Wednesday Wander                  |
| 22    | Otago           | Mid Week Run                      |
| 24    | Canterbury      | Commercial Annual Rally           |
| 24    | North Otago     | All British Day                   |
| 24    | Wellsford/Wkwth | Swap Meet                         |
| 25    | Gisborne        | Club Run                          |
| 25    | Marlborough     | Boat trip to Pelorus Sound        |
| 25    | Waikato         | Branch Open Day                   |
| 25    | West Coast      | Club Run                          |
| 28    | Southland       | 3rd Southland Rally               |
| 28    | Taranaki        | 25th Waitara Mini Vin Tour        |

### MARCH

|       |                 |                                    |
|-------|-----------------|------------------------------------|
| 3     | Canterbury      | Moped Run                          |
| 3     | Canterbury      | Back Country Run                   |
| 3     | Manawatu        | Ruahine Ramble                     |
| 3     | Southland       | Veteran Rally                      |
| 4     | Canterbury      | Rear Wheel Brake Rally             |
| 4     | Otago           | Vintage Venture                    |
| 4     | Waikato         | Ladies Rally                       |
| 10    | Nelson          | Club Run                           |
| 10    | Taupo           | Lake Taupo Rally                   |
| 10    | Wairarapa       | Rex Porter Memorial Rally          |
| 10    | Wellsford/Wkwth | "Are We There Yet?" Rally inc Mike |
| 10-11 | Canterbury      | Annual Rally Brown Memorial Trophy |
| 17    | Horowhenua      | Swap Meet                          |
| 17    | West Coast      | Scenicland Coal Trail Rally        |
| 17-18 | Canterbury      | Jim Toohey Motorcycle Run          |
| 18    | Gore            | Swap Meet                          |

|    |               |  |
|----|---------------|--|
| 18 | Waikato       | Vintage Venture                                    |
| 18 | Taranaki      | Kiwi Road Picnic Run                               |
| 20 | West Coast    | Morning tea Shantytown                             |
| 21 | Manawatu      | Branch AGM   |
| 22 | Otago         | Mid Week Run                                       |
| 24 | Sth Cant      | Swap Meet at Winchester                            |
| 25 | Central Otago | 25th Moped Run / Graham's Trip to Scenicland Rally |
| 25 | Gisborne      | Club Run   |
| 30 | Southland     | National South Island Easter Rally                 |
| 30 | Waikato       | National North Island Easter Rally                 |
| 31 | Ashburton     | Branch Easter Run                                  |

### APRIL

|       |               |                                       |
|-------|---------------|---------------------------------------|
| 1     | April         | South Island Club Captain's Tour      |
| 2     | Otago         | Sausage Sizzle                        |
| 14    | Nth Otago     | Gerald Lynch-Bosse Memorial M/C Rally |
| 15    | Canterbury    | P Group Annual Rally                  |
| 15    | Nelson        | Club Run Ladies Rally                 |
| 17    | West Coast    | Morning tea Shantytown                |
| 21    | Central Otago | 21st Golden Times Rally Arrowtown     |
| 21    | Taranaki      | Maunga Moana Rally                    |
| 21-22 | Canterbury    | Annual 2 Day Autumn Run               |
| 22    | West Coast    | Club Run                              |
| 25    | Canterbury    | ANZAC Run                             |
| 28    | Canterbury    | Scooter & M/C Run (up to 249cc)       |
| 29    | Gisborne      | Club Run                              |

### VINTAGE CAR CLUB NATIONAL EVENTS

|                   |  |
|-------------------|--|
| 25 March          | National Executive Meeting<br>hosted by Wellington Branch        |
| 30 March -1 April | North Island National Easter Rally<br>hosted by Waikato Branch   |
| 30 March -2 April | South Island National Easter Rally<br>hosted by Southland Branch |
| 1-7 April         | South Island Club Captain's Tour                                 |

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.

**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.**

# NATIONAL OFFICE

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

## VCC Vero Insurance Scheme

Please remember that to be insured under the VCC Vero Insurance Scheme, you must be a fully paid up financial member of the Vintage Car Club of NZ (Inc.).

## Executive Meeting

The next Executive Meeting will be held on 24 March 2018 in Christchurch. Should you have any item you wish to be discussed by the Executive, please advise your Branch Delegate.

## VCC ID Card/Authenticity Statement Requirements

Vehicle Identity Card/Authenticity Statement applications must go to your branch which will deal with them. The only exception is a straight change of ownership with no alterations to a vehicle. In this case, ask your branch secretary for a VIC change of ownership form, complete this and return it to the National Office.

All applications for Vehicle Identity Cards and Authenticity Statements **must** include photos of the vehicle. Applications cannot be processed without these.

If you require a lighting endorsement for a vehicle, you must complete both the Vehicle Identity Card/Authenticity Statement application form and lighting endorsement form and return these to your branch secretary for processing.

## Branch Transfer

To transfer between branches complete a transfer form. This can be obtained through your branch secretary.

## VCC ID Cards Renewals

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

Even if your vehicle has had no changes this form must be checked, current mileage advised, 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 the 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.

It is compulsory for all National and International VCC Rallies that vehicles entered must have a current VIC. If you have sold your vehicle, please notify the National Office.



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National Office  
Manager



## VCC SPEED EVENTS

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

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

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



## CLUB MEMBER REMINDER

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

Contact the office via email at: [admin@vcc.org.nz](mailto:admin@vcc.org.nz) or by post or phone.

# Beaded Wheels

*Beaded Wheels* is the voice of The Vintage Car Club of New Zealand (Inc.) and its 36 branches covering the length and breadth of the country. The efforts of our members continue to foster and ever widen 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* – Our long established title may have readers wondering about its origin. 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.

In March 1955 The Vintage Car Club of New Zealand adopted the title *Beaded Wheels* for their club magazine which was the successor to the monthly *Guff Sheet*.





# MAILBAG

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

## Information Found

The cars shown on page two of *Beaded Wheels* 349 are still around. The top photo shows the 1905 Darracq being driven by the late Roy Southward. The other car is a 1909 Clement Talbot, a gentleman's colonial roadster. The lower left photos is a 1909 Holsman. Sir Len Southward is the driver. The top right photo is a De Dion Bouton. The driver looks like the late Rex Porter of Carterton. The lower photo is the Clement Talbot again. The jaunty hat angle and the different D plates indicate the driver could be the then owner, the late Ken Wright of Wanganui. The cars are now part of the Southward Museum

veteran car display and are still mobile.

**Jack Watson**  
**Southward Museum Trustee**

Thank you for asking for details of the four photos (BW349).

I am the Wellington Branch archivist and we have just run the 60th annual November rally. Three of the four photos are of our inaugural event, 22 November 1958. The fourth photo was at the Mardi Gras at Eastbourne 24 January 1959.

The details of each photo; the first three are at the 22 November inaugural Rally.

The top photo - 1906 Darracq (5) Roy Southward driving, passenger unknown. 1909 Clement Talbot (7) Ken Wright, entrant Wanganui

Bottom left photo - 1907 Holsman (2) Len Southward

Bottom upper photo - 1900 Cudell DeDion (4) - Rex Porter, Carterton

The fourth photo was at the Mardi-Gras, Eastbourne 24 January 1959.

Bottom lower photo - 1909 Clement Talbot (10) - Ken Wright, Wanganui

All four cars are now at the Southward Trust Museum.

**Michael Curry**  
**Archivist Wellington Branch**

## Mailbag queries in *Beaded Wheels* 349

The coupe in the enquiry from Graeme Duthie on page 7 is a 1928 Plymouth, a model readily distinguished from its Chrysler family brethren by having no cowl lamps.

The steam waggons (two 'g's when they are steam powered) are a 1911 Foden as mentioned, and the other is a circa 1917 Sentinel. I think BBS is for Brown Bayley Steelworks Sheffield. I think this photo may have been taken late in the life of the waggon as most have more complete signwriting. The 'conrod' might be something to do with the valve gear of the steam engine. The Foden is sign written with Davey and Co of Bristol, a company that is still in business. Matchbox's Models of Yesteryear number Y27 features a similar waggon.

In the photo of the two cars at the Hilltop Hotel the car on the right is a large Renault. Renault built a series of 4 ½ litre six cylinder models from 1914 to 1922; variously labelled Type ED, EF and EJ, and I think this is one of these. See photo below also taken in New Zealand.



In Graeme Rice's column, in the 75 years ago section, he refers to battleships needing diesel oil. In that era battleships were powered by steam turbines. The steam to power the turbines was produced by oil-fired boilers which burned oil, unlike earlier ships which burned coal. The oil was known as fuel oil or bunker oil, depending on which part of the world you came from. It was a heavy oil, much more so than diesel.

**Mark Dawber**

## Classification

My wife and I are currently touring NZ and on a visit to Napier, we were recommended to visit David Brock-Jest at Hooters. We did, and David gave us a very warm welcome.

He also gave me a copy of the June/July issue of *Beaded Wheels*, which I am reading right now.

## Now that's a cover

I write in reference to your choice of mechanical workings on the front cover of the Dec/Jan issue of *Beaded Wheels*. Please be advised that a box of fine wine will not follow this letter as its not written in the form of a complaint. (ref your column *As We See It*) In fact, it's quite the reverse. I therefore on behalf of all BSA owners suffering from BSA Motorcyclous's throughout the land, convey our heartiest congratulations for your obvious taste and high regard in choosing such a fine quality machine as the BSA L24 that arguably reached the pinnacle of motorcycle design of the era.

The cover is truly complemented by the determined look of the most visually striking lady rider Tracy Stenhouse, most suitably dressed in her steam punk attire complete with fashion accessories, oh so fitting for such a mount.

Take a bow

**John Shennan**  
**Member NZBSAOC**



There is some really fascinating material in there, but what caught my eye was the article, 'Vintage vs Classic'. I always understood that a veteran car was one built in or before 1905 and an Edwardian vehicle was one built from 1906 to 1918, not the other way round, as your article states. In fact, I recall a conversation I had a few years back with the late Malcolm Jeal, one-time editor of *The Automobile* about the definition of an Edwardian car, as its defining dates extend way beyond the reign of the eponymous king!

If this point has been raised prior to the publication of subsequent editions, please excuse me, as I obviously have had not had sight of them.

**Bill Munro**

### 50-year badges

Worthy as the recognition of 50 years' continuous VCC membership is, I hope I may be excused a slight grumpiness whenever the subject comes up.

In 1965 I joined the Canterbury Branch as soon as I bought my 1931 Riley Nine tourer, which I still own as my one and only VCC-eligible vehicle (part ownership of a 1947 Auster J/5 didn't count). Migrations northwards saw me transfer to Wellington and subsequently North Shore Branches, with a move across to the renegade Waitemata when it was formed.

Alas, through no fault of my own, my membership has not been continuous as it fell through

the cracks when records were computerised decades ago. In a fit of pique I muttered that if They didn't want me then I didn't need Them, but I relented after a while and rejoined Waitemata.

Presumably other potential 50-year members are in the same administration-generated situation, and they might also recall the days when the VCC actively discouraged members from dressing up in period costume ...

Which leads to the front cover of Issue no 349 and David Russell's splendid photograph of a gimlet-eyed Tracy Stenhouse on Stuart Francis' L24 BSA. I sincerely hope her coat didn't lead to an Isadora Duncan episode in the rear mechanism.

Nitpicker that I am (editors have their own occupational hazards), I gently suggest that the Daimler on page 14 of the same issue of *Beaded Wheels* has lost an argument with the local flora, the fauna being conspicuous by its absence, presumably as a result of the noise and bad language. Small children are not normally counted as fauna and cause such accidents on only rare occasions.

**John King  
Mem Waitemata**

### Article Variety Request

As a member of the Vintage Car Club for 60 years I have witnessed *Beaded Wheels* become more modern as have the vehicles of the club. Although 30 year old vehicles are twice the age at vehicle acceptance as at 1946, qualifying

age then being 16 years old, *Beaded Wheels* has moved with time and is no doubt filled with items that please owners of later times. I would like *Beaded Wheels* to contain at least one article taken from the early days, especially those about early long distance events through the road conditions of the 1900-1930 era. Please consider this and perhaps put it to the present members to check if there is any interest.

Here's hoping.  
**Barrie Grant  
Mem Hamilton**

### Help Needed

I am in the process of returning a well loved and worked 1952 Commer Karrier 15 cwt truck to a road legal condition. Its last life was on a farm carting silage, the juices of which wreaked havoc to springs, diff and deck. This is a first for me so the learning/relearning curve is steep. I am interested in contacting

others who are interested in similar models and those who may be able to point me in the direction of parts. Front guards are high on the list. Thanks to anyone who maybe able to assist.

**Don McLaren  
donmclaren21@gmail.com**

### Feilding Triumphs

Further to John Dodson's letter in *Beaded Wheels* 349. The other 250cc Triumph from Feilding belonged to K Davis. Here is a photo taken at Cust in the late 1950s showing Don Lowe's no 22 and K Davis no 21. Both machines appear to be rather well presented and it's great to see that Don's has survived, (BW343). I wonder if the other one is still alive. Photo from the late Gugum brothers collection (Greymouth).

**Steve Prince  
Takaka**



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

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High resolution digital photos are preferred.

Please contact me if you wish to discuss an idea for an article. Kevin Clarkson, Chairman *Beaded Wheels* Editorial Committee. Phone 021 0270 6525 or email kevin@vcc.org.nz



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Our lucky winners of the *Beaded Wheels* caps for this issue are Deborah McLachlan and John Loudon.



# TIMELINES



56th Rally  
Automobile de  
Monte-Carlo  
(1988)  
Photo: Claude  
Essertel

Historical snippets of motoring interest from years gone compiled by Graeme Rice

## 100 YEARS AGO February March 1918

The great 4mph speed limit debate. Realistic speed limits of 10 to 12mph were supported by the Otago Motor Club claiming "A modern car is more under command at 10 to 12mph than older cars were at 4mph, in America speed limits are becoming unpopular." One member argued that if low speed limits were abolished Road Hogs would infest the highways.

## 50 YEARS AGO February March 1968

Sad time for the marvellous old British marques, Austin, Morris, Jaguar, Daimler, MG, Rover, Triumph and Wolseley as they became one conglomerate. Sinking British Motor Holdings joined profitable Leyland Motors to form British Leyland Motor Corporation Ltd. With a strike-ridden workforce, over 40 factories across the UK and duplicated product lines, it's no wonder its remains were picked up by the Germans, Indians and Chinese.



Graeme Rice

## 75 YEARS AGO February March 1943

Some advice to American servicemen about British motoring. "Here a streetcar is a tram, a fender is a mudguard but sometimes a wing, a wrench is a spanner, a hood is a bonnet, a trunk is a boot, a wrench is a spanner and gas is petrol."

"British drive cars not automobiles and are very small and low powered as petrol, not gas, has to be imported."

"Remember to give hand signals with your right arm, you are now sitting on the right side of the vehicle when driving!"

## 30 YEARS AGO February March 1988

*Motorsport* likened the poorly supported 1988 Monte Carlo rally to a rugby test between two ordinary teams playing at Cardiff Arms Park or Twickenham – great venues but uninspiring games. Two Lancia Deltas were first and second, but never seriously challenged by the Mazda team or the privately entered Audis, BMWs, Peugeots and Citroens. One feels the real rankle was the absence of any British entry.

# 50 YEAR AWARDS

Congratulations to the following members who have recently been awarded their 50 year Awards.

|                          |                  |
|--------------------------|------------------|
| Ardel, Bruce             | Wanganui         |
| Hart, Kerry              | Bay Of Plenty    |
| Hossack, Lyndsay Charles | Waimate          |
| Holland, Trevor Ian      | Waimate          |
| Lamb, Lesley             | Bay Of Plenty    |
| Maclean, Ian             | Wellington       |
| McNair, Wallace          | Waitemata        |
| Miller, Alan             | South Canterbury |
| Murray, Bruce            | Otago            |
| Veitch, Bill             | Otago            |
| Voss, Robin              | Taranaki         |



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Wigram February 1949 Start of first Wigram.  
 Front row: Proctor - Riley, Lupp - MG, Green  
 Wolseley, and Bennett - Invicta

# THE WAY WE WERE

Continuing our series on the origins and very early events of the Vintage Car Club as recalled by Andrew Anderson



Hec Green - Wolseley, Maurice Proctor - Brooklands  
 Riley, Ron Roycroft - Rubber Duck Austin

## 1st Wigram February 1949. Organised by NZ Motor Sports Ltd being Motor Racing Club and VCCNZ

That very first Wigram Race, culmination of a lot of hard work by our Motor Racing Club, joint effort of the Canterbury Car Club's racing enthusiasts and our VCC endeavours ever since our abortive attempt at a race meeting at Halswell.

Our failed approach to the Halswell County had taught us quite a lot! And our joint approach to Waimairi County proved a lot more successful for a good circuit of roads in the Harewood area. Having the returned servicemen of the car club members helped a lot too. Not looking too much like a kid's party and by the time I had left for Australia, we had a good entry, lots of good publicity and a cracker of an organisation

to put it all together on the day. Obviously, we had worked in very closely with the, then, totally independent Transport Department with whom we had both an excellent reputation as organisers and a very strong understanding. With them we had obviously worked closely with local police on all the spectator control aspects of such a road circuit together with St Johns and the County officers.

And then in January police top brass declared the whole exercise to be a potential safety disaster and overruling County and Transport Dept, prohibited our carrying on! Joint ventures and committees seldom react sensibly and quickly in such circumstances but this one did. It was apparently at once decided that trying to get through the obvious inter-departmental jealousies of Transport versus Police would get us nowhere. An immediate top level approach

was made to the top man himself, Prime Minister Peter Fraser. Bringing all our returned servicemen pressures to bear and voila, we got Wigram airbase instead and fortunately, a very cooperative Wing Commander as well.

Another huge work load of getting the organisation shifted to the new site and neither police or transport involved other than looking after the traffic into and out of Wigram. I got all the photos of course on my return and here they are. |BW



Andrew Anderson  
 VCCNZ Founding Member



Proctor leads Parker (to MG) Roycroft.



Frank Bennett in ex Sammy Gibbons 100mph Invicta - 2nd



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# SUMMER MOTORING AND SENIOR DRIVING

I write this while having a couple of days out of the office at the massive Ohope Beach Camp, parked among literally thousands of holiday makers who are in their tents, caravans, or like us, in our camper van.

As you would expect we are surrounded by modern vehicles with not a classic or vintage in sight. Quite a rarity for the Smylies to be away on an outing that doesn't involve the VCC in some way or other.

