

CLASSIC, VINTAGE AND VETERAN MOTORING FOR 70 YEARS

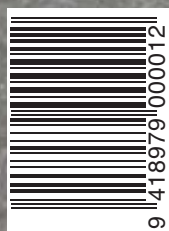
# Beaded Wheels

No. 351 April/May 2018

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



**THE FUTURE OF MOTORING**  
A look at the future of motoring historic vehicles  
on public roads



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND





Broadway Avenue, Palmerston North, circa 1920s. Rows of buildings line the street. A row of cars is parked on the right. A horse and cart proceeds along the road. Signs on the left advertise Goldfinch & Cousins, the men's store and Berrymans for pianos, gramophones, and sheet music. Photograph taken by Sydney Charles Smith. Photo supplied by Max Youle. Photograph held by Alexander Turnbull Library, Wellington, New Zealand.

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

Ian Walker getting his Morris Minor ready for the Taupo Branch Annual Rally. Photo Neil Chave



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Beaded Wheels



The Fédération Internationale des Véhicules Anciens (FIVA) is the worldwide organization dedicated to the preservation, protection and promotion of historic vehicles and related culture.

The Vintage Car Club of NZ (Inc) is a founding member of FIVA. VCCNZ Registrar Rod Brayshaw is the New Zealand delegate to FIVA and also a member of the FIVA Technical Commission.



## PRESIDENT'S MESSAGE

In this issue of *Beaded Wheels* there is a very thought provoking article from Rod Brayshaw titled "Is this the future?" which I would urge you all to read. The article highlights that around the world, in conjunction with the introduction of Low Emission Zones, many countries are moving towards total exclusion of fossil fuelled vehicles in their cities within the next 12 to 20 years. Some countries have also put time frames in place to end sales of petrol and diesel powered vehicles. Motor vehicle manufacturers are working towards electrifying their entire vehicle ranges by the early 2020s.

You may think that this move to Low Emission Zones has not reached our shores yet but Auckland Mayor Phil Goff is committed to achieving zero emissions by eliminating all petrol and diesel fuelled vehicles from the city by 2030 (that's only 12 years away). And you can bet that city councils around New Zealand will have this item on their agendas in the coming years. There is no doubt that it will become more challenging to be able to continue to drive our vehicles where and when we want. The Vintage Car Club must be proactive in working with Government agencies to

ensure that historic vehicles are treated differently to other vehicles. We must be vigilant and aware of any proposed law changes which will have an impact on our ability to drive our vehicles. We must obtain exemptions to safeguard the continued use of our vehicles. We will be actively supporting the stance that historic vehicles owned by our members are distinct from old vehicles. When considering the problem of urban air pollution our vehicles should not be lumped together with old, badly maintained vehicles that are used as cheap, everyday transport. Our vehicles make up an insignificantly small fraction of road vehicles and an even smaller fraction of road traffic, hence their contribution to air pollution is proportionately tiny. Since they are generally used purely for pleasure, they are rarely used in urban areas at peak times – in fact generally we go out of our way to avoid peak traffic times. Our passion for maintaining and driving our historic vehicles and protecting, preserving and promoting our motoring heritage sets us apart as a group.

As members we can do our part, and one of the best ways is to continue to generate the good

support we currently have with the general public. Our National Day in August is one of the ways we can do that.

Over the next few months most branches will be holding their Annual General Meetings. Please make an effort to attend your branch AGM and also give some thought to standing for a position on your committee. You might even get to know a lot more about your branch affairs and learn more about the wider club as well as enjoying your involvement. I know that a number of branches were not able to fill all their committee positions last year, and this places an extra burden on those who are prepared to serve their branch. I thank all of you who are prepared to serve on your local committee. Without these willing members, branches would face a bleak future and there would be no local events to attend. Too often we all take for granted the tremendous effort put in by a small group of members to stage our local and national events, which we all enjoy.

If you are not in a position to stand for committee, then at least turn up and show support for your branch chair and committee members. Remember that this is

your opportunity to influence the decision making and running of your branch. Too many members are happy to criticise the running of branch affairs and events, but are not prepared to lend a hand to improve or change things for the better. From time to time I receive phone calls from members who are critical of the way their branch affairs are conducted, and want the Management Committee to interfere with the decisions of the democratically elected branch committee. The time to have your say is at your AGM. It serves no purpose complaining when the majority of members have made decisions which you subsequently dislike. If you cannot convince fellow members you are right, always remember that the Club and/or your branch is bigger than any of us individually.