Whatever highway you're taking the theme should be enjoyable, and you can't motor in any old anonymous lump of metal with a wheel in each corner, you want something that is cool, classy and FUN....OK and vaguely practical to carry the necessities....

Speaking of cool and classy, there was an article written on 9 December in the Driven Section of the Auckland *Herald* by Jacqui Madelin. The article was about Paul Collins, North Shore Branch Chairman and former NICC, with his purchase two years ago of the 1913 FN - one more auto for Paul to add to his stable of many other cars. Well done Paul, an excellent

account of the fun times driving your vintage/veteran and a great plug for vintage/classic motoring.

Despite the fact that the official holiday period may be over, summer is in full swing, and the roads will still be busy, especially at weekends. Congested roads, excited passengers all enjoying summer motoring and rushing off to the beach, with the hot dry weather upon us, it is so important to take care out there on the roads.

Statistics from the NZTA Crash Analysis System show that those aged 60-plus are more likely to be involved in crashes resulting in injury or fatalities than those under 25 despite their many years of experience behind the wheel. What's more, the percentage of injury crashes within this age segment is growing.

In 2016 the ages of drivers involved in fatal crashes over 60 were 19.3% compared to 10.9% between the ages of 15 and 19 and 13.7% were aged 20 to 24.

These figures are a little startling, however an improvement on just a few years ago, when in 2014

drivers aged 60 and over made up 25% of all fatal crashes!

The numbers quoted above do cover a wide breadth of ages for the older drivers and just a handful for the younger ones.

So then is it fair comment to compare a 60 plus driver to someone much older who is experiencing cognitive, physical or visual abilities, or requiring medication? I guess not. The fact is, life expectancy is increasing thanks to improvements in medical treatment and care, and we are more likely to reach an age when driving could present more hazards to ourselves and other road users.

As you all know the law for drivers here is that when you reach 75 and 80, and then every second

birthday after that, you must obtain a medical certificate for your driving licence from a doctor, so safety does prevail. With all this in mind, do take care out there folks.

The next couple of months are exceptionally hectic in the world of VCC motoring with a calendar full of rallies and car shows. By the time you read this article I suspect Rotorua Branch may have had their annual Lakefront Car Show, always a great excuse to visit 'Rotavegas'. The following week EBOP Branch will be having their very successful Farming like Grandpa day, then early February the East Coast Rally, two great events. As well in February Wanganui Branch have the Vintage Weekend and the Burma Rally, Waikato Branch Blue Smoke & Pedals, and Gisborne's Three Rivers Rally and many more exciting events that are just too many to mention.

Jim and I are looking forward to attending as many of these rallies and events as we can during 2018.

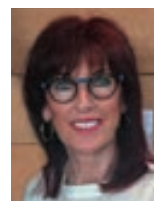
Among the many we have booked into in the early part of the year we will head to Hamilton to celebrate with the Model T Club their 25th Jubilee International Rally. In February we will be attending the Hawke's Bay Art Deco weekend, and of course, we won't be missing the Waikato Branch VCC Easter Rally the following month.

At the conclusion of Easter, we will hightail it out of the Waikato in our camper van pulling behind us on the trailer either the A or the T to join up with Alon Mayhew's South Island Club Captain's Tour, fun motoring times ahead for everyone. |BW



## CLUB CAPTAIN'S LOG

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**Kaaren Smylie**  
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# BOOK REVIEWS

Reviewed by Mark Dawber

## VINTAGE TRUCKS AND COMMERCIALS

by Steve Reid

Hardback

Released 09 Oct 2017

Publisher David Bateman Ltd

ISBN-139781869539740

This book is the third in Steve Reid's series showcasing New Zealand vehicles. The first two covered vintage and veteran cars respectively and this one continues the same format of a short chapter mostly relating how the vehicle came to be with its present owner and each with a selection of photos.

About 40 vehicles are covered, from the common to some quite rare, the trucks ranging from early to mid-20th century. I have copies of the first two books and I have found this latest one to be the least satisfactory. The author shows little understanding of the basic mechanical aspects of the vehicles concerned, so don't buy this if you are looking for technical information.

Commercial vehicles were an important part of the economy but no credit is given for this. It will be a good coffee table book and will stimulate the memories of those who drove the trucks, or knew them when they were still in service.



# MUTTERINGS OF A MATURE MOTORCYCLIST



Memories from Big End Knocks

In the past I have mentioned the mode of dress for riders in the '20s and '30s. Well I have been re-reading Geoff Hockley's book *Peninsula Peregrinations* and there is our local hero in full blast on his way up a freak hill climb. There he is in his riding breeches and pullover, no gloves and no helmet. What would Motorcycling New Zealand have to say about that today? I remember some years ago Chris Pennell tried to resurrect this form of competition and we did have a few goes but it didn't seem to catch on. If you can find a copy of Geoff's book I can well recommend it as a good record of local motorcycle history. I also offer a slightly blurred picture of your scribe attempting a steep climb and I confess I was totally out of control and the poor Francis Barnett went over my shoulder a split second later. My second attempt was more of a success and I did get to the top unscathed.

I don't know how many of you folk are interested in the history of the sporting activities of the vintage era, not only the racing but the incredibly hard reliability trials of the time. There are reports of the Banks Peninsula trials of the day when so many of

the roads were little more than muddy tracks.

In an old magazine I have found a full report of the 1932 International Six Days Trial held in the Italian Dolomites based at Merano. The two ladies from Britain, Marjorie Cottle and Edyth Foley, both mounted on 250cc machines, starred in the report. Edyth completed one day's ride with a flat front tyre for the last 90 miles! Now you may not know all the machines were sealed and the only parts that could be legally replaced were tyres and tubes and spark plugs. Oh and just to make life difficult the only tools allowed had to be carried on the machine. Any repairs had to be done on the road as the machines are locked in the Parc Ferme on arrival and only released at the start. Edyth changed her tyre in 14 minutes and was given a swig of cognac to help her on her way but later in the day she dropped the plot, broke her wrist and was out. Marjorie completed the six days in spite of endless punctures that plagued the riders. The roads were like the worst of the peninsula roads but with an added hazard of hobnails from the locals delicate footwear! It seems these defied all the patent nail catchers and anti puncture

jollop of the day. Imagine yourself on these roads doing 200 plus miles per day keeping an average speed of 30mph if your machine is over 250cc and 21.8 mph for 250cc and under. This includes all repair and punctures galore for six hard long grinding days.

A cousin of mine prepared a couple of 250cc BSAs for the 1961 ISDT. Mary Driver was one of the riders on that trial and they were all plagued by punctures. She had to retire on day five after having seven in one day. Alec was intrigued by the winning team of Jawa riders and the fact that there were so many Jawa riders around, all wearing the same black riding gear and so many bikes the same. The miraculous way their bike that staggered in at night and out in the morning was restored to health a few miles along the route. It seems one morning he was hiding behind a hedge waiting for one of his charges with a problem and found himself sharing the space with yet another Jawa rider all in black. They did their jobs and pretended not to see each other. Now I'm not sure whether this is classed as gamesmanship or cheating but I know Jawa won a lot of ISDT's in the old days of the Iron Curtain. |BW

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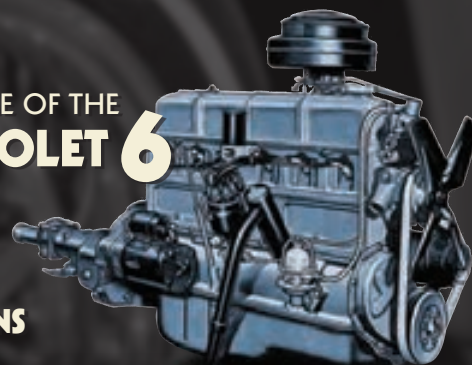
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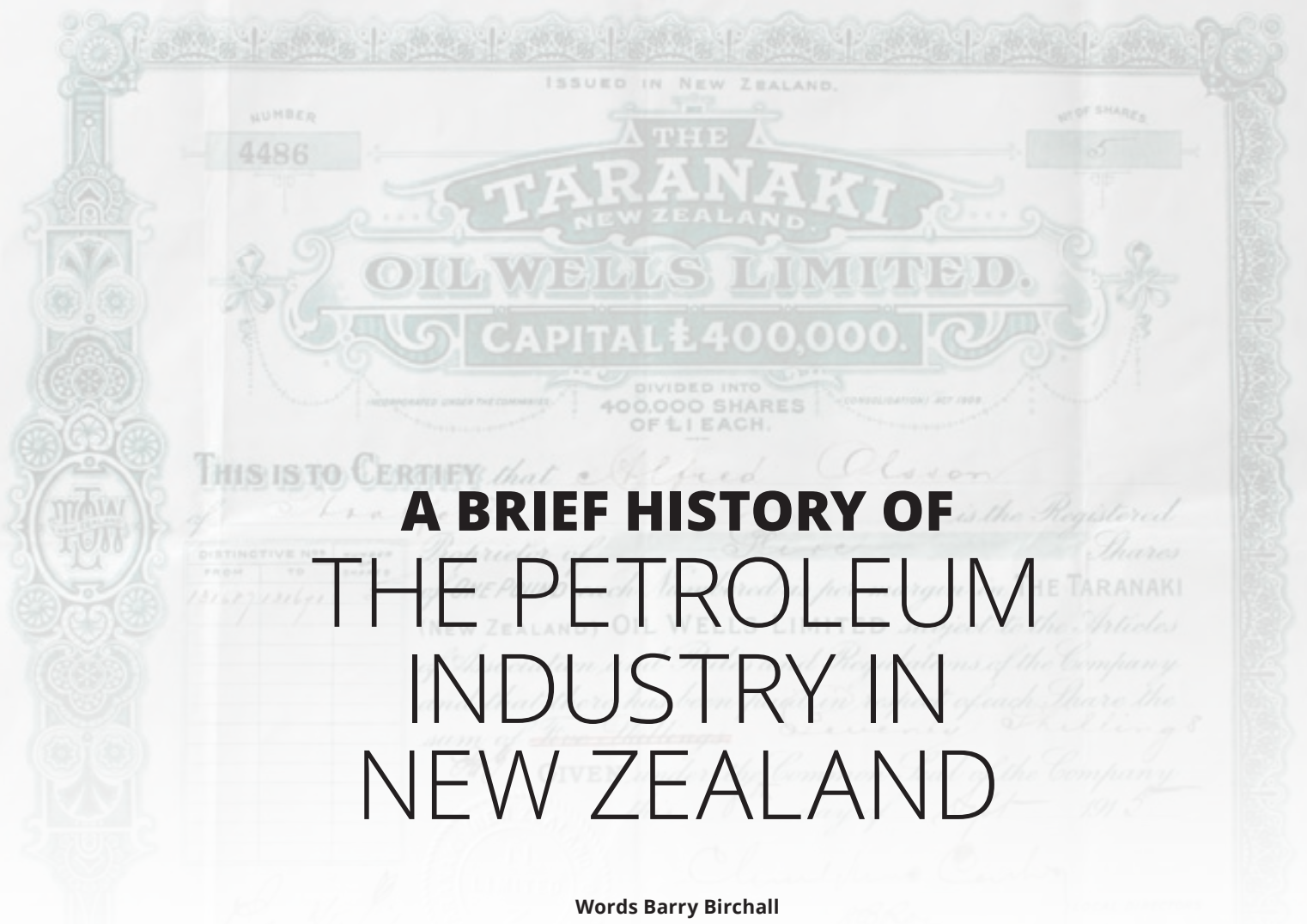


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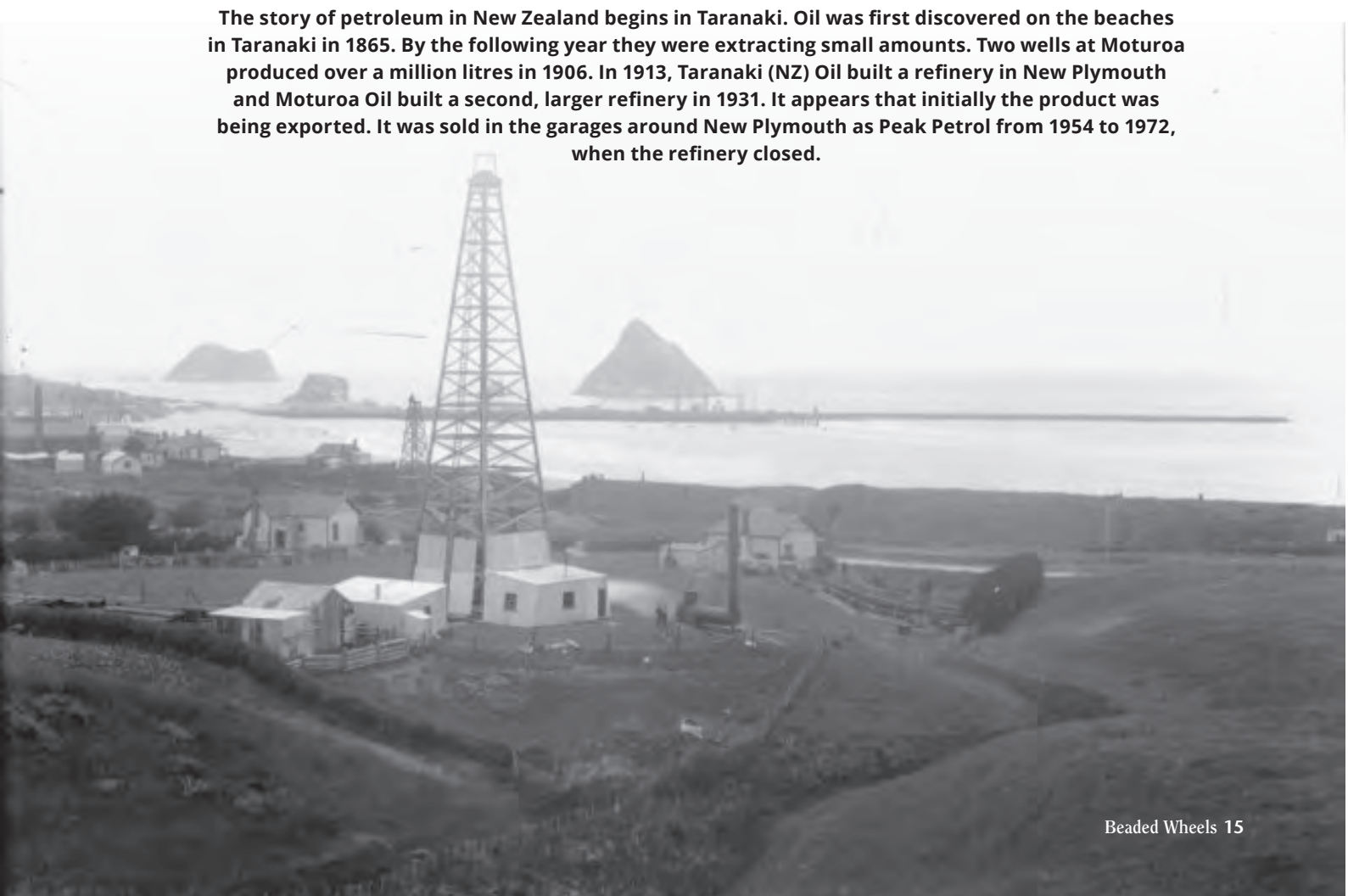




# A BRIEF HISTORY OF THE PETROLEUM INDUSTRY IN NEW ZEALAND

Words Barry Birchall

The story of petroleum in New Zealand begins in Taranaki. Oil was first discovered on the beaches in Taranaki in 1865. By the following year they were extracting small amounts. Two wells at Moturoa produced over a million litres in 1906. In 1913, Taranaki (NZ) Oil built a refinery in New Plymouth and Moturoa Oil built a second, larger refinery in 1931. It appears that initially the product was being exported. It was sold in the garages around New Plymouth as Peak Petrol from 1954 to 1972, when the refinery closed.



## BENZINE IN BOXES

Without an adequate local supply, all of New Zealand's petrol was coming from the US. At the time, petrol was referred to as benzine (the French word for petrol) in New Zealand. In 1896, the Vacuum Oil Company opened an office in Wellington to import kerosene and benzine. The office was a branch of Vacuum Oil Australia and a subsidiary of the American Standard Oil Company. The oil was imported in two 4 gallon tins in a wooden case and sold for 40 shillings. Their petrol was being sold as Plume, and the kerosene as Laurel Kerosene.

With the coming of the automobile, supplies of petroleum had to be organised. When Mr William McLean imported the first motor car into Wellington in 1898, he had to get the regulations altered in a parliamentary act before he could store petrol at home. Petrol was being sold at first by the car importers, and then by the workshops where mechanical repairs were carrying out. The first motorists had to send petrol ahead if they were going to travel any distances. By 1912 some hotels between cities carried a small stock of petrol for the passing motorist.

Before WWI most of the benzine was arriving on sailing ships and was moved around New Zealand by small steamers or scows, or by train. There were many disasters arising from transporting benzine, as some of the tins leaked. The steamer *Moa* caught fire when a sailor on deck lit a cigarette. The steamers *Defender*, *Te Anau* and *Tainui* were all lost when sailors lit lamps below deck. The sailing ship *Matata* exploded just north Whakatane with a load of benzine aboard. The steamer *Cyrena* missed the Whanganui bar in heavy seas, broke in two and thousands of cases of fuel finished up on the Castle Cliff beach. The barque *John Ena* that had come out from San Francisco with 90,000 cases of benzine and 800 barrels of oil hit the rocks at the entrance to Wellington harbour. Storage depots in Invercargill, Wellington, Napier and Auckland were all lost in fires caused by leaking tins.

Following WWI, we started to see new steam ships transporting petrol from the US. The steamers normally carried about 50,000 cases and 100 passengers. They took six weeks to make the journey. The tins were referred to as 'flimsies', and some retailers referred to benzine as 'motor spirits'. Vacuum Oil were by now selling Pratts Motor Spirits, Mobil Oil and White Rose kerosene. From 1916, A S Paterson in Wellington was buying petrol from California and selling it in New Zealand as Big Tree. Caltex arrived in New Zealand in 1920 as the Texas Company of Australia. By the 1920s, there were dumps of flimsies up and down the country.

## CONSOLIDATION OF THE PETROLEUM INDUSTRY

In February 1926 Shell brought the first bulk tanker into Wellington followed six months later by Vacuum Oil. The oil companies had to build storage tanks on the waterfront to store the petrol coming out in the bulk tankers. However, for years after the first bulk tankers arrived, the petrol was still going into cases. The tins and cases were manufactured locally. One builder in Wellington was producing 12,000 cases a day and Shell were filling 8,000 tins. The oil companies had high staff numbers as there was a lot of manual work.

In 1926, a letter was sent out by the Government to all local authorities to encourage roadside pumps and underground storage tanks for petrol. It was suggested in the letter that the oil companies take control of the new tanks and hold the keys. By now, the outlets selling benzine were sometimes referred to as petrol stations. As

the roads improved, we started to see road tankers moving more petrol. However, the transition took time. In 1931 W S Miller in Khyber Pass in Auckland was still importing petrol in 44 gallon drums from the States, then transporting it by barge on the high tide to their storage depot at Kelston. They sold their petrol in one service station in Auckland as Span Petrol. You could phone Millers and they would deliver a 44-gallon drum of petrol to the rail and sell it to you for a discounted price.

Atlantic Oil arrived in New Zealand in 1928 and for a while were selling their petrol as Union Motor Spirits. Not long after they arrived the company scored a marketing coup when Kingsford Smith crossed the Tasman on Union Motor Spirits. We were told a few years later that a plane had just crossed the Pacific running on Veedol Oil, supplied by Tide Water and Oil Company. In 1928 Shell purchased the Big Tree brand and continued to sell petrol under the Big Tree label until 1951. Also in 1928, a Hawke's Bay council employed inspectors to try to catch the motorists who were dumping the tins on the road side.

There were two syndicates of prominent businessmen in Auckland and Wellington who wanted to establish New Zealand distribution companies to sell petrol. Both groups established storage depots on the waterfronts in Auckland and Wellington. With the Great Depression in 1931 the cost of sterling had dropped and they discovered they were competing with large American companies that were paying no tax in New Zealand so the ventures failed. In 1931 the Todd family in Dunedin formed a public company to import petroleum from Russia. When the company was formed it was referred to as AMP, short for Associated Motorist Petrol Company of New Zealand. The Todd family could use the storage tanks built in Wellington and Auckland and as they were stock and station agents they owned a network of garages in the South Island where they could sell the petrol. In 1933 AMP was the first oil company to introduce electric petrol pumps. Some said the Russian Government was trying to destroy the American oil industry by selling petrol at a lower price. With the depression and the cheaper petrol coming in from Russia some of the smaller importers went to the wall. AMP was forced to establish retail outlets in some areas where we saw for the first time only one brand of petrol sold.

In collaboration with an oil company, General Motors discovered that if tetra-ethyl lead was added to petrol the octane rating was increased and engine noise reduced. Lead was added to petrol from the 1920s. Vacuum Oil added ethyl to its product and sold it as Plume Appotenic. Texaco was to follow with the higher-octane petrol called Power Chief. Other oil companies followed, referring to ethyl at the pump as higher octane. Not to be outdone, Texaco and Vacuum both increased the octane rating to 78 and their pumps were labelled Super Power Chief and Super Plume Ethyl. Vacuum Oil dropped the Voco brand which had been a low octane petrol. Shell did not use ethyl to lift the octane rating but preferred to blend in non-detonating fractions and sold it as Super Shell. There was a major advertising campaign to demonstrate engines did not knock or pink if the higher-octane petrol was used. Later, in 1960, the octane rating had moved to 83, and a year later to 93. In 1976, the World Health Organisation was advising that lead had to be removed from petrol, but another 20 years passed before New Zealand's government acted.

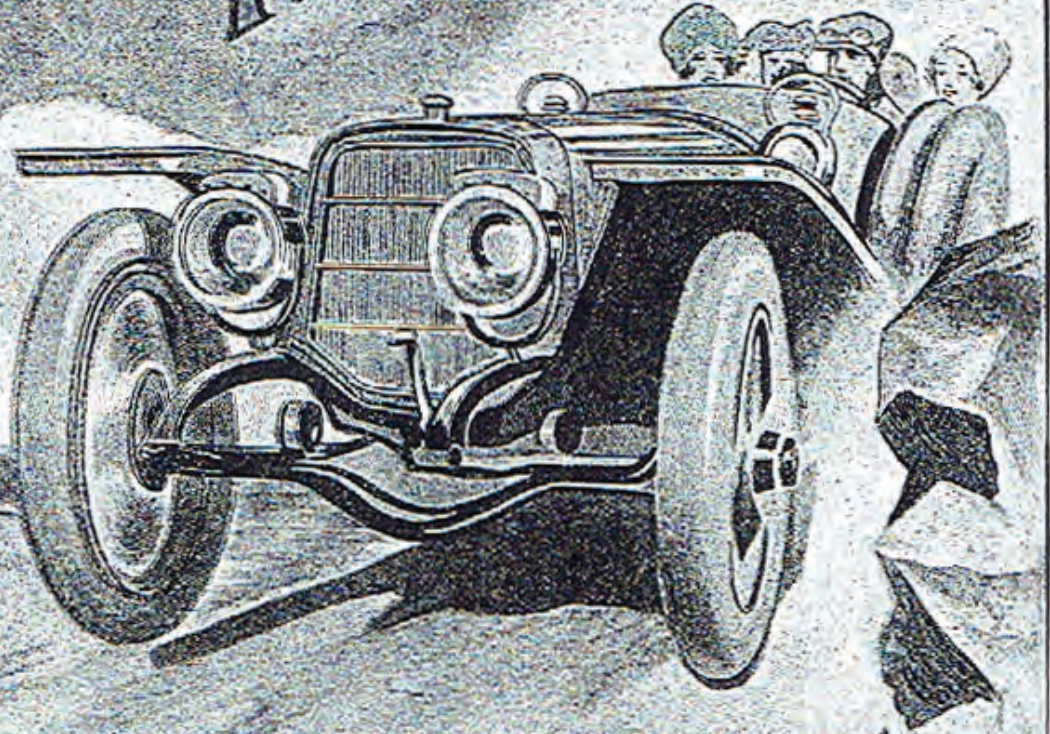
In the 1930s the Government stepped in to control both the wholesale and retail prices of petrol and it was clear that by then petroleum was being referred to as petrol, the terms benzine and motor spirits having disappeared. The Government also put more







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controls on the storage of petrol and those selling petrol had to be licenced. The British army in North Africa in WWII was the last major customer to receive petrol in the wooden cases. The troops were never happy with New Zealand-made tins as they leaked, and inside a Bren Gun carrier it was a little like transporting a bomb, so the soldiers used to steal the German jerry cans where they could, until the Germans realised what was happening.

## RESTRICTIONS AND SHORTAGES

Shortages of petroleum resulted from shipping disruptions in WWI, prompting the Government to order a stocktake by all importers and dealers. Prices per 8 gallon case rose from 8 shillings before the war to 22 shillings and sixpence by 1917, with further increases predicted. With the outbreak of the WWII, the Government informed the oil companies that only one octane would be sold and that private motorists would be restricted on how much they could purchase. All petrol pumps and tanks were painted grey and all signage removed. The situation got worse when the Japanese went through Indonesia in 1942, and as some oil companies had been using the refinery at Sumatra, we lost much of our supply. In addition submarines were out there looking for the tankers which had no escorts. Shell Oil lost 90 tankers in the conflict. The private motorist had only enough petrol to travel about 37 miles each month. Many put their cars on blocks and sold their petrol ration coupons.

In 1944 Prime Minister Walter Nash travelled to Peru and was able to source some petrol from the refinery at Talara. By 1948 we were getting petrol from the US, Venezuela and the Persian Gulf. Private motorists were allocated enough petrol to travel 250 miles a month. Rationing of petrol did not stop completely in New Zealand until 1950. With some financial assistance from the Government in 1946 BP arrived and for first time petrol came from the Middle East through the Anglo-Iranian Oil Company. The Government had a 51% stake in BP until a change of Government in 1957, when the shares were sold back to BP. There were two oil crises in the 1970s arising from the Palestinian conflicts in the Middle East in 1972 and 1979 and for a brief period in 1979 there were carless days.

After the WWII, the refinery at Sumatra was moved to Geelong, just out of Melbourne. Shell wanted to build a refinery in New Zealand but the Government decided that might give Shell an unfair advantage. Instead, the Government itself built the refinery, then floated a company and sold the shares both to the oil companies and to the public. In 1964, Marsden A was opened in Whangarei where all petrol in New Zealand was refined. A pipeline was laid between Marsden Point and Auckland in 1985. The vulnerability of supply in having a single ageing pipeline was highlighted in 2017 when it was ruptured.

## BRANDS AND THE ROLE OF THE US PETROLEUM INDUSTRY

With the USA being the dominant source of petroleum for New Zealand, what happened in the USA industry also affected the domestic market. In the US John D Rockefeller had a massive hold on the industry as he owned most of the petroleum wholesalers, refineries and some of the rail roads. In 1911 a federal court judge ruled that Standard Oil Company was to be broken up, so there would be competition. Rockefeller fought the case though the Supreme Court but lost the battle. The Standard Oil Company was broken up into 33 companies. When Rockefeller purchased a

company he seldom changed the brand name, so a single company was selling one product under many names, a practice that continued until the 1950s. Rockefeller had purchased Vacuum Oil Company in 1902. By the 1930s, the Gilmore and Stanvac pumps had disappeared from New Zealand. Much later in the US, Vacuum Oil purchased Gilmore Oil, and Vacuum Oil dropped the Kalif and Gold Crown labels. AMP become Europa in 1934 and imported petrol from the Persian Gulf.

Under the Motor Distribution Act in 1955, retailers could now sell only one brand. Brands were also disappearing as companies merged and were purchased. Vacuum Oil and Mobil had continued to operate as two companies in New Zealand until then, although they had merged in 1931 in the US, and now Vacuum Oil came under the Mobil brand. In 1953 Caltex acquired the Texaco pumps (Texaco had dropped the Auto Motor Spirit label in New Zealand in the 1930s). In 1970 Mobil purchased Atlantic Oil and thirty years later, Exxon Oil. In 1972 BP purchased a controlling share in Europa. Challenge was established by Fletchers in 1998 and sold to Caltex in 2001.

Gull was founded by Neil Rae in Perth in 2010, and they purchased their petrol from a refinery in Western Australia which meant that they could sell petrol cheaper than the other players in New Zealand. Allied Petroleum which now have outlets in both islands, is owned by the H W Richardson Group in Invercargill. Allied, like Europa many years ago, entered the fuel industry in 1997 to supply the farmers in the South Island with Mobil. Waitomo now has service stations from Palmerston North though to Auckland. Waitomo was founded by Desmond Ormsby in Te Kuiti to move oil for Mobil. Both companies are now run independently of Mobil and are 100% New Zealand owned. Shell New Zealand was sold to Infratil and the New Zealand Superannuation Fund in 2010 and branded Z Energy the following year. Caltex Australia bought Gull in 2016, and Chevron, which controlled Caltex in New Zealand, was purchased by Z Energy. The New Zealand petroleum market is now dominated by a few companies: Z Energy, Mobil and BP (and its G.A.S brand).

|BW







# 10 COLLECTABLE CARS FOR YOUNG ENTHUSIASTS





**Following on from my earlier story on the possibility of 50cc (NZTA Moped Class) scooters and motorbikes being a way to attract young members into the club, I have put together a list of ten relatively inexpensive, but fun-to-own vehicles of the four-wheeled variety.**

**Words Peter S. Cooper**

While these may not appeal to traditional *Beaded Wheels* readers, the list could spark interest by those who think cars from the 1970s and '80s are 'Old Skuul' (to use their vernacular/spelling). The list is by no-means scientific, but is based upon (1) times spent in the garage with one or more grandchildren and (2) my hanging around young drag race enthusiasts in my role as an announcer at Meremere Dragway.

My choices are based on VCC eligible vehicles (1987 and earlier) that offer a decent level of performance, visual appeal, being relatively easy to find spares for and, perhaps, having a bit of image value.

Here's the list – in no particular order – of ten collectable cars for our young enthusiast to consider:

### **Ford Laser/Mazda 323**

Ford NZ's replacement for the Escort was a somewhat re-skinned Mazda 323, and both Ford and Mazda versions are still reasonably plentiful. Both 1.3 and 1.5 litre ohc engines offer reasonable comfort and handling, along with sprightly performance and good fuel economy, making them suitable for everyday use.

Keep an eye out for the hottest model, the Laser Sport. While 79hp from 1.5 litres sounds pretty anaemic these days, the twin-carburetted sohc four offered plenty of grunt compared with most other family cars on New Zealand roads seen in the mid-1980s.

Alternatives: Honda Civic, Mitsubishi Mirage, Holden Barina/Suzuki Swift, Nissan Sunny, VW Golf.

### **Hillman Hunter**

Amazingly there are still a lot of the once-popular Chrysler/Rootes model around New Zealand. With a robust driveline and rear-wheel drive, along with plenty of spares and the ability to hot up the engine using factory (Sunbeam) parts, the Todd-assembled Hunter might prove to be a great option for our young enthusiast. Throw in an overdrive 'box for better economy and it would be an attractive proposition.

Alternatives: Hunter variants, e.g. Singer Vogue, Sunbeam Alpine, Hillman/Chrysler Avenger, Triumph 2500, Ford Sierra.

### **Toyota Corolla**

While the rear wheel drive models have been extremely popular with the Import Scene, due to their ability to take a number of different engine/driveline combinations, the later, front-drive versions of this evergreen Japanese car have yet to catch on. Light, simple, plentiful and reliable, the mid-1980s Corollas are available in a wide range of body styles and powerplants.

The hot set-up is the FXGT twin-cam, and there are still some around at reasonable prices. There are also a lot of performance accessories – both from the factory and aftermarket – available for the Toyota.

Alternatives: Datsun Sunny, Ford Laser/Mazda 323, Honda Civic, Mitsubishi Mirage, Toyota Corona 'Amon', VW Golf.

### **Isuzu Piazza**

Styled by Giorgetto Giugiaro, Isuzu's three-door hatch oozes 1980s Italian style. Under its svelte exterior beats the heart of its more pedestrian sibling, the Isuzu (Holden) Gemini.

With cool looks, reasonable comfort and its Gemini links for mechanical spares, the Piazza could be a great option for something a bit different. This unusual model does pop up on local auction sites and classifieds from time-to-time and may be worth a look, as prices have been very reasonable.

Alternatives: Isuzu/Holden Gemini, Mitsubishi Starion, Ford Sierra XR4i.

### **Mitsubishi Tredia**

Part of the Japanese company's three-model global assault, the Tredia offers the usual 1980s angular design with a bit of refinement in a compact, comfortable package.

New Zealand-assembly included a few turbocharged models, which should have extra appeal for our young enthusiast. Spares appear to still be plentiful and many parts were shared with other Mitsubishi models.

Alternatives: Mitsubishi Cordia and Starion (the other two models), Mirage (which had some interesting, local variants).

### **Datsun Sunny**

In spite of being a bit hard to find these days Nissan's answer to the Corolla could provide an interesting option. The little ohv Four under the bonnet is pretty strong, as is the rest of the drivetrain in this rear wheel drive range. Of course, there's also the SSS models for a bit more go...

Alternatives: Datsun 1200 and 120Y; front wheel drive Sunny/Sentra models, 610-810 Series Bluebird.

### **Holden Commodore VL**

With this model, General Motors ditched its long-serving (or is that long-in-the-tooth?) ohv inline six for a Nissan-sourced 2 or 3 litre OHC engine. The improvement on performance over the 'Black Motor' was significant, and this model remains popular with Aussie GM enthusiasts on both sides of the Tasman.

## *these ‘moderns’ (to us older enthusiasts) could be just the ticket to bring the next generation into our fold.*

Of course, there’s also the option of a 5.0 litre V8 for those who want even more power, and sedan, station wagon and ute options.

Alternatives: Commodore VB-VK, Ford Falcon XA-XF, Toyota Cressida.

### **Daihatsu Charade**

This once-popular New Zealand-assembled shopping basket offers practicality, reliability and amazing fuel economy in a very affordable package.

Powered by a 1 litre, three-cylinder engine, this sprightly little car could do the 0-96 kph dash in around 13 seconds, according to contemporary road tests.

While the five-door hatch is the most common, potential buyers should keep an eye out for the three-door model with ‘port hole’ windows in the C-pillar.

Alternatives:, Suzuki 800, Honda 360-600 (if you could find one!), Fiat Niki 126 (ditto!), Honda City.

### **Honda Civic**

The model that was everything the BMC 1100/1300 should have evolved to be, but didn’t, the Civic proved to be the Japanese company’s world-beater.

So far, the models from the 1970s and ‘80s have not attracted the attention of the performance car set, and there seems to still be a reasonable supply of examples from that era still around.

Alternatives: Other Honda models from the same era, BMC 1100/1300, Mini Metro and Maestro, VW Golf.

### **Lada Niva**

What New Zealand got in exchange for milk powder during the Soviet Era back in the 1980s, the 4x4 Niva was actually one of the most advanced of what’s termed today as an SUV.

Somewhat crudely made, and perhaps underpowered, the rugged Lada has proven itself to be a tough off-roader. Perhaps our young enthusiast wants to do some serious backroad hunting for his/her old car dream machine? If so, the Russian 4x4 could be the ideal transport.

Spares are still available and – believe it or not – the Niva is still manufactured today, albeit in a much updated form. Heck, even I would add one to my fleet once I could get through some projects and find room to store it – it’s an interesting footnote in New Zealand’s motoring history.

Alternatives: Land Rovers, Nissan Patrols, Isuzus, Toyota Land Cruisers, Suzuki 4x4s of similar vintage.

### **Benefits and Downsides:**

Like all old vehicles, these 1970s-’80s machines have advantages and disadvantages.

#### **Plusses:**

- + Most of the models and their alternatives have not yet found their way on to the restorers’ or modifiers’ respective radar which should mean very affordable pricing
- + Can keep up with modern traffic
- + Are, for the most part, reliable and inexpensive to run, even on a day-to-day basis
- + Most spares can be obtained over the counter, wrecking yard, or via the internet
- + Many are still very easily found
- + Simple to repair, restore and maintain
- + I would suspect that most of these examples would not attract excessive insurance premiums for our young enthusiast, but would strongly suggest that they talk to their provider to confirm this is the case.

#### **Minuses:**

- Rust, rust and more rust in a 30+ year-old car, especially those that were locally assembled
- Some interior and trim items may be hard to come by, with upholstery of locally-assembled examples possibly being hard to replicate
- Rust
- Lack of modern creature comforts like air conditioning, power steering, electric windows and central locking in most of the models on the list
- Rust
- Archaic, poorly spec’d suspensions on some models, but this can be upgraded without sacrificing safety and/or originality
- Oh, and did I mention rust?

The list above shows that there’s plenty for our young enthusiast to choose from, depending on their interest, skill level and budget.