**Diane Quarrie**  
VCCNZ  
National  
President



## AS WE SEE IT

Many readers will have noticed the new look layout presented in the last issue. We think it is a sharper look, more modern and keeps the magazine contemporary. We've had a number of compliments on the new look although a couple of members have mentioned to me that they perceive the print size to be smaller. The reality is that we have changed the font style rather than the size. The magazine remains eminently readable although I readily admit that I have trouble reading it without my spectacles. With my prescription specs on all becomes clear. Those who have problems reading it may well benefit from a trip to the optician!

The availability of high quality digital cameras and improved

smartphone cameras has allowed much more flexibility in photographing our vehicles and club events - we are keen to feature striking images of our readers and their vehicles enjoying club events and appreciate any good quality photographs that come our way.

At the bottom of the Contents page (page 3) readers may have noticed the FIVA logo. The Federation Internationale des Vehicules Anciens (FIVA) is the worldwide organisation dedicated to the preservation, protection and promotion of historic vehicles and related culture. The Vintage Car Club of NZ (Inc) is a founding member of FIVA. We have included the logo in *Beaded Wheels* as, by virtue of our membership, our members come

under FIVA's umbrella. We have frequent contact with FIVA as the VCCNZ Registrar, Rod Brayshaw, is the New Zealand Delegate to FIVA and is also a member of the FIVA Technical Commission.

Rod has given us some information about the projected future of motoring around the world (pages 14) and it makes for very sobering reading. There is probably a lot of work to be done on infrastructure before we will see electric vehicles (EVs) becoming more numerous than internal combustion engines (ICE). Thinking here about the electricity generation and distribution required to satisfy all those EVs. This may mean that EVs may not be as clean as originally thought!

On pages 12 and 13 we have two

articles about the benefits of the Vintage Car Club of NZ (Inc) Vehicle Identity card (VIC). One written by Rod and the other, written in a humorous vein, by the NZTA. We printed both of these articles about 10 years ago but they are well worth repeating so that newcomers to the club may gain a bit of background information on the VIC.

**Kevin Clarkson**  
Chairman,  
Beaded Wheels





## VINTAGE CAR CLUB BRANCH EVENTS



West Coast Branch Coal Trail Rally entrants at the Reefton Racecourse photo Brent Woolhouse

### APRIL

1	April	South Island Club Captain's Tour
2	Ashburton	Rod McKimmie's Run
2	Otago	Sausage Sizzle
5	Horowhenua	Ted Green M/C Rally
7	Waikato	Mooloo Meander
8	Gore	Ladies Run
8	Wairarapa	Club Captain's Run
14	North 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
18	Waikato	Wednesday Wander
21	Waimate	ANZAC in Action
21	Central Otago	21st Golden Times Rally Arrowtown
21	Taranaki	Maunga Moana Rally
21-22	Canterbury	Annual 2 Day Autumn Run
22	North Shore	Northern Raid Rally
21-22	Taranaki	Maunga Moana Rally
22	Northland	Swap Meet
22	Wellington	Dawn Breaker Rally
22	Waikato	Twilight Run
22	West Coast	Club Run
25	Canterbury	ANZAC Run
26	Otago	Midweek Run
28	Canterbury	Scooter & M/C Run (up to 249cc)
29	Gisborne	Club Run
29	Wairarapa	Veteran Rally
31	Wanganui	Castrol Motorcycle Rally

### MAY

5	Ashburton	Swap Meet
5	Manawatu	Post Vintage Rally
5	Ashburton	Swap Meet
5	Manawatu	Post Vintage Rally
5-6	Wairarapa	Motorcycle Reliability Trial
10	Banks Peninsula	AGM
12	Banks Peninsula	Night trial
12	Canterbury	Rural Run
12	Gore	Night Trial
12	Southland	Waimea Motorcycle Rally
13	Central Otago	Sunday Run
13	Nelson	Restoration of the Year/Gymkhana
13	South Canterbury	PV/PW/P60/P80 Rally
13	Waikato	Club Run
15	West Coast	Morning tea Shantytown
16	Waikato	Wednesday Wander
17	Taranaki	AGM
17	Wellsford/Warkworth	AGM
19	Canterbury	Quiz Night

19	Southland	PW/P60 Rally
20	Banks Peninsula	Hadstock Field Tests
20	Canterbury	Parts Shed AGM
20	Otago	Restoration Rally
20	North Shore	Triple Combined Rally
20	Wellington	Ladies Rally
24	Marlborough	Midwinter Prizegiving Dinner
27	Canterbury	M/C Rough Run
27	Marlborough	AGM
27	Waikato	Training Day
27	West Coast	Club Run
31	Eastern Bay of Plenty	AGM