Locally-assembled models are, for the most part, relatively simple as they lack a lot of the luxury accessories and exhaust emissions control systems of similar examples found in overseas markets. This should make them an ideal option to learn about vehicle restoration. Add to that the fact that commonly-needed spares for most can be found at the local parts store, and these ‘moderns’ (to us older enthusiasts) could be just the ticket to bring the next generation into our fold.

From my experience those in the import scene move on from their hot-fours and into American and European classics as they get older. Perhaps, there’s hope for the restorer crowd yet? |BW





▲ 1987 Lada Niva 1600.

▶ Holden Commodore VL  
HDT SS

▼ 1988-1991 Daihatsu Charade,  
G100, TS 3-door hatchback.







John and Judy Callesen's  
1917 Cadillac and Rod  
and Scarlett McKenzie's  
1913 Ford T at Riverslea.



Geoff and VCCNZ National President, Diane Quarrie, and their 1915 GWK arriving at Craggy Range.



## RALLY SNIPPETS

### VETERAN RALLY CENTRAL HAWKE'S BAY

Words and photos Rod McKenzie  
18 November 2017

The organisers, Mike and Neroli Perry together with Geoff and Diane Quarrie, idea for this year's event was that the run should be a rather laid back affair with no glory, but lots to experience in and around Havelock North. The numbers were down on the 15 or 20 entrants that usually attend due to a clash with the Bendigo Swap Meet in Australia, work commitments and entrant health issues. Sadly the fact that so many of the veteran owners who have attended in the past are getting on a bit most certainly impacts on the numbers attending. However, the crews of the nine cars that fronted up had a most interesting day. The organisers had done a huge amount of research into the history of the places we were to visit during the 40 or so miles of motoring we covered.

Thomas Tanner was a well-off and ambitious English settler of the area in the 1860s setting about securing a large tract

of land for himself and other partners on the Heretaunga Plains of Hawke's Bay. His is an interesting story of the settlement of Hawke's Bay and his name cropped up numerous times as we drove the planned route. Our final stop was at *Riverslea* where Tanner once had a fine 22-roomed mansion and a 45 acre landscaped garden. From here his enterprise operated and included the growing of hops and tobacco, but the business suffered heavy losses due to crop failures in the late 1800s with Tanner going broke on three occasions.

After to a short drive past some interesting homesteads in Havelock North we stopped for a short visit to Craggy Range, a huge winery in the shadow of Te Mata Peak. This has been developed by Terry Peabody, the billionaire founder of Trans-Pacific Industries. Here we had a walk about the buildings and the gardens with a chance to inspect the mighty bronze statues of a bull, a cow and a calf lazing beside a sizable man-made lake at the front of the property.

Our second stop was at a colleague of co-organiser Mike Perry's who has



▲ Mike Perry's 1904 Napoleon.  
▼ Tony Prebensen arrives at Craggy Range in/on his 1903 Holley



planted his 20 or so acres in native trees which are attracting much native bird life, to the extent that they are quite visible throughout the cities of Hawke's Bay these days.

Our third visit was to *Clive Grange*, the home of Craig and Penny Hickson near Haumoana. Craig gave us a short talk on the history of their home and property, before we wandered around behind the house to view their extensive and pristine collection of mainly English motor vehicles, which they keep in a superb motor-house. We sat with our hosts on the sunny verandah out of the wind and chatted over our lunch before heading off to *Riverslea*, closer to Havelock North. This land was once the headquarters of Tanner's enterprise and the remnants are now owned by the descendants of his gardener. The old coach house is still standing in a fairly decrepit state, but made for some interesting photos.

The route continued to the Hawke's Bay Showgrounds where we were required to purchase a book from the Lion's Book Sale for \$2 which would be returned later in the evening to the entrants. A suitable yarn was attached to each book which added to the humour of the evening being held at the Quarrie's home. We all must be getting on a bit too, as nobody had selected a book on sex, which has happened in the past. We had plenty of time to chat before the meal was dished up, produced in what our hosts described as a Pakeha Hangi, being a gas fired redundant beer keg. It was an excellent meal and I am sure most of us ate more than we really needed.

And so ended another memorable Veteran Run. Cars attending included Colin Trevelyan's 1907 Deemester, the only one known to be motoring in the world he believes; Tony Prebensen's very rare 1903 Holley; Mike and Neroli Perry's 1904 Napoleon; Geoff and Diane Quarrie's 1914 GWK; both of which are pretty rare too, and we had the only Model T Ford and it is a rare occasion when only one of these turns out.

## ANNUAL MOTORCYCLE RALLY Auckland

Words and photos John Shennan  
November 17 - 18 2017

Tony Vaughan winner of last year's Auckland motorcycle rally had the honour of organising and plotting our rally for 2017. Rally HQ was in Pokeno with Tony taking the opportunity to treat us with a wonderful motorcycling experience which the surrounding area offered with the bonus of low volume traffic.

The pre-rally get together and meal was hosted in that wonderful old iconic Pokeno country hall with all its ambience. A great time to catch up with old friends and meet the new faces joining us for their very first motorcycle rally.

These old halls are full of memories past. One can imagine 'Down at the hall on a Saturday night "with the dance bands in full swing, a lone saxophone dominating, the piano accordion trying to catch up to the man playing the Joanna with the enthusiastic drummer punctuating the wild melody and the merry throng on the dance floor jockeying for position in the Gay Gordons. The old Chevs and V8s patiently waiting in the car park for their masters to return (oops too much nostalgia, I digress)

Saturday morning weather conditions were clear and mild for the 52 rally entrants attending the pre-rally briefing. It was a sight to behold to see all the bikes parked ready to compete and follow Tony's well written, easily read rally instructions. As per tradition Martin's now compulsory joke sent the riders on their way with a smile.

On starter's orders we were out of the Pokeno Hall car park (yes, that was a compulsory stop) heading a short distance down the Waikato Expressway amongst all the Aucklanders escaping the city and heading seemingly at a very fast rate towards oblivion. Thankfully it was a quick exit at Pioneer Road to get rid of such crazy traffic and find nice quiet country roads.

Our instructions then took us to a special place of interest which was the brainchild of our hard-working secretary Graeme Crawley, directing us to an historic site situated on the western banks of the Waikato River. Here we took in the skeletal remains of two large steam paddle-wheel towing vessels, the 210 ft. *Rawhiti* stern-wheeler and the smaller *Freetrade*, once part of the sizable Roose Shipping fleet.





Waiting for the start at the Pokeno Hall car park.



▲ 1977 BMW.

▼ Hearing the traditional joke before the start.



▲ Lunch time at the Nikau Caves café.



▲ 1960s BSA Golden Flash and Lightning.

▼ Overall winner of the Auckland Motorcycle Rally, David Warren and 1960 Norton.



Happy faces before the start at the Pokeno Hall.



These vessels were used for barge and dredge handling work from the late 1890s to the mid '60s. The entrants then had a route choice of taking a good metal road for a short distance or staying on tar seal. Both options headed in a westerly direction into some very scenic countryside through Onewhero, riding to the next rest point at the Cobourne Reserve, close to Port Waikato. silent checks, What! Nah, there couldn't have been.

The bikes returned to near the Tuakau Bridge before climbing over the hills on SH22 passing through the village of Pukekawa.

Continuing on SH22 in a South Westerly direction, we eventually arrived at the Nikau Café and caves into beautiful sunshine for a most enjoyable lunch.

Well-fed and watered we then had choices for the return ride. One, an adventure ride following the coast back to Port Waikato on 20 km of good compacted metal or Two, a short ride back to Pokeno, and Three, another route which apparently had a few challenges taking slightly longer to arrive at our destination. All these options meant there was excellent opportunities for riders to stop and enjoy the breath-taking views this part of the country offered. On returning to the Pokeno Hall, our most warm hearted and generous Lynda Spicer had the welcome mat laid out with a cup of tea, coffee and freshly baked scones for all to enjoy.

Saturday evening, it was time for our prize giving dinner back at the hall. What a great sight greeted us on arrival. One could have thought, whoops we're in the wrong place, Lynda had dressed the tables to a standard equal to any wedding breakfast. Graeme Crawley had also exercised his competitive mind and prepared place mats with 10 sets of matching pictures on each but with subtle changes for us to identify during dinner. He also provided a selection of socks that had mystery objects inside them that we had to guess their identity and a guess how many spark plugs were in a glass jar competition.

With the announcement of winners of different categories concluded, the time had arrived to name the overall winner of the 37th Auckland Branch Motorcycle Rally. Congratulations went to David Warren from Warkworth winning the Brian Norton trophy as overall winner riding his immaculate 1961 Norton 600 99 SS.

*...all will  
return home as  
millionaires...*



Another most successful rally enjoyed by all and great to see the new motorcycle members taking part.

## **PROSPECTORS' TOUR ASHBURTON**

**Words and photos Deborah McLachlan  
14 - 19 December 2017**

"Join us as we explore Paradise, Glenorchy and the Skippers Canyon. Bring along your gold pan, sluicing gun, cradle and prospecting licence. Assured that all will return home as millionaires" announced December's Ashburton Blowout

Thirty five prospectors in 17 cars gathered in Waimate to join the Gold Rush. From here, we travelled via Meyers Pass to Kurow then off road through Otekaieke Station. This was a challenging drive, with careful navigation essential to get through the fords and to dodge some large boulders. The back-up vehicles paid their way several times. We then returned out to the main road via Danseys

Pass to Cromwell. After a very long first day, we eventually arrived at Cromwell for a late dinner and our first night's accommodation.

The next morning after the daily ritual of The Administrator, Gold Commissioner and Sheriff dealing with licence verification, travel instructions and fines for misbehaviour, we continued on to seek our fortune. Our first stop was on the outskirts of Cromwell at Highland Park - where our cars looked slightly out of place, parked beside a Ferrari supercar. We drove onwards through the Kawarau Gorge, Queenstown, into Lake Moke for lunch and Glenorchy - our base for the next two days.

That afternoon we travelled up the Rees Valley. Signage saying 'no exit, road ahead not suitable for 2WD vehicles' was as good as an invitation for this group! It turned out to be a perfect drive in with spectacular mountain scenery.

After dinner there was talk of the colour sighted on the edge of the lake. Keen prospectors found the said spot and secretly





Ashburton Branch members pause to take in the Rees Valley vista.



▲ Ashburton: Gold panning on The Dart River.  
◀ Ashburton: Bruce McIlroy and daughter Kate driving over Skippers Bridge.



gathered the gold painted shingle into their allocated hessian bags.

Day three dawned a beautiful day in Paradise. Rolling farmland changed to beech forest as we entered the Mt Aspiring National Park and drove past Diamond Lake and viewed Arcadia House from the road. We then continued to the banks of the Dart River to try our luck panning for gold, after which we headed back around Lake Wakatipu to Kinloch for a picnic then beyond for walk to Elfin Bay.

The next day was time to move on again to continue our search in Arrowtown. We detoured via The Remarkables Ski field - a 13.2km gravel road climb at an elevation of 1622m. A tough grind for the little cars meant staying in first gear most of the way up and some boiling radiators. Little pools of oil in the car park were proof that we did make it.

The best was left to last with a trip through Skippers Canyon. We travelled along Skippers Road - well known for it being mostly one-way, narrow and steep with sheer drops of several hundred metres, and its goldmining history.

We diverted to continue up the valley to Branches station at the end of the road and were lucky to have the farm manager talk to us about life on the station. Branches covers 90,000 acres and runs 5,000 sheep and cattle. Isolation has a huge influence on daily life. From having no road access between May to October, to all stock having to be walked out, and to home schooling the children.

After trekking back we crossed over Skippers Bridge to view the cemetery and

the beautifully restored old homestead, (tragically burnt down twelve days later) and school buildings.

The last night dinner heralded some amazing dress ups, the final weigh-in of gold and much more... what goes on in the goldfields stays in the goldfields!

Unfortunately we did not make our millions but certainly returned home the richer in experiences and friendships from another amazing Ashburton VCC pre-Christmas adventure.

## WINDSOR RALLY

North Otago

Words and photos Clive Blunden  
2 December 2017

Fifty two entrants met at the old railway yards, Oamaru for a 10 am start. All our neighbouring branches were represented. The oldest vehicle, and first to leave, was a 1911 Clement Bayard owned by local Craig Armiger. Second car away was Ivan Main's 1920 Fiat, the same car in which he won the inaugural rally in 1961. Ivan is a foundation member of the branch and has attended almost every Windsor Rally in this car.

There was a choice of three routes. A shorter route for the slower vehicles; a predominantly gravel route for those who enjoy driving on gravel, and a longer all tarseal route for those who prefer. All three routes travelled through a check point at Kakanui and left in three different directions to enjoy some of North Otago's scenery before finishing for field tests and lunch at Clark's Mill near Maheno. The North Otago Vintage Machinery Club

opened their shed for entrants to view the displays there. Vehicles returned to the branch clubrooms for presentations.

Overall Winners were Colin and Joan Pearce, Mosgiel, in their 1913 Sunbeam. Not only did they win the Rally but they drove their veteran car to the rally from Mosgiel the day before, because their modern tow car developed starter motor problems. The vehicle driven the longest distance to the rally was a 1920 Essex roadster of Graeme and Kay Shaskey from Christchurch.

## CLUTHA RALLY

South Otago

Words and photos John Cook

A good turnout attended South Otago Branch's Annual Clutha Rally. After morning tea and a rally briefing, 72 entrants left the Balclutha War Memorial Hall at half minute intervals for the timed section. The route was down to Kaitangata and onto Lakeside Rd and to a check point at Station Rd, Lovells Flat. This was the finish of the timed section. Twenty-eight miles in total at 38.5mph for all - not an easy speed to keep at. After the timed section, the long route and the short route split up then met up again in Lawrence. After leaving Lawrence, they split once again. Some went over Tuapeka West and some through Tuapeka Flat and met again at the Clydevale Hall for lunch. In the afternoon there were two different routes back to Balclutha for the entrants to choose from. Overall winners were Graham and Maureen Paul in their 1974 Mk4 Zephyr. **BW**



▲ South Otago: Clutha Rally, Overall Winners Graham and Maureen Paul and their 1971 Mk4 Zephyr



▲ North Otago : 1913 Sunbeam belonging to Colin and Joan Pearce.

◀ North Otago : Ivan Main's 1920 Fiat 501.



# OBITUARY

## BOB SCOTT

Robert Scott - 20.6.1920 – 22.12.2017

A lot has been written about Bob over the years, and there will be many members throughout New Zealand who will have fond memories of this fine gentleman who was a stalwart of both the vintage car movement and the yachting fraternity in Canterbury. As a teenager, he became interested in sailing and joined the local Rover Sea Scout sailing programme and helped organise a building programme to house the boys' boats. Bob left school during the great depression and took up an apprenticeship in panel-beating at Laycocks in Christchurch then in 1940 joined the RNZAF and was posted to the reconnaissance squadron at Gisborne. After working on various aircraft he was posted to Bouganville, then on to the Admiralty Islands where he worked on Kittyhawk fighters and Corsairs. While posted to the island of Los Negros, Bob and a mate built a twelve foot yacht, and this led to the formation of a local yacht club. Other airmen took up the challenge and eventually there were 35 yachts built on the beach from salvaged materials.

In June 1945 Bob returned home and after a short reserve unit posting he returned to his old job at Laycocks. In 1950 he married Patricia and they built a house overlooking the estuary. Bob first became interested in old cars at the time of the Canterbury Centennial celebrations in 1950. During the early '50s his family car was a 1927 Erskine which he used to tow the family caravan and sailing boats around the South Island.

After working for various Christchurch firms Bob formed a partnership with two friends and took over management of the Southern Cross Service Station. Two years later he established Cresswell Motors at Burwood Park in the northeast of the city. After a year he took over ownership of the business and spent the next 20 years there, until retiring to work from home at age 58 to specialise in minor panel repairs and restoring vintage and veteran headlamps, horns and brassware. A young Geoff Owen



went to work for Bob at Cresswell Motors as a mechanic, and Geoff persuaded Bob to join the Vintage Car Club in 1958. My own interest in old cars was first kindled when I remember as a lad biking around the park and admiring the beautiful pair of vintage FIAT 501 cars parked outside the garage, resplendent in their red and polished aluminium tourer bodies. Bob owned and restored a number of Fiat cars over the years as well as the beautiful 1913 Metallurgique tourer which he took to Australia with the family for the Cook Bicentenary International Rally in 1970. The restoration of this car featured in a *Beaded Wheels* article many years ago, and the car is now displayed in the Classic Motor Museum at the WOW display centre in Nelson.

The service record and dedication to the two main passions in Bob's life is impressive. He was a very competitive yachtsman winning many trophies and had held the position of commodore of his yacht club. At a recent function held to host the America's Cup, Bob was honoured with a special presentation as the oldest and longest serving member of the yachting fraternity in Canterbury. As for his land based passion, Bob served on the Canterbury Branch committee and became chairman before becoming a founder member and first

chairman of the Banks Peninsula Branch. During my time as secretary/treasurer, Bob and Pat Scott served as the club scrutineers for more than a decade, counting and collating the annual voting for both Notices of Motion and Management Committee elections and we were very grateful for their services. I first got to know Bob on the *Beaded Wheels* editorial committee in 1995 and was present when the late Frank Renwick made a presentation to him marking his retirement from the *Beaded Wheels* committee after 27 years of service. I recall how I marvelled at the extensive knowledge he and other long serving committee members at that time had, and how much I learned of the history of our club, its members and vehicles. In 2009 I had the privilege to present Bob with his 50 year badge and certificate, and the following year I attended his 90th birthday celebrations at the Brew Moon Café.

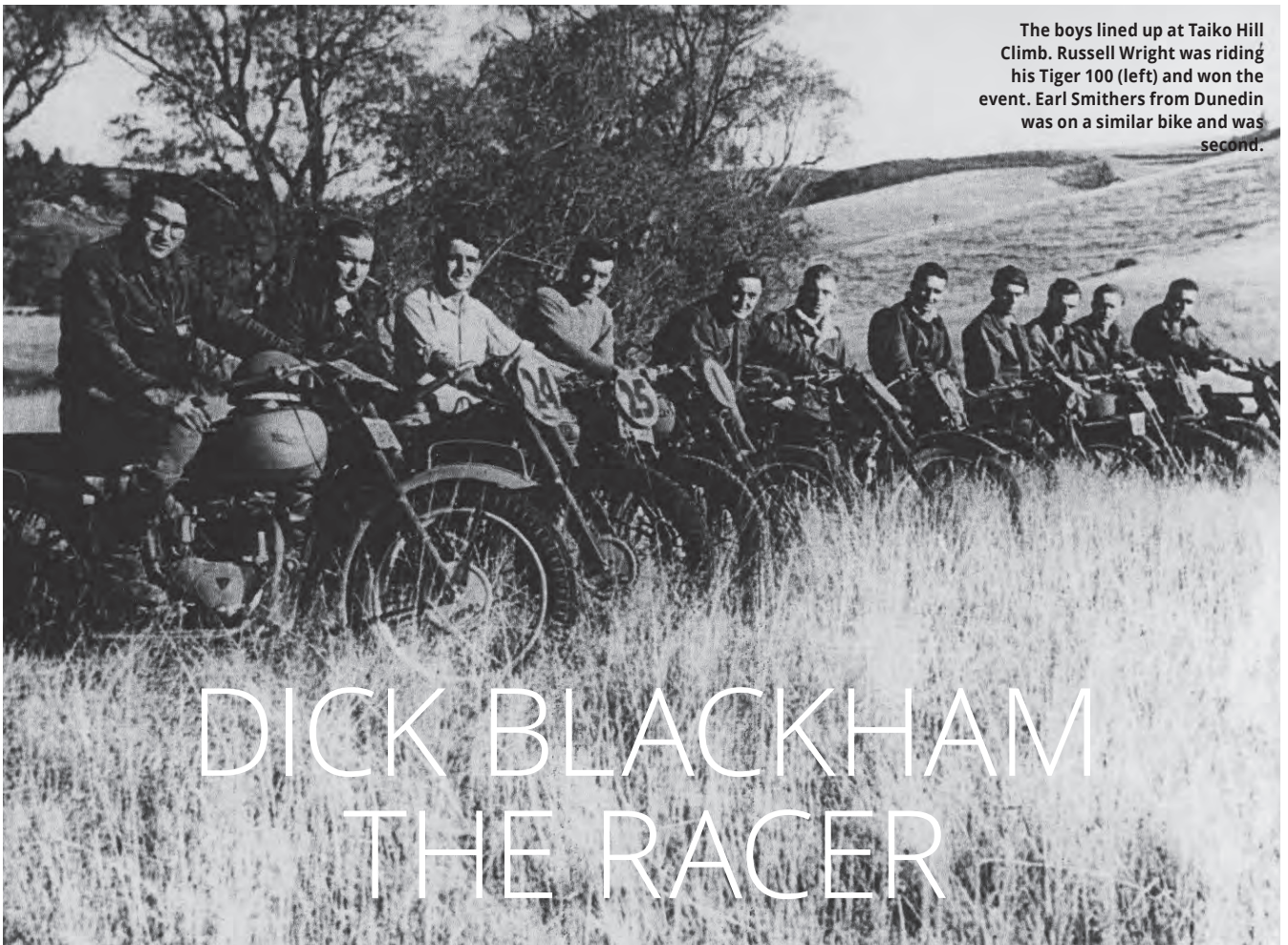
Bob's funeral on 30 December was attended by a large number of yacht club and Vintage Car Club members. We have all been privileged to have known him and enjoyed his company. Our sympathy is extended to Carol and Greg and all the Scott family.

John Coomber

|BW



The boys lined up at Taiko Hill Climb. Russell Wright was riding his Tiger 100 (left) and won the event. Earl Smithers from Dunedin was on a similar bike and was second.



# DICK BLACKHAM THE RACER

Words and photos Ross Mackay



From left: Dave Morrow, Mr Allchurch, Jim Stirling, Keith Halkett, Dick Blackham, Les Pateman, Dick Castle.



**When I was a young lad growing up I was always very keen on motorcycles. I even knew the names of the chaps who rode them, but they didn't know my name.**

One evening about 1949 I was riding my bike down Wai-iti Road, Timaru, when up came Dick Blackham who owned Blackhams motorcycle shop in Woolcombe Street. He was riding a beautiful Tiger 100 in road race trim. Footrests mounted back, gear lever mounted back, megaphones with baffle plates in them. It was prepared by a chap Hewitt who came from Dunedin and must have ridden it at Cust.

This bike was polished and shining like a shilling. Now, Dick was no fool riding motorcycles. He was classed as a very good rider. He had probably traded the Tiger 100 in as part payment for a share in Blackhams Motors but the talk was that week about a scramble to be held the following Sunday out at Petersons cow farm and as most of you will know that being a cow farm there would be a lot of mud. But folks this wasn't to be Dick's day as he had hoped it to be on the beautiful Tiger 100. It was too heavy with the big sprung hub in the rear wheel and the huge petrol tank. The Tiger 100 was not suitable at all. It soon bogged itself down in the mud.

Jim Stirling won the main race on Old Ginty which was a bitser Ariel (about 1928) and belonged to Jim Oed who owned the Highfield Motorcycle Shop.

Lyn Roberts from Oamaru was there with his 1946 competition BSA. He had just come out of hospital and was very unwell. I must say that he had come up from Oamaru, he rode his 1946 competition BSA running on alcohol and would come down the front straight on Marshalls big paddock with the front wheel two feet in the air – a very good rider.

Dick Blackham did have his day at racing in a few miniature TT grass track races in about 1954/1956. He had fitted a really good four stud JAP motor into a speed twin frame with a huge speedway front wheel. Nothing could come near it. It would go like a cut cat and boy could he ride it! I rode a 1939 Mac Velo in some of his races but his potent JAP would just shoot past.

Talking about the lovely Tiger 100 once more, Dick rode it in the scramble at Seadown – after that meeting that bike was never seen again and the name Hewitt was removed very quickly from Blackhams shop.

I would be the first to say how good Dick Blackham was as a rider and although he passed away a few years ago he still holds the Kelseys Bush (Waimate) hill climb record on the JAP.

Before the Triumph Tiger 100 he rode a 5H Triumph 500 single (about 1938 model). Each time there was a race meeting coming up he would remove the headlight and mudguards. Anything that would add weight was removed and it could go.

Then there was Keith Halkett who was a very short man, smoked a pipe and bought a new ES2 Norton The newest one to arrive in Timaru after the war, about 1948. Well just imagine riding a heavy ES2 Norton around the grass track he could get into all sorts of tank slappers. I saw him one day at a race meeting cutting the dust covers off the front forks with a pair of tin snips. Eventually the re-possession agents took it away and Keith was back to riding his early Cammy Velo (about 1933).

Then there was Dave Morrow who rode and raced about a 1946 350cc Ariel – a very big man, his younger brother Don worked for Jim Oed as an apprentice. Don raced a K10 Cammy AJS. Someone had taken the girder forks off and fitted Harley-Davidson ones

which spoilt its looks, but it had a nicely shaped petrol tank. It was sort of oval like an early 7R tank but still more oval. It had a nice lady painted on the top of the tank.

Jim Stirling was a top rider in Timaru riding Jim Oed's "Ginty" and also Tom Kings' Sunbeam. A very good rider but tragically he was killed in the Taiko Hill Climb.

Sometimes Les Lamb would come up from Oamaru to race at our meetings. He had a motorcycle shop down there and I think he raced an Ariel. He was a very fast rider and also raced a 1000cc Vincent in the flying half mile and reached 160 mph.

Then there was Bob Lyne who worked for Dick Blackham at the motorcycle shop. He was a hard case of a guy but would never do you any harm, some would say he was a bit on the wild side of life. He bought a new Norton twin about 1948 – one of the first ones after the War. That bike was thrashed from new, he hit a mob of sheep going home to Pareora one time, then again he went to sleep on the bike and rode into the Washdyke Racecourse fence and did a lot of damage. He used to race the twin at any meeting also at the Clubmans race at Cust but I don't think he ever finished. A friend of mine bought the bike about six years later – it was parked in his parent's fowl house at Pareora, the front exhaust pipes were rusted off, the frame had a fair hiding, the tank was full of lead and painted, the chrome had gone and even the motor was in bad shape, like everything else.

There is one more rider who should be mentioned. His name was Dick Castle. I remembered he was a good racer on an early AJS. He always wore white riding pants but at the end of the day they were more black than white. But for all that he could ride.

I am thinking of one particular chap named Gordon Moore who had an engineering shop on Church Street. He had built up this hybrid using a flat tank Norton motor which had a very high compression piston in it. He made the swinging arm at the rear and fitted tele forks on it. It could go very fast but it only had a two speed gearbox which was a big mistake. I had raced this bike a few times and I thought that it needed another gear. |BW

▼ Dave Bell (left) Don Morrow, Les Pateman, Bruce Benke, Jim Oed.



# BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross

On the first weekend in November Clyde, in Central Otago, was alive with chuffs, hisses, bangs and chugs from 15 one and two cylinder vehicles gathered after a summons from local Otago man Stephen Kidd to attend a pioneering weekend of motoring and camaraderie.

After a Friday night get together there were two days of gentle motoring, the first around the orchards of Earnsclough on the South side of the Clutha River and on Sunday we travelled the northern side to Galloway near Omakau.

The cars ranged from the Winters' 1900 Wolesley Voiterette that was once owned by Colin's father, to the ex Russell Paul 1914 Renault now owned by Malcolm McGibbon from Darfield in Canterbury. Russell Dale from Temuka waved the flag for the motorcycle fraternity on his 1911 King Dick. Many former well-known veteran car owners were remembered as we saw the 1911 Clement Bayard once driven by Brian Black now in the hands of Craig Armiger. Roly Bell had the 1912 Renault restored

by John Armiger, Phil Boulton had his father's 1913 Alldays and Onions, Allan Dippie, owner of the famous Bob Turnbull Sizaire Naudin, was there. Brian Dunnick in the ex Neville Digby '11 Renault, Colin Hey now has the 1909 Wolseley Siddeley 10hp once motored by Ron Duckworth, Wayne Nicoll in the ex Piddington Cadillac and Andrew Sim was in his 1906 Cadillac ex Bernie Byers. Dale Conlon driving his 1910 Brush, the Wiblins in the 1909 Schacht and the Rosses in or should that be on, the 1902 Curved Dash Oldsmobile completed the line up.

This is the second time Stephen has gathered such a unique collection of early New Zealand pioneering vehicles together and may it not be the last.

Lloyd Ewing from Nelson has his newly restored 1918 Buick on the road but not before dealing with some teething problems. He found the steering impossibly heavy. Helped by Gordon Dacombe they've pulled several steering boxes apart to try to make some improvements. Overheating was also an issue,

but flushing the system and having a new core built has solved that problem. Another difficulty has been sourcing 26" tyres so if anyone can help Lloyd would be grateful. When getting new double ended sealed bearings to stop oil leaks from the diff the local agent found they were exactly the same as those used in a 20hp electric motor. The Ewings now look forward to many miles of happy motoring.

I'm told the Auckland *Herald* had a very good feature story on 9 December 2017 about Paul Collin's 1913 Fabrique Nationale (previously owned by Bruce Madgwick.)

Neville Wilson from Rotorua has had a 1913 FN project for many years, regrettably time has moved on and a decision to sell it has been made. The engine has been reconditioned and all the mechanicals worked on. Neville describes it as being at a rolling chassis stage. He has some of the original bodywork. It was purchased originally for his son to rebuild but his life changed direction and he now resides in the UK.

**Thanks to Rodney Clague for the following account of his participation in the "Northern Brass Lights Tour" in Edmonton, Canada. They participated along with Mark and Suzanne Dunn from Gisborne who were lent a 1912 KisselKar for the tour. Vehicles eligible had to be manufactured no later than 1 January 1916.**

Each tour day consisted of a full day's motoring including stops at places of interest. These included visits to a restaurant consisting of railway cars ranging from 1880s to 1958, a wilderness centre, a Ukrainian Cultural Heritage centre, Reynolds-Alberta Museum of Transport & Technology where a highlight was a conducted tour through a huge storage shed containing restored and unrestored vehicles many of which were rare or unknown makes. A private collection of 13 Franklin cars dating from 1911 to 1933 as well as later collectible cars and memorabilia, and a visit to Fort Edmonton.

The tour ended with a banquet dinner where two awards were presented; People's Choice a 1905 Northern and a Hard Luck Trophy to a Model T owner. He had been distracted while checking the oil and failed to close the inspection taps allowing the oil to run onto the road with disastrous consequences after 20 miles.

The borrowed car was originally a seven seater passenger touring car that was converted to a tractor around WWII when a second transmission was added and the rear axle was moved up and bolted to the frame, hence the rear springs, driveshaft and brake hardware were discarded. It has



Following on from the last issue of Brass Notes I thank John Courtney for filling in some more of the history of Dave Stuart's 1906 Star which John once owned. He purchased it in a complete and original state from Auckland Branch founder member Ed Moffit. As John was young, his life was changing and he sold the car to Paul Hicks.



Wiblins giving advice to Andrew Sim about the 1906 Cadillac.





a 6.2 litre 4 cylinder motor rated at 50hp driving through a 3 speed plus overdrive gate change gearbox, allowing it to lope along at 50mph doing just 1500 revs.

In 1911 the city of Edmonton commissioned from Kessel a 4 passenger 1912 Model 4-50 KesselKar "Fire Chief's Car." The car was described as having a capacity for about 8 people, that would be four in seats plus one on each fender. The borrowed car was built as a nearly exact recreation of that vehicle. Mechanically it was identical. It is believed that the spotlight mounted on it

is the actual one that was on the KesselKar. It is also fitted with a siren and a bell and was later fitted with a windscreen and an electric starter.

#### 1912 KesselKar

The Kessel Motor Car Company was an American automobile and truck manufacturing company founded by Louis Kessel and sons George and William in 1906 in Hartford Wisconsin. The company custom built high-quality automobiles, hearses, fire trucks, taxicabs and trucks.

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|BW



Brian Dunick's newly purchased Renault at Clyde.



1914 Renault, M McGibbon and 1908 Cadillac, W Nicoll.



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

Diane Ross

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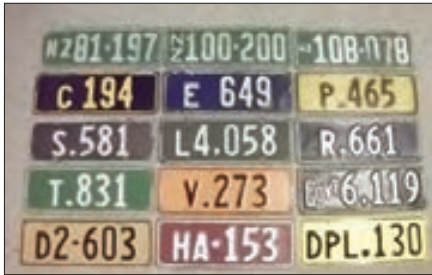
FOR SALE AT \$ 20.- EACH (PLUS SHIPPING) my collection of 40 years of Matchbox models. All but four are still in original boxes. IN BOX: Y1 - 1936 Jaguar SS100, Y3 - 1934 Riley MPH, Y19 - 1935 Auburn 851, Y4 - 1930 Model "J" Duesenberg, Y20 - 1937 Mercedes Benz 540 K, Y4 - 1909 Opel Coupe - Y8 - 1914 Stutz, Y5 - 1907 Peugeot, Y9 - 1912 Simplex, Y5 - 1927 Talbot Van - Y10 - 1906 Rolls Royce Silver Ghost, Y6 - 1913 Cadillac, Y11 - 1938 Lagonda Drophead Coupe, Y6 - 1920 Rolls Royce Fire Engine - Y15 - 1930 Packard Victoria, Y7 - 1912 Rolls Royce - Rio 1938 Grande Mercedes 7.7 litre, Y8 - 1945 MG TC - Rio 1927 Bugatti Royale, Y12 - 1909 Thomas Flyabout Cuisval 1937 Mercedes Benz 540 K, Y13 - 1918 Crossley RAF Tender, Y14 - 1931 Stutz Bearcat, Y16 - 1928 Mercedes SS Coupe, Y17 - 1938 Hispano Suiza, Y18 - 1937 Cord 812, WITHOUT BOX: Matchbox Y46 - 1928 Mercedes Benz "SS", Corgi 1927 Bentley Le Mans, Matchbox, Y2: 1914 Prince Henry Vauxhall, Matchbox Y15: 1920 Packard Victoria, No make: Bosch Van. Call 09 238 1198 or lanciaregister@xtra.co.nz

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



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

**MARKET PLACE – FOR SALE**



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



**1972 TRIUMPH STAG** Reg IG5771 Manual transmission with O/D, Odo reads 61521 miles, 5+ owners. Rover 3.5lt V8 engine Straight body and drives well. Very tidy upholstery, good rubber. New battery, fuel pump, fuel line and coil. Asking \$15,000. Phone Shane 027 485 0316 **MEM MANAWATU**



**RED KOTE FUEL TANK LINER.** Email enquiries to peter.alderdice@me.com. **MEM AUCKLAND**



**1946 MERCURY COUPE** recently restored in excellent order current rego and wof. Still on 6 volt system, motor is great. Contact Owen on 07 570 2000. **MEM BOP**



**5 X 550R17 EXELSIOR RADIAL TYRES** These tyres are direct replacements for 525-550 17" Crossply tyres. To my knowledge these tyres are only available on indent in NZ. The tyres are priced at \$590 each, and are to be sold as one lot. Ph Bruce 027 233 4220



**NEW MODEL A FORD SHOCK ABSORBERS.** Precision manufactured in NZ. They are fully adjustable and work as per the originals. Available in CW or ACW \$322 Ph 03 359 0565 or www.vintagefordparts.co.nz Original shock absorbers also reconditioned. **MEM CANTERBURY**



**1931 MODEL A COUPE.** LHD. Older restoration. Running gear and upholstery ex. Rumble seat. Paintwork and firewall need attn. Location Canty. \$27,000. Finance may be available. Rushmore Motors Ltd. 027 22 45 045.0



**MODEL A FORD REBUILT SHOCK ABSORBERS,** as original. With exchange \$195 each or \$230 outright. Arms and all connecting parts available. Postal delivery extra. Phone Jack 03 352 6672, 0274 322 041. Christchurch.



**1938 HUDSON** For Sale 6 cylinder sidevalve. \$25,000. Phone 09 422 7895 or 027 686 1505 johnbowman@xtra.co.nz **MEM WELLSFORD WARKWORTH**



**1953 MORRIS MINOR 1000cc** Genuine convertible, new upholstery/carpets/soft top envelope. Paint good original order, soft top good original order. Good tyres, rare Star Fire hubcaps. Spare recon gearbox. Runs extremely well. \$12,000 ono. Phone 03 358 3099. **MEM CANTY**



**1961 FORD PREFECT** Goes well. Phone George 07 307 0848. **MEM EBOP**



**1952 LIP VAUXHALL VELOX, 2300 6CYL** Recent refurbishment. Vin, WOF Rg, radial ply tyres. New paint, motors very well. \$7,995 ono. Phone 09 437 6317. **MEM NORTHLAND**





**1942 WLA PROJECT BIKE** Frame, front forks, rockers, two wheels, petrol tank, gear box, primary drive cover, front and rear mudguards, back brake hub and heaps more. Great project. \$11,000 ono. Contact Owen for more details/photos, ph 027 6769 802, mousemannz99@gmail.com



**1917 MOON 6-36 SIX CYLINDER.** Refurbished early 1970s, repainted once since. Interesting history, believed to be sole survivor. Very reliable veteran, many spares. Many small blemishes, particularly on wings. Minor mods for reliability. 50,000 mls, \$35,000 ono. Ph Tony Barnes 09 620 1913. **MEM AKLD**



**1916 FORD MODEL T SPEEDSTER.** In very good condition. Registered and current warrant. Already for you to have some fun in. painted white with Brass radiator. goes well. \$21,000 or near offer. Ph 06 752 2525 or 027 353 9968. **MEM TARANAKI**



**1948 RMB RILEY** Full ownership history. Regularly used, on radial tyres, a beautiful car to drive. Featured in Oct 2017 *NZ Classic Car*. Asking \$30,000. Ph Andrew on 03 5418 441 evenings or 03 542 4035 day time. **MEM CANTERBURY**



**GLASS REFLECTORS** used to mount number plates and on saddlebags and mud flaps for Veteran Vintage and classic vehicles. Many styles and colours. Email enquiries to peter.alderdice@me.com **MEM AUCKLAND**



**CLASSIC CAR HEADLIGHT COVERS.** Quality 1900<1970 Headlight Covers, foam backing and elasticised hems, made to measure, choice of colours. The diameter of your headlights required. Suitable for fog and driving lights. \$52 inc freight. Roger Honey ph 06 868 4846, 027 478 0872. narvickrh@gmail.com



**N-ZETA SCOOTER BADGES** Limited number. Email allanandwincleaver@gmail.com **MEM SOUTHLAND**



**1923 FORD T TOURER,** wof, rego, original, UNRESTORED, have original side curtains, some limited spares, Runs on batt and mag. They're only original once... \$16,800. Brian Billing phone 021 242 6240, 06 370 1230. **MEM WAIRARAPA**



**VETERAN PARTS,** English 4 cyl coils in wooden box No 675 A Watson & Co Birmingham, Klaxon hand driven horn, brass 4 cyl oiler, Perfector wooden rear screen, nickle brass oil gauge, E&J gas headlamps, P&H Dependence Lucas oil tail lights & side lights, dual ignition Bosch mags. Ph 07 348 4227 **MEM ROTORUA**

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See our ad on the back page

**vero**



**JAGUAR MK11 1962.** 3.4L manual o/d. This car was restored and loved by Doug Banks, who is no longer able to drive it. A lovely car that motors well, always maintained on a no expense spared policy. I am selling on behalf of Doug. Further info contact Ray 027 484 6738. ray@betteridge.co.nz. **MEM WGTN**

**MARKET PLACE - FOR SALE**



**1954 HILLMAN** Stored 40 years, orig ownership papers. Well worth restoring. Underside sand blasted and painted. Many new parts. 60,000 miles. \$1,000. Txt Garland 021 128 5516, Whanganui.  
MEM WANGANUI



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



**SUFFOLK JAGUAR SS100.** Superbly accurate recreation of the classic 1938 SS100 Jaguar. Gunmetal grey with silver wheels, tan Connolly leather seats and red Wilton carpet. Jaguar 4.2 litre XK engine, 2" SUs. Blockley high performance tyres on correct 18 inch wires. Full weather equipment. Ph. 027 271 0146

# FREE ADVERTISING\*

Classified advertising in Beaded Wheels magazine is free **\*for all current financial members of the Vintage Car Club of New Zealand Inc** buying or selling club eligible vehicles or parts. Our standard advertising charges apply for all non-members or members wishing to advertise commercial services.

Email your advertisement to [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz) or complete the form below and post to Marketplace, Beaded Wheels, PO Box 13140, Christchurch 8141. See page 3 of this issue for deadline for receipt of advertisements and payment for our next issue.

**\$21 Text only advertisement.**

Up to 45 words including phone number, no photo. Additional words over 45 up to a maximum of 65 words, 15 cents per word.

**\$54 Text and colour photo advertisement.**

Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, digital photos may be submitted to our email address: [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

**I wish to advertise in Beaded Wheels.** Payment where required must accompany your advert.

**WANTED**  **FOR SALE**  
*Tick which column you require*

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

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

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

**Non-VCCNZ members** Payment by  Cheque  Credit Card *Visa/Mastercard only (Amex & Diners not accepted)*  Non-members if possible include vehicle location in your description

Card Expiry Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Card Number

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

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

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

**CONDITIONS OF FREE ADVERTISING**

- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
- Advertisements must be of a **non-commercial** nature.
- Advertisements **must be submitted in writing**, by email (preferred), post or fax. Photographs will only be returned if a stamped addressed envelope is supplied

by the advertiser. Digital photographs may be supplied by email in format, send a high resolution file to achieve best results.

- Advertisements **must be resubmitted** for each issue they are required to appear in.
- The recommended length of advertisements is 45 words – the maximum space available is 65 words. *Beaded Wheels reserves the right to edit all copy.*
- Advertisements will be published on a first come, first

served basis. While every attempt will be made to include your advertisement in the issue immediately following receipt – limited space may mean some advertisements will be held over until the following magazine for publication.

- All free advertisements will automatically be listed on the VCCNZ website.

Payment where required must accompany your advert. Cheque should be made payable to Beaded Wheels. Post payment & advertisement to marketplace, P O Box 13140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive free advertising.



## WANTED

EARLY 30s CHRYSLER FAMILY (Chrysler, De Soto, Plymouth or Dodge) gear box with synchromesh. Ph 021 565 688 or email [corranvincent@yahoo.com](mailto:corranvincent@yahoo.com) MEM CANTERBURY

1947 AUSTIN 16 PARTS WANTED. Rear bumper irons and apron, right rear mudguard, rear vision mirror, inside roof light, and left front seat runner with slots that bolt to floor. Ph Bill 03 212 8786. MEM SOUTHLAND

ARIEL MOTORCYCLE PARTS WANTED. OHV 500cc 1928-29-30-31, rocker box, barrel, forks, tinware, hand change gear gate, twin port exhaust pipes. Ph Quentin 03 3441153. MEM CANTERBURY

BOOK: *MORRIS - THE CARS AND THE COMPANY* by Jon Pressnell published by Haynes North America Inc. Hec Browett, ph 03 455 6314, [hbrowett350f@xtra.co.nz](mailto:hbrowett350f@xtra.co.nz) MEM OTAGO

BRADFORD JOWETT BODY PANELS wanted to complete my restoration. I'm in need of all body panels for my Bradford pickup truck including cab, bonnet, guards, etc. Would consider buying an entire vehicle if required. [benc.waterhouse@gmail.com](mailto:benc.waterhouse@gmail.com) 027 559 7168. MEM WAIKATO

FORD NEW ZEALAND EMPLOYEE BADGE WANTED. Shield design; stamped metal; 32x43mm, has Ford script, ID letter and number, stamped New Zealand with aerial view of Seaview plant. Email [Tomlins@xtra.co.nz](mailto:Tomlins@xtra.co.nz) or 03 324 3551.

MORRIS MINOR CONVERTIBLE: I'd prefer a sidevalve model 1948 to 1952; particularly interested in a lowlight model, but will consider all sidevalve models. It must be a genuine convertible and not a conversion. I'd prefer one that doesn't need rust repairs, but I am happy with one needing mechanical repairs. Ph Stephen 027 3184169, email [stephen.hinds@xtra.co.nz](mailto:stephen.hinds@xtra.co.nz). MEM NORTH OTAGO

MOTORCYCLE WHEEL RIM for 1935 Wolf English lightweight. 19" x 1 1/2" or 1 5/8" between beads. 36 spoke. Complete wheel would be ideal with 4"- 5" hub and preferably 12 gauge spokes. Email: [dallasandsue@xtra.co.nz](mailto:dallasandsue@xtra.co.nz) Ph 027 414 7373. MEM NORTH SHORE

TRIUMPH 2.5 S MANUAL or would consider late model 2.5 Manual OD PS looking for a good original car. Ph John 07 578 8779 or [jskcarroll@xtra.co.nz](mailto:jskcarroll@xtra.co.nz) MEM BOP

TRIUMPH TR4-TR5 SURREY TOP either a complete top or part. Can be either a steel/fiberglass/soft top roof assembly. Would consider any condition. Phone 07 5768083, or 0274915566, [paseaton7@outlook.com](mailto:paseaton7@outlook.com). MEM BOP

TWO UNUPHOLSTERED, or red-upholstered bucket seats wanted, max individual seat cushion width 48cm. Phone John 03 540 3550, [yetasman38@gmail.com](mailto:yetasman38@gmail.com) MEM NELSON

WANTED LAND ROVER SERIES 1 OR 2 open to body style Ideally running but not necessary. Phone 03 216 3306 or 021 931 585 or email [ckgrindell@hotmail.com](mailto:ckgrindell@hotmail.com)



MINI PANEL VAN WANTED, any condition considered. Ph 03 329 5148. MEM BANKS PENINSULA



1957 AUSTIN A 50 CAMBRIDGE 13 inch rims. 4 1/2 pcd. Also 1960s starliner caravan. 8 to 14 ft. Phone/txt Andrew 027 611 6225. Email [steamer.boy@gmail.com](mailto:steamer.boy@gmail.com)



WANTED FOR UNFINISHED PROJECTS 1927 Triumph Horsman tank any condition and a 1937 to 1939 T90/5H motor any condition. Ph A Reay 021 165 414. MEM NELSON



NEW ZEALAND NUMBER PLATES ALL YEARS From County plates to 1966. In particular with prefixes A, B, C, D, E, H, L, P, R, S, T, V, X, DPL, GOVT, GVT & similar motorcycle plates. Will purchase singles or collections. Good prices paid. Phone Graham 03 349 4779 or 021 365 449, [graham.freeman@xtra.co.nz](mailto:graham.freeman@xtra.co.nz)

WANTED MORRIS MINOR CONVERTIBLE, 1953 to 1960 overhead valve model. Top price paid for an original rust free example with WOF and reg. Some work OK. Please call Paul Fussey on 0211221897 or email [paulandcarolf@xtra.co.nz](mailto:paulandcarolf@xtra.co.nz) MEM WAIKATO.

WANTED TRIUMPH MOTORCYCLE circa 1916 to 1925 for models SD and H some swaps available I also have model CN parts to swap. Ph 09 533 8050 email [taylorhq@xtra.co.nz](mailto:taylorhq@xtra.co.nz) MEM CANTERBURY

1952 COMMER KARRIER INFORMATION and parts especially front guards. Don McLaren 021 117 2418 :[donmclaren21@gmail.com](mailto:donmclaren21@gmail.com). MEM HOROWHENUA

# Join us on the road

...

Our enthusiasts motor their classic cars, trucks and motorcycles all over New Zealand.

Any vehicle over 30 years old is club eligible.

Find out more about your local branch of Vintage Car Club of New Zealand

Visit [vcc.org.nz](http://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.



SOUTH CANTERBURY BRANCH VCC

# SWAPMEET

Saturday 24 March 2018

Contact Details:

Chairman; John Knowles 03 693 7680  
Site Bookings Phone Michelle 03 686 4824  
Email: scvccswapmeet@hotmail.com

WINCHESTER DOMAIN, SH1 7.30AM START

NO DOGS ALLOWED  
Something for everyone

# VCCNZ Ashburton Branch SWAPMEET

Saturday 5 May 2018

Club Grounds 86 Maronan Road, Tinwald Ashburton

No Dogs Allowed • Catering by Ashburton Lions Club

Site Bookings to Karen Bell  
72 Creek Rd Ashburton 7700  
Email: funky\_gran117@yahoo.co.nz  
Phone 021 0243 1955

Gates  
Open  
7.30am

# Lake Taupo Rally

10 MARCH 2018

Enquiries to: Rally Secretary, Eric Foley  
email taupo@vcc.org.nz  
phone 07 378 7006  
PO Box 907, Taupo 3351

— ENTRIES CLOSING SOON —

# Swap Meet Gore

Swap Meet And Boot Sale

Run by the Gore Vintage Car Club

SUNDAY 18 MARCH 2018  
WAIMEA STREET, GORE – 8AM START

Hot Food Available

Admittance Adults \$5 Accompanied Children Free

Sellers' Stalls \$8 (includes one free entry)

(If you have items you wish to sell please come along and set up a stall) Enquiries to Paul 03 208 6862, 027 207 2456  
or Evan 03 208 6479, 027 650 8056

Horowhenua Branch VCC NZ Inc

# ANNUAL SWAP MEET

and collectables day

Saturday 17 March 2018

Gates open 7am

Levin Show Grounds Events Park

14 Tiro Tiro Road Levin

Admission

Stall Holders \$10 - Public \$5 - Children Free

Food and Drink on site all day

Something for Everyone

Spare Parts - Open at 10am

Enquiries to Pete Collins

Phone 06 3688656 or

sandracollins@xtra.co.nz

NELSON BRANCH VCC NZ

# SWAP MEET

17 FEBRUARY 2018

Speedway Grounds - Lansdowne Road, Richmond

SITE SALES : swapmeetnelson@gmail.com

PHONE 03 548 3899 • MOBILE 027 454 8188

Food and drink available on site

Sites \$15 each

Car sale only: \$10 each

(Both above include 1 entry)

Entry non-site holders \$5

Gates open; 7am Stall Holders

8m Public.





# SOUTH ISLAND NATIONAL EASTER RALLY

JOIN US FOR AN ACTION PACKED WEEKEND!

**30 MARCH – 2 APRIL 2018**

Registration Friday at Stadium  
Southland Rally Day Saturday  
followed by evening meal at clubrooms

Sunday is Public Day, including Pennzoil Trophy  
Team Challenge Followed by Prize Giving & Meal  
Monday Parts Shed open plus Pop Up Vintage Clothing Sale  
Registrations out now, or enter online at:  
[www.sporty.co.nz/southlandvintagecar](http://www.sporty.co.nz/southlandvintagecar)  
for more information visit our website.  
Entries close 31 January 2018.



Hosted by Southland Branch



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## Taranaki Branch Maunga-Moana Rally 2018



To be held in New Plymouth  
centred at the  
**Quality Hotel Plymouth International**  
20th-21st April 2018

Rally Organiser - Colin Johnston  
Rally Secretary - Rob Thomson  
Enquires to: [cjohnstoncollections@xtra.co.nz](mailto:cjohnstoncollections@xtra.co.nz)

## 2018 SOUTH ISLAND CLUB CAPTAIN'S TOUR

|           |          |                          |
|-----------|----------|--------------------------|
| Sunday    | 01 April | Assemble in Invercargill |
| Monday    | 02 April | Balclutha                |
| Tuesday   | 03 April | Gore                     |
| Wednesday | 04 April | Cromwell                 |
| Thursday  | 05 April | Twizel                   |
| Friday    | 06 April | Timaru                   |
| Saturday  | 07 April | Ashburton                |

Entrants may join and leave at any point of the tour.

Accommodation list and entry forms are available from  
**Alon Mayhew 027 202 9491**  
Email [sicc@vcc.org.nz](mailto:sicc@vcc.org.nz)

As there is limited accommodation in some areas, prompt booking is recommended.



## NATIONAL NORTH ISLAND EASTER RALLY

**30 March – 1 April 2018**

The Waikato Veteran and Vintage Car Club would like to invite all to a weekend of majestic motoring on some of the country's most beautiful rural roads. All classes of vehicles have been catered for.

The rally routes have been plotted, the certificates produced, the lovely prize giving venue at Gail's of Tamahere has been booked.

The Waikato Veteran and Vintage Car Club are ready to make your Easter of 2018 a memorable motoring occasion.

Entry Forms are available from the Waikato VCC website from the beginning of December or from the rally organiser;

Greg Terrill Email; [terrill@xtra.co.nz](mailto:terrill@xtra.co.nz)  
Phone; 07 859 1207



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radius care

**SWAPMEETS AND RALLIES**



# SWAP MEET

*Saturday 24 February 2018*

Swap Meet starts at 7.00 a.m.  
 Entry: Sellers \$10.00 Buyers/Browsers \$5.00  
 Children (under 12) Free

Vintage Car Display - Car Parts Old & New - Motoring Books & Manuals  
 Collectibles – Bric-a-Brac  
 Refreshments – Sausage Sizzle – Bacon Butties

Venue: Wellsford/Warkworth Vintage Car Clubrooms  
 Satellite Station Rd –off SH 1 – 3km south of Warkworth  
 All enquiries to 027 423 8122 or wellsfordwarkworth@vcc.org.nz

## WEST COAST BRANCH      17 March 2018

# Scenicland Coal Trail Rally

Entry forms will be available December 2017  
 Entries from Rally Secretary: b.m.woolhouse@xtra.co.nz  
 Phone 03 768 6625



## NORTHLAND ANNUAL COMBINED SWAP MEET

Northland  
Vintage Car Club  
with Whangarei Rod &  
Custom Club Northern  
Street Rods Inc Car  
Display & Show

**Sunday 22 April 2018**  
 at Heritage Park SH14 – Maunu Whangarei  
 Gates open at 6.30am • Open to Public at 8am

**ADMISSION**  
 \$6 per adult | Under 14 FREE  
 Display Cars & Drivers FREE | Passengers \$6  
 Trade Site \$25 | Stalls \$10

**ENQUIRIES TO**  
 Keith Taylor ph 09 946 0719 Mobile 021 168 5928  
 Lawrence Hillier Ph 09 434 6457

CASH ONLY  
EFTPOS  
not available

# 26TH NATIONAL MOTORCYCLE RALLY



## BLENHEIM


**15TH–17TH FEBRUARY 2019**

Riding and Social Events  
 Supporters Winery Tour  
 Opportunity to visit  
 The Omaka Aviation  
 Heritage Centre  
 After Rally Hub Tour

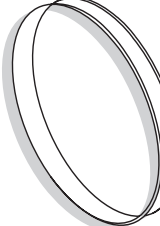



**CONTACT DETAILS:**  
 Postal address: PO Box 422, Blenheim  
 Email: vccrally2019@gmail.com


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 email office@veterancarrims.co.nz**



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MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND

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Auckland: Bob Pickering's newly restored 1967 Chev Impala.

# IDLE TORQUE

A round up of events, personalities and branch gossip from VCCNZ branches around the country



Ashburton Vehicles

## ASHBURTON OWEN WILSON

We welcome new members Brian and Jeanette Murphy with their Jaguars XJSC, E Type, X K120 and XK150.

Our P60/P80 Rally took us out of the area to visit collections of cars and other things. We always appreciate it when people are willing to open up their sheds for others to share.

Our Commercial Run visited businesses around our district. We had lunch at the Aviation Museum and after a good look around the complex we were back on the road. Next was Richard Hampton's tractor collection then Colin and Cathy Sweetman's collection of vehicles.

Our Veteran and Vintage Rally had the theme of a Workers Picnic in the 1930s. Our travels took us over farm tracks which was very interesting. We went to Marion

and David Oakley's (the organiser) for afternoon tea. Judge Anne Hart selected the place getters. The winner had taken on a French theme with attire and items with Model A signs covered over and being renamed Citroen.

On 1 January committee member Colin Sweetman organised a run around town and then on country roads. Afternoon tea was at Colin and Cathy's home before we went to the Ashburton domain for our Annual New Year's Day barbecue.

## AUCKLAND JOHN STOKES

We extend condolences to the Bovis and Roberts families upon the death of Rob.

Motorcycles: Don Green took a gold restoration award at our Gymnic for his 1973 Honda 350cc four cylinder. Aviation

expert Larry Hill spoke at the October section meeting and Doug Ormrod spoke about his NZETA scooter restoration at the November meeting. Brian King won our Wet Leg run on his 1952 Matchless G80 and Busma sidecar. About 120 vehicles, both club eligible and modern, and a very large number of people attended the New Year's Day run to Kaiua. Don Green went very much out of his way to assist a broken down Velocette.

Veteran: John Morrison's 1913 Humberette had a successful first drive through the new Waterview tunnel. Phil Henley and Wellsford's Doug Hamilton spoke of their London Brighton experiences at our December section meeting. Phil went by bus and Doug drove a borrowed 1904 Cadillac. Unfortunately he failed to finish. Roger Morrison has the ex Jim





▲ ▼ Auckland: Doug Ormrod's NZETA scooter before and after.



▲ Canterbury: Don and Jenny Wright's Rolls Royce has seen 70 weddings, including their own. Family owned for decades.



▼ Canterbury: Annual Vintage Rally entrants at Kirwee Domain.

Montgomery 1918 Dodge hearse back on the road. Mike Loosemore has completed the panel work on his 1916 Hupmobile. Roy Sharman displayed a Gottlieb Daimler atomiser patented in 1883, forerunner of the carburettor at our January meeting and other members displayed recent parts acquisitions.

Classic: Bob Pickering has completed restoration of his 1967 Chev Impala, Stephen and Tracey Winterbottom got a gold award for their 1962 Standard Vanguard at the Gymnic. Steve Tippens also took gold with his 1956 DeSoto pickup, while Mabel Golding got silver with her 1957 EIP Vauxhall Cresta and Phil Prior got bronze for his Sunbeam Talbot 90.

General: The annual Pot Luck Dinner in December was enjoyed by all who attended. Ten families enjoyed an overnight stay at Te Kauri Lodge at Kawhia in November. Mid Week Tourers' November run visited Mincher Garden and the Shaw vehicle sanctuary in Coatesville. The December Christmas lunch was at the Winterbottom/Dewhurst property at Clarks Beach. Vehicles observed included a Model T sedan and Lionel Roger's Type 55 Bugatti. We are changing the way we distribute our branch Bulletin. It will be emailed on alternate months to see if this is well received by our membership.

**CANTERBURY**

**TONY BECKER**

Cutler Park can now look back on one of the most constructive years in its history. The massive job of dealing with debris after the slaughter of several old pine trees preceded months of major topographical repair and reconstruction of the land. This required thousands of new landscaped plants supported by a comprehensive irrigation system. Another significant achievement was the construction of a huge new parts shed extension. Branch members are indebted to the relatively small teams of able-bodied members and volunteers who for 12 months and more dedicated themselves to these mammoth transformations. The reward, though mostly of future

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benefit, provides immediate improvement to Cutler Park's functionality.

Forty branch vehicles drove south to Oamaru on the Annual Show Weekend Tour 2017. Oamaru's Victorian Heritage Week, Steam Punk, plus the North Otago Branch Swapmeet with the additional benefit of sunny days made for a delightful time together. The Motorcycle Section enjoyed a return to the past with beach "racing" on New Brighton Beach the Saturday prior to their Annual Rally. Historic race machines supported the tribute to Geoff Hockley event, offering the fascinating sight of bikes chucking a bit of sand around. The lined-up static display was quite a treat. Geoff would have been chuffed. Sunday's Annual Motorcycle Rally, although a bit down on entries at 27, staged short and long runs. The children's



▲ Central Otago: Schacht.



▲ Central Hawke's Bay: learning to drive the Holley



▲ Central Hawke's Bay: Tony Prebensen teaching Bruce Poole's grand daughter Mya to drive the 1903 Holley which she successfully drove around the park

Christmas Picnic was popular with young and old as usual. The most popular monthly Branch event, 9-90s mid-weeker, regularly attracts 60 to 90 members and partners. Most recently a tour via Hororata to Sheffield where VCC members Don and Jenny Wright welcomed our picnic lunch onto their vast lawns ringed with gorgeous rhododendrons. Vintage Bentleys, Rolls-Royce, Chevrolet and Cadillac cars together with tractors held lots of interest. Don toured our contingent around his large seed-growing farm and lake, explaining every function. A most interesting day.

### CENTRAL HAWKE'S BAY JOHN FOOT

On 23 September a group of Wellington Branch members were staying in Waipukurau and some of our members joined them for dinner on the Saturday evening. On the Sunday we had organised a visit to a jewellery shop for the ladies and a car collection at Waipawa for the blokes before they all headed back to Wellington. October we had a mid-week trip to the Herbertville Hotel for lunch followed by a visit to the spectacular Waihi Falls on the way home. During Labour Weekend Waipukurau township celebrated 150 years since the founding of the town and some of our members took part in the parade. The branch annual Veteran Rally was held in Hastings with 11 cars in attendance but unfortunately three retired early. Of particular interest on the rally was the 1907 Demeester. The next day was our monthly club run which took us to historic Stoneycroft Homestead, Hastings. December and 16 cars took part in the Waipukurau Christmas Parade after which 50 members attended the branch Christmas dinner. Unfortunately the planned gymkhana was abandoned because of a heavy thunderstorm. On 11 December seven cars were utilized to take elderly persons at the Pakeke Centre out for a short ride into the country.

### CENTRAL OTAGO JOHN LOUDON

Sunday runs have been well attended with some groups travelling out of the area with an overnight stop included and lots of bulldust mixed with the wine no doubt.

If you like Fiat cars the place to go is our local medical centre – Dr Nic Norman, has over 20 of different models plus other vehicles of European make and quite

often see him driving the ex' Bob Turnbull Lancia. In later years this was Bob's preferred car as he would do his weekly grocery run on a Friday. One winter Bob used the Sizaire (well wrapped up). Must have been pretty cold with zero degrees some days and with no lights he had to be home before dark.

A good crowd enjoyed a visit to Graham Frame's collection of tractors, trucks, cars and all sorts of come-in-handly stuff.

Recently Chairman Bill spoke on the various problems you could strike with older car ignition systems with various tests to locate a problem without too much swearing. The newer type multi-meter with digital read out. First read the manual. The older type most of us have with needle and scale are history and mine has recently passed its used by date as the battery in it was a 22V type!

A weekend run was held in the Clyde area for one cylinder and two cylinder Veteran cars with 16 vehicles. Various runs took place all organised by Steven Kidd with other volunteers. Vehicles were Clement Bayard, Oldsmobile, Brush, De Dion, Cadillac, Humber, Schacht, and Renault. Rob Ross had his Oldsmobile running and giving a chuff every now and then. He reckons it would run all day like that, very reliable with no vices. I had a ride in Craig Armiger's Clement Bayard, a very quiet smooth machine at 30-35 mph. He has had lots of rallies in it and won his class a number of times plus first overall, so slow and steady wins at times.

### EBOP

### PETER DONOVAN

On the weekend of 10 to 12 November we had our annual get together with the Gisborne Branch at the Ohiwa Motor Camp. It was a great turnout of our members and an enthusiastic group from Gisborne, with Gavin and Deane from Gisborne winning the rally. However when all points were tallied up our Branch retained the trophy.

Three cars travelled to Litchfield to enter the South Waikato TTT Rally, with Costars, Growdens and Spackmans being forced to divert through Taumaranui because power outages meant no petrol in Putaruru. As usual it was a laid back, friendly rally with 33 silent checks to look for and mistakes to be made following the instructions. Steve and Joy won 1st in PW and 1st overall.





▲ Auckland: Mabel Golding's 1957 Vauxhall EIP Cresta at the gymnic.



▲ Ashburton: Workers dressed in their attire relating to their occupation.



▲ EBOP: Owhia weekend.



▲ EBOP: Owhia weekend.



▲ Central Hawke's Bay: cars at Craggy Range winery.



▲ Eastern Bay Of Plenty: Members gather for the Owhia weekend.

▼ Auckland: Sharman's Gottlieb Daimler atomiser.



▼ Auckland: Peter Fagan's 1914 Triumph at the Kaiaua Fish and Chip Run





Hawke's Bay: A step back in time on the Homestead Run.



▼ Hawke's Bay: Santa arriving at Children's Party in style



▲ Far North:



▲ Far North:

▼ Far North:



Horowhenua: Des Mead with his 1928 Dodge.



The Chairman's Run on 3 December went off very well thanks to the 30 members, 3 kids and 14 cars who participated in the cruise, with questions to challenge observational skills. The culmination was a pizza lunch at the home of member John Lamont. Thanks also to Joyce and all the helping members. The winners were the Leamings in their original 1929 Whippet.

Branch cars have been on display in the Christmas Parades at Edgecumbe, Whakatane and Kawerau. Our members have been enjoying the get togethers with non-members at the Classic Car breakfasts and joining with the runs that follow.

#### **FAR NORTH**

#### **DAVE DUIRS**

The Dawes from Northland Branch set this year's annual Dunny Run where 40 entrants set off from Kawakawa, through Moerewa to inland backblocks. Great scenery over rugged gravel and heaps of dust with no wind to disperse it. This was new territory for most of us and the loss of sense of direction quickly had us guessing where we might be heading. This turned out to be not too far away at Kaikohe's Hone Heke memorial park via a long loop into the hills further south. Far North participants took the Dunny Seat trophy, a legacy from a rally way back when the Hundertwasser toilets opened in Kawakawa.

Winston Matthews' team hosted us in his garden for the Christmas Fun and Games gymkhana. Challenges included the expected parking and stopping events but skills were stretched, with accompanying mirth, while opening a gate, spearing spuds and tyre popping of balloons....not easy sometimes. Its a wonder that some of us manage to park in the street let alone in the garage at home.

The windy New Year storm moved away just in time for our Autospectacular to proceed. Numbers were down a bit but the motorcycles and feature commercials were great with some smart rigs displayed. John Osborne's gun powder show certainly surprised the local sea gulls with the loud bangs.

#### **HAWKE'S BAY**

#### **HELEN BALL**

Our Labour Weekend Safari saw 19 cars taking part in a back road meander through Pahiatua and Shannon to Levin. RJ's Liquorice factory was a popular stop before continuing to Paraparamu for a

behind the scenes look into Southwards Car Museum restoration shed then a tour of the museum. A garden visit and viewing a tractor collection meant it was a very full and enjoyable weekend.

In November 29 people took part in the annual Ladies Lunch at Vidals Winery. Next was the Homestead Run. Despite inclement weather 45 cars took to the road and drove through the wonderful countryside to the Omakere Homestead, an imposing home built of brick in 1929. Our lunch stop was at the 100 year old renovated Aramoana wool shed before driving to the amazing 1894 built Aramoana Homestead, looking very much like a castle complete with turret.

In December children/grandchildren enjoyed a Christmas Party at our clubrooms.

The final events of the year for our very active branch were the Mystery Auction Night with over 60 members enjoying a fun night bidding on parcels that in some cases may have more than surprised when opened, and a Christmas Club Run.

Our branch's part in Art Deco Weekend is organised and this year we host a collection of magnificent cars that are going to blow your mind.

#### **HOROWHENUA PETER NIGHTINGALE**

A club night speaker went through the use of our club defibrillator and the vital need of CPR in the case of a heart attack.

Des Mead one of our members sadly lost his wife to a short illness, our thoughts are with you Des.

Stalwart and long term VCC member Warren Birch has had a spell in hospital. Back home now under strict supervision from Loraine.

Thirty-five members enjoyed an outing to Murrayfield, a local cafe museum.

Parts team have been busy stripping a Morris eight and Mini parts are also now available in spares.

Don McLaren is restoring a locally owned 1952 Commer Karrier originally owned by a Levin hardware shop before being sold to a local farmer in its later life. Mark Morgan is making more progress on his 1933 Chev pick-up and has the running chassis completed.

Our annual Tararua Trundle took us north. With 25 cars entered, the roads that we travelled were sourced from a map that I strongly believe came from a "Yorkshire Library map" I thought I knew all the roads in the district but found myself on some

that I had never been on. A great run from the club captain team.

The Christmas dinner was attended by around 60 members. The Levin Christmas parade was also supported by the branch.

Our annual swap meet is on 17 March. This seems to be getting bigger each year.

#### **MANAWATU**

#### **IAN HOWELL**

Our swap meet at Manfeild was very successful, as was our open parts shed. A steady flow of parts went to new homes that afternoon.

Club nights have featured members' cars of late, the most recent being a visit from Warren and Jan Corkin who drove their Morgan Plus 8 up from Kapiti Coast. Stan Garmonsway enlightened us about the whimsical nature of the Morgan factory, its history and production with a talk and photo display.

Ron Persson organised a club outing to the Olive Tree retirement complex in Palmerston North. Nine cars, mostly pre-war, helped out and provided the residents with a pleasant afternoon, rekindling memories and providing short rides, which were eagerly accepted.

In early November the Manawatu Classic Motorcycle Club, who use our venue for their meetings, held a successful swap meet there.

December is a busy time with our support of two Christmas parades, in Woodville and Feilding. The latter attracts a massive crowd. On the last weekend of 2017 Club Captain Brian organised a low-key run to a favourite café, The Woolshed on SH1, south of Sanson.

The first day of 2018 attracted a very good turnout to Len's New Year's Day run. Len and Gladys Haycock have organised an informal run from Bulls for a number of years visiting local beaches, scenic reserves and other members' collections. Instructions are kept to a minimum, the emphasis being to have an enjoyable day with fellow members and families and their cars.

#### **MARLBOROUGH**

#### **CARROLL WIBLIN**

We welcome new members Harold and Noeline Gratton, 1973 Triumph Stag and a 1975 Triumph 2500TC; Graham and Shirley Gifford, 1937 Nash Lafayette sedan; Philip and Janet Steel, 1952 Morris Oxford sedan. We also welcomed back Ross Kennington, 1957 Chev Bel Air.





▲ North Otago: Wayne Abernethy hands over a cheque for \$764.20 to Oamaru Heart Foundation's Jan Keown (third left). Dot Hill (left), Brenda George (second left) and Mary Maple (left). Wayne organised a fundraising Show and Shine as part of the recent Motor Trade Association centenary celebrations for the Aoraki region held in Oamaru. Photo: Daniel Birchfield Oamaru Mail.

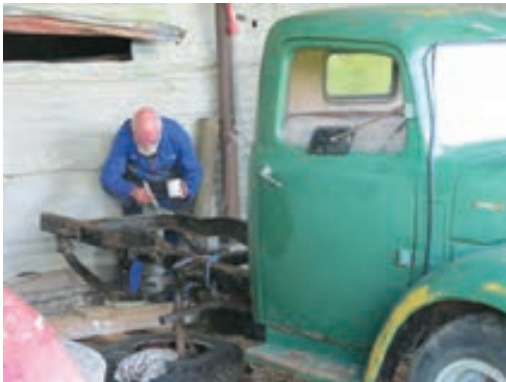


▲ Nelson: Mike Bryan wins the best decorated vehicle with the Sunbeam Rapier.

▼▼ Marlborough: steam train.



▲ Nelson: Mid Week Christmas Lunch and Run - Kevin Burden's A40 out on its first club run.



▲ Horowhenua: Don McLaren working on his 1952 Commer Karrier.

▼ Horowhenua: Andrew Judd's Bedford truck.



▼ Nelson: Tapawera A & P Show - Branch Patron Ken Ivory Ponders why Fords always have their bonnets up.



52 Beaded Wheels



▼ Marlborough: Helen Winstanley and Rose Preston dressed in period costume.

▼ Nelson: Debbie Robertson hangs on going up the slope.



▲ South Canterbury: Neil Manchester's newly restored 1970 Fiat 124 Sport Coupe, at Fairlie, after the New Years Day Parade.

► South Canterbury: Barry Smith's 1927 Erskine 50, at the South Canterbury All American Weekend Caroline Bay display





November saw a barbecue run to Okiwi Bay, and then seven vehicles went on to Waitata for an overnight stay.

Also in November we had our Christmas lunch at the Clubs of Marlborough. Much more relaxed than in December.

December 1 was the inaugural NZR steam train's trip to Blenheim. Eighteen vehicles drove to Picton to go on display and four veterans lined up at the Blenheim Station for the arrival of the train. The trip was fully booked out with passengers from a cruise ship filling most seats. The cars were a great attraction as well.

A garage raid proved very popular with 25 cars attending. This is a great way to catch up with the restorations that are going on within the branch. It can also be of benefit to new members to see what vehicles are in the branch and what will be coming out on future runs, as well as meeting other members.

The branch Christmas Party was well attended with the jolly old fellow taking part with some very flashy fairies to help distribute the parcels using the old game of pinch the parcel which made for a lot of hilarity.

## **NELSON RAY ROBERTSON**

Please spare a thought for VCC and Austin Register member and organiser of the Dennis King Memorial Trial, Damon Rose, who in mid-November took a tumble and suffered serious head injuries while out for a mountain bike ride. Back home now to undertake further rehab back in Nelson. Damon's wife Chrissy said it will take some time for him to fully recover.

The Ron Johnson Wednesday morning teas continue to gain popularity with up to 40 attending, many in their old vehicles.

Club night saw 30 odd people grab a meal at the Suburban Club, await the arrival of darkness, then head off on what amounted to a night trial seeking out the homes kitted up with Christmas lights

The branch Christmas party was combined with a gymkhana. Twenty-five cars, enthusiastic participants, great barbecue lunch and a lot of laughs made for a great day. Hanging out the washing, or placing tennis balls on cones, while negotiating the grassed slopes of the Nelson Speedway was more difficult than we all realised.

The final event for 2017 was the mid-week Christmas Run and lunch which saw 45 members participate in a Park

Drive, mostly around urban streets with a requirement to name the reserves and parks. Part of the run was to view a huge display at Nelson Cathedral of over 40 Christmas trees all made by local clubs and charities. Lunch followed at the Anchor Bar and Grill. Kevin Burden of Motueka had his recently restored 1951 Austin A40 out for its first run.

## **NORTHLAND BRUCE COSSON**

The Northland Branch are away to a cracking start for the New Year. A keen team of brush-wielding volunteer painters have transformed the Clubrooms. Snazzy green and white. Fantastic.

There has been heaps of volunteer time put into the branch complex over 2017 and these efforts are applauded. Special thanks to all those who contributed so willingly for a superb result.

To kick the rally season off we visited the home, and Austin collection, of Glen Reid at Mangawhai (out toward the E. coast from Kaiwaka). A lovely collection. Thank you Glen.

Most drivers completed the rally course in reasonable time and probably enjoyed their lunch. At least one car, so in awe of the scenic beauty of the route (even through the rain), made the decision to delay their arrival by a couple hours.

The Feature Car for February comes from the central Whangarei address of 'KAP' Pothan. Clutching my trusty tape recorder I queried "So what's with the KAP name KAP? "My mother started it," was the reply. "My full name initials." The 1955 3 litre, two carb, Alvis, is the Grey Lady model and a two-owner. KAP bought the car in 1980. On one Royal occasion the Queen Mother (on a visit) had ridden in the Alvis.

This is a very stylish and beautifully appointed car. When new it came with a 100mph guarantee, or money back.

"She still really whistles along," said KAP. "I've swapped the white-wall tires for radials. They give me a better drive."

Thanks KAP.

## **NORTH OTAGO CLIVE BLUNDEN**

Some of our branch entered the November Girder Fork motorcycle rally to Akaroa. Ralph Weir on his 1937 Velocette MAC won two prizes, one for Best Bike and the other (which we reckon is debatable) the oldest rider at the rally.

November 18 was a good day for the branch, what with the swap meet in the morning and the MTA Show'n'Shine in the south part of Oamaru in the afternoon. Through thinking outside the square, and some very hard work by Lynette Boaden and her team, swap meet was a brilliant success. It was a bit different this year as the team invited the Canterbury Branch to have their lunch and start their run from the swap meet. They brought over 50 vintage vehicles with them, a great display, and strolled around the stalls before lunch.

This year there was a girly section as well as the main boys section. We estimated that around 500 people came through the gates and takings were good at around \$2,700.

The MTA Show'n'Shine that was organised by Wayne Abernethy, and Ernest and Brenda George as part of the MTA Centenary celebrations was also a success.

Wayne presented a cheque to the Oamaru Heart Foundation.

## **NORTH SHORE RICHARD BAMPTON**

A new venture was a mid-week Ladies Run to Maungarototo and included visits to second-hand shops antique emporia the historic Ruatuna House and a guided tour of the town. 23 participants enjoyed the day with not a vintage car in sight. Back to normal in November when 12 cars and 19 members visited the car and military vehicle collection of David Grace near Waimuku. December saw the Christmas barbeque at the clubrooms. During this period several members displayed their vehicles a number of Christmas Parades on the Shore and at Orewa.

Work continues on Thursdays and Tuesdays on the club vehicles and restorations. The Morris 8 is back on the road with work having been carried out on the engine, seats and wiper motor and work continues on the Chevrolet sedan, Dennis Bus and Bedford Tow Truck.

Over the Christmas period the car park has been levelled and crushed concrete rolled flat to make a much more attractive area. Thanks are due to Maurice Witham for the use of his digger,

## **OTAGO GRAEME DUTHIE**

The Post War, P60 and P80 run in mid-October, attracted 13 vehicles and one motorcycle. The route went north through the city and over the Old North Road

turning off to Long Beach where lunch was enjoyed.

The Taieri Tour is one of our bigger events held annually and this year saw another successful run. As 52 vehicles left the club rooms they travelled on two different routes around the greater Taieri area and up the Middlemarch road, turning off at Lee Stream School to finish at the Hindon hall, where they performed two field tests before lunch. At the evening dinner, where awards were presented for the rally, Kevin Clarkson presented 50 year badges to Bill Veitch and Bruce Murray.

The Veteran and Commercial rally attracted 16 vehicles including cars trucks and motorcycles of all periods. The run took us south of the city keeping off the main roads and using some old main roads to get to the Taieri plains area where we passed the airport on our way to the Chapel at Henley for lunch.

‘Whizzing Around the Taieri’ is a run for mopeds and scooters starting on the Taieri at the home of Ruth and Gil Edmonds. The Taieri plains is a perfect area for these low powered vehicles. They travelled about 60 km during the day lunching at the Taieri Historical Park and visiting a garden before finishing where they started at Edmond’s.

The Christmas barbecue was held at our club rooms and everybody enjoyed a very nice meal and lots of socialising.

## **ROTORUA RONALD MAYES**

Long-time member Bob Mowbray died on 15 November at the age of 86. Cliff Wickham spoke at his funeral of his long association with the branch. He had been secretary, chairman (twice), committee member, was awarded life membership and became the patron of the branch in 2005. He had owned a variety of cars, including a Bristol, a Ford Model A roadster, the family La Salle convertible (now in Southwards Museum), various Triumphs and his final big purchase was a 1978 Rolls-Royce Silver Shadow II.

The annual spring tour in November saw 20 cars travel to Feilding and Whanganui, members took in museums and were guests of the local branch to see the collections and workshops of Bruce Ardell, Ed Boyd and Ian Chamberlain, plus a visit to a private airstrip and a hangar housing a DH82A Tiger Moth and an 8/10 size Spitfire replica powered by a Chevrolet V8 engine. A highlight was a cruise in the paddle steamer *Waimarie*.

The Car in the Room has been a feature of monthly club meetings and we are fortunate in having premises which can accommodate a vehicle while its owner tells us all about it. Neville Harper’s magnificent 1931 Studebaker President managed to squeeze in for the November meeting with just inches to spare. In December chairman David Tomlinson brought along his latest acquisition, a 1968 Rolls-Royce Silver Shadow.

In January 2018 the branch will hold its annual lakefront car show on the Rotorua Village Green and all donations from participants and visitors will again go to the St John Ambulance Association.

## **SOUTH CANTERBURY SHANNON STEVENSON**

Our Motorcycle Rally took place on November 5. Attracting 15 entrants from several branches, the route took riders south-west of Timaru, to the Bluecliffs Hall.

The Annual Safari weekend was held over 10 to 12 November with a number of members and vintage vehicles camping out at O’Neill’s Reserve, near Cave.

The All American Weekend, in support of Heart Kids South Canterbury, took place over 18 – 19 November. The Saturday run, attracting 55 vehicles, took participants to Geraldine. Highlights included a visit to Geraldine Auto Restorations and Paul Robins’ car collection. A Sunday vehicle display at Caroline Bay attracted over 160 vehicles.

The Vintage, Veteran and Commercial Weekend was held on 26 November, taking members and their older vehicles to Holme Station and Cave, the lunch stop, at Pleasant Point.

Several of our vehicles participated in the Timaru Christmas Parade on 2 December. On 9 December, five members vehicles and a number of members children and grandchildren participated in the Christmas Scavenger Run – taking participants across Timaru hunting for clues, before a picnic at Caroline Bay.

The Christmas Dinner took place on 9 December. It was a special occasion for Alan Miller, being the presentation of his 50th year badge by South Island Club Captain Alon Mayhew.

Over 25 of our vehicles participated in Fairlie’s well-attended New Year’s Day parade – placed in amongst various trucks,

tractors and machinery from across the 20th century.

## **SOUTH OTAGO JOHN COOK**

In December seven of South Otago Branch’s Blue Smoke and Pedals members attended the Otago Branch’s Whizzing Around The Taieri moped and scooter rally. A very warm day, including visiting a couple of places of interest, made it a very enjoyable day.

The Wednesday Ramble’s last outing for the year, also held December, was to Leithen picnic area at Paradise Flat, West Otago and was well supported.

The late Buddy Jarvie’s 1938 Pontiac has been sold to an Auckland buyer and was driven there but not without a timing gear problem at Oamaru. After this was fixed there were no more problems.

Devon and Jeanette Beard’s 1928 Model A has had a motor overhaul and from what I have seen of it going up the main north Balclutha hill, it’s going very well indeed.

## **TARANAKI COLIN JOHNSTON**

Long-time member Robin Voss of Stratford was presented with his 50 year badge and certificate at a special evening held in conjunction with our November Noggin and Natter. Robin has served as Chairman and newsletter editor of the branch and organised early Maunga Moana rallies.

Potters Paddock Gymkhana was held in November with a good number of cars entered. This year it was won by Michael Kruse in a Wolseley 1500. Different tests required the driver’s ability to seek the least number of points. The presentation was made by Potter family members. The event was held at the Stratford showgrounds.

Brian Morris in South Taranaki has just about completed the restoration of a rare 1931 Vauxhall Model VX 6 cylinder. Brian started with restoring the rolling chassis in 2011 and imported the tourer body from Australia. The car is now registered and on the road, painted in a striking red and black.

Kevin Fabish of Inglewood has added a 1929 Essex coupe to his collection of Essex vehicles. Kevin found the car advertised on TradeMe and was able to purchase this rare vehicle. The car has had only three owners and is complete with a dickie seat, currently registered and is a very original motor car.





South Canterbury: Gordon Handy's 1954 Alvis Grey Lady, at Pleasant Point's 'Get to the Point' festival.



South Canterbury: The Ladbrook's 1961 Ford Zephyr Mk2 convertible, entering the Timaru Cemetery, on the Christmas Scavenger Run.



▲ Rotorua: Neville Harper's Studebaker squeezes into the clubrooms.



▲ South Otago: Clutha Rally Neil Gamble (left) and Percy Burrows (right) discuss their day's rallying.  
 ▼ South Canterbury: Motorcycles and entrants lined up at Bluecliffs Hall, on the Annual Motorcycle rally.



▲ Taranaki: Robin Voss (centre) 50 year presentation by Chair Veronica Oliver and Colin Johnston at the branch clubrooms.  
 ▼ Sth Canterbury: 50 Year award holders.





Wairarapa: Sue Dittmer awaits her turn in the Austin 7. Husband Andy was the eventual winner.



► Waikato: both photos Veteran Rally.

▼ Wairarapa: Francis Pointon won the Glen Bull Memorial Trophy.



▼ Wairarapa: John Kennedy manoeuvres his 1922 Rolls-Royce at the top of the hill.

▲ Wairarapa: A flock of Minis ready for the big climb.

◀ Wairarapa: Organiser Peter Bull with a couple of exhibits at the Gold Medal rally.

▼ Wairarapa: It's a long way down.





Planning is underway for the 53rd Annual Maunga Moana Rally to be held on 20-21 April and this year the base will be the Plymouth Hotel in New Plymouth. The Saturday night dinner will see the presentation of four 50 year badges and certificates to Taranaki members.

**TAUPO GREG NATTRASS**

Our November club night was Ladies' night, this year our ladies enjoyed a movie, *No Ordinary Sheila*, at the local cinema. The men went on a shed visit to see fellow member Bob Deadman's 1963 R195 International logging truck, which is currently under restoration.

The posh afternoon tea, was once again beaten by the weather, so plan B was to transfer it into the clubrooms. This event has a dress code that is in the era of the year of your car. This year the award was taken out by Kelvin and Jan Trim who own a 1974 Triumph Spitfire.

December, and we participated once again in the local Christmas parade. This follows Lake Terrace from the fire station, and then to the main street of town, a good way to participate and be seen in the local community. Later that evening we had our Christmas dinner. This year we had the meal at the local golf club. Not well supported, but a good evening was enjoyed by those who participated. We even had a special appearance by Santa.

**WAIKATO GAYNOR TERRILL**

Our annual veteran and two wheel brake rally, organised by Theo de Leeuw, was held on 5 November. Of the 19 vehicles entered, 13 were over 100 years old, a credit to their drivers. Congratulations to Gordon and Claire White who were overall winners, driving their 1908 Jackson dogcart.

Later in November the branch annual swap meet took place at Karapiro Domain with a good number of buyers and sellers present. Fortunately the rain held off until late morning when most of the transactions had taken place.

Something a little different was organised for the Christmas run on 9 December with an economy trial taking place. Vehicles were filled up at the local petrol station under supervision, and mileage taken. At the end of the run, the petrol was topped up again. Graham and Nola Luxford's MGB was declared the



Taranaki Branch: Rob Thomson competing in the Light and Horn test in the Dodge at the Stratford Potters Paddock Gymkhana event .

most economical vehicle at the Christmas barbecue following the run.

The branch is celebrating 60 years in 2018, with a number of specifically themed events taking place. The annual Ladies' Rally is the first such event and will be held in early March. This is always a great day out with the ladies competently displaying their driving skills while the men prepare the afternoon tea and wring their hands until their dearly beloved (wife/vehicle) is safely returned.

As Easter approaches, the branch looks forward to hosting you for the North Island Easter Rally. Remember to get your entry in early.

**WAIRARAPA KEVIN BALL**

A flurry of very successful events, capped by Christmas dinner for more than 60 people, brought Wairarapa's year to a pleasing end.

A new event, a stretched gymkhana, attracted 34 entries. The object was consistency as entrants negotiated a 1.5km course over paddocks. Each driver was timed over three laps, with their fastest lap being the target time. Half the field was eliminated after each run, with Andrew Dittmer (Austin 7) and Simon O'Hara (Plymouth) facing each other in the final. Andrew won by 1 second, with branch chairman Willie James (MG) another second back. Visitors from Horowhenua turned out in force, with four Model T speedsters making a great display. Another head-turner was John Kennedy in his 1922 Rolls-Royce Silver Ghost.

The resurgence of the motorcycle division continued in the Gold Medal rally with a record 58 entries. Gold medals went to Catherine Banner (Masterton), Warwick

Lang (Wellington), Francis Pointon (Masterton), John Viner (Wellington) and David Gwynn (Wellington). Best overall, for the Glen Bull Trophy, was Francis Pointon on his 1973 Triumph Bonneville and David Gwynn (1971 BSA) took out People's Choice.

The final event was the Janice Groves Memorial Trophy. This year 38 cars were diverted across country, on a paper road, and up a real live mountain, Mt Rangitumau (605 metres). This stretched cooling systems to the limit but the fabulous views made the effort worthwhile. A clash with a motorsport event left cars parked on the side of the road for 20 or so minutes in 30deg temperatures on the way down, then it was on to the domain and a cool drink.

**WANGANUI FAY CHAMBERLAIN**

What a wonderful way to end 2017. We had a record turnout of members for the annual Restoration of the Year. The motorcycle winner Brett London was thrilled to receive the trophy again (for the 5th time!) from Chairman Bruce Ardell. Peter Witton won the Restoration of the Year trophy with his immaculate Daimler SP250. He also had some very strong opposition.

For the first time members had the fun involved in identifying a table full of mystery items. So popular it'll be on the agenda for next year too.

The Willing Horse Award went this year to Bill and Heather James. Keen motorcyclists, and faithful, helpful members over many years. Well deserved, and well received by all.

Membership continues to grow, with many new faces being younger ones.



Wellington: Cars on the Dec Sunday Run.

Sunday runs continue to be well supported, and the Burma Rally in January is already attracting many entrants. In conjunction with the Wellington Anniversary weekend, the Vintage weekend is growing in numbers and interest every year. Vintage cars play a big part in the public's view.

Christmas Parade saw a record number of entries, larger crowds, and more decorative floats than ever before.

**WELLINGTON                      CLAIRE BENGÉ**

We provided a selection of vehicles for the Petone Christmas Parade. That was followed by the annual Children's Christmas party on 26 November with lots of activities for the children, a bouncy castle and rides on the branch's 1926 Dennis fire engine.

Our Kapiti Coast Midweek Run started with lunch at Boneface situated in the old Dunlop tyre factory in Upper Hutt. They then went to see Dave Turner who is a neighbour of Ray and Tasi Betteridge's and his hobby is building miniature engines. He demonstrated his quarter size working steam engine and sawmill and a working demonstration of a 15cc petrol engine that he has just completed.

Our December Sunday Run was to the Vintage Machinery Club at Maungaroa, Upper Hutt where they showed their various types of machines including stationary engines and vintage tractors.

Several of our members joined the Sunbeam Car Club's 37th Annual Lake Ferry Run on 9 December. With one make

car clubs struggling for members, it is good to see such activities occur. The mixing of car makes and types helps to support and encourage more members.

The Kapiti Coast Midweek Christmas Lunch was held early in the month at Levin, the heart of the Kapiti Coast.

Finally for 2017, the Wellington Branch combined with the motorcyclists to have a barbecue Christmas Party on 19 December and we gossiped and ate to the music of our secretary's Bluegrass Band, aided and abetted by John Jackson on guitar and Aaron Janes as a guest singer. Doug Banks, was awarded the Challenge Trophy for earning the most points from rallies during the year.

**WEST COAST                      JUNE CAMPBELL**

We welcome two new members to the Branch. Bill and Linda Gaynor hail from Westport and they own a 1954 Morris Minor 1000 sedan, a 1959 Morris Minor van and a 1976 Land Rover ute Series 3.

We sadly farewell member Jeanette Bryan who passed away after a very short illness. An ex Hari Hari lass, she enjoyed club outings with friend Les McKenzie in his early VW sedan until illness got in the way. We extend our condolences to Jeanette's family.

Our November run was to Slab Hut, just south of Reefton, for a spot of gold panning organised by Nigel and Steffan McKay. The boys had a thermometer on the boil for the 40 odd members who tried their luck in the river. I haven't heard how much gold was recovered, it's being kept really quiet.

Our Christmas and end of year function was at Shantytown. Luckily a passing Santa called in with his bag of goodies which completed a successful year for the Branch.

We have been invited to display vehicles for a number of events in January and February but the length of our area, Karamea to Haast, determines how many can do the miles.

March is our Rally month, this year we have the Scenicland Coal Trail Rally which we hope will be of interest to those who are coming along. We look forward to your company.

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## PASSING LANE

In this column we acknowledge the recent passing of club members.

Information is supplied to  
*Beaded Wheels* by  
VCCNZ Branch Secretaries.



- |                        |                 |
|------------------------|-----------------|
| <b>Banks, Douglas</b>  | Banks Peninsula |
| <b>Bryan, Jeanette</b> | West Coast      |
| <b>Butler, Brian</b>   | Gisborne        |
| <b>Chapman, Peter</b>  | Marlborough     |
| <b>Edwards, Graham</b> | Marlborough     |
| <b>Geddes, Athol</b>   | Northland       |
| <b>Pattie, Evelyn</b>  | Marlborough     |
| <b>Harbut, Norman</b>  | Waikato         |
| <b>Scott, Bob</b>      | Banks Peninsula |
-



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<sup>2</sup> A registered valuer, registered quantity surveyor, building practitioner holding an appropriate trade licence, or such other specialist as we accept.

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