### JUNE

2-4	Canterbury	Irishman Rally
2-4	Waikato	Double Fifty
3	South Canterbury	All British Day
6	Horowhenua	AGM
6	Wanganui	Annual Rally
7	Waitemata	AGM
9	Gore	End of Season Run
11	Bay of Plenty	AGM
10	Canterbury	Restoration of the Year
10	Marlborough	Events Trophy
10	West Coast	AGM
11	Wairarapa	AGM
13	Canterbury	Motorcycle Section AGM
13	Central Otago	AGM
13	North Otago	AGM
13	North Shore	AGM
13	Waikato	AGM
17	Central Otago	Sunday Run
17	Nelson	AGM
17	Otago	AGM
17	South Canterbury	Restoration Rally
17	Wairarapa	Winter Wander
17	West Coast	Rosco Trials
19	West Coast	Morning Tea Shantytown

### VINTAGE CAR CLUB NATIONAL EVENTS

15 - 17 February 2019

26th National Motorcycle Rally  
hosted by Marlborough Branch

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.

## Executive Meeting

The Executive meets every March and during the August Annual General Meeting weekend. Their last meeting was the 24 March in Christchurch. Minutes are sent out to branches and your representative will be able to report on the contents.

## Notice Of AGM

On page 30 you will find a Notice of AGM and request for nominations for the Management Committee positions.

## Branch Transfer

To transfer between branches complete a transfer form. This can be obtained through your branch secretary or through the club website. Levies do vary between branches.

## John L Goddard Trophy Nominations

A notice regarding the John L Goddard Trophy appears below. Please put some thought into nominating a worthy member. More information is available in the Branch Manual, which is held by your branch secretary and also available for download from the club website.

## Change of Address

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

## 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.

## 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 (Section 23S of the Branch Manual), and forward it along with \$23 to the National Office 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.



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**Julie Cairns-Gee**  
National Office  
Manager

## CALL FOR NOMINATIONS John L Goddard Trophy for achievement

**NOMINATIONS CLOSE 1 JULY 2018**

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

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

Nominations for the Award should be forwarded to:  
John L Goddard Award,  
Vintage Car Club of NZ (Inc)  
PO Box 2546, Christchurch 8140.



## 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.

## Petrol Article

The article in *Beaded Wheels* 350 on the history of petrol sales in New Zealand was most interesting. Like many of your older readers I can remember old fashioned pumps and even Big Tree ones.

I wondered if the term 'motor spirits' really had disappeared and did some research. I found the term used in 1971 by the 'Motor Spirits Licencing Appeal Authority' and again in the duty and excise regulations 2004 in section 6a 'rates of refunds in respect of motor spirits excise tax'. As far as the law makers are concerned the term is alive and well.

John Newsham

## Magazine Changes

My compliments/praise to whoever was responsible for the change in format and modernisation of our magazine. The way the photos and articles are laid out makes the magazine a very enjoyable read. Good work.

As a traditionalist in my humble opinion the magazine should retain the title of *Beaded Wheels*.

The majority of readers know what the title means and for those that don't a quick search of Google will enlighten them. It is a distinctive title and encompasses our early car interest.

Brian Skudder

## Magazine Changes

I was pleasantly surprised when I opened my latest edition of *Beaded Wheels* and was immediately impressed by the new setup of the magazine. It is very neat and clear and much easier to read which seemed to make it far more interesting altogether.

The article about the ten collectable classics also surprised me when I saw what could almost be the Hillman Hunter I bought in Britain from the Metropolitan Police when it was a few years old.

Mine was the same colour as the one pictured, which appears to still have its English registration. The one I bought had an F registration. It was a police courtesy car only used for police witnesses, had never been driven hard and was in immaculate condition, all for £500. It had no police insignia at

all, only the uniforms of the police travelling in it.

The Hillman was a real cracker of a car, reliable, reasonably economical to run with just routine servicing. Eventually my girlfriend and I part exchanged the Hillman for a pristine Triumph 2000 manual with overdrive (which also proved to be a very good car indeed!)

I certainly would recommend the Hillman Hunter as a very practical reasonably inexpensive classic to anyone looking for a good car. Is there any history available about the Hunter?

As usual I am looking forward to the next bumper filled issue, especially now with the new format, much easier to read, a great improvement.

Ken Braddon

## Magazine Changes

Five months ago I renewed my 75 year driver's licence and was required to pass an eye sight test. Fortunately I passed and don't require glasses to drive. The standard test sheet used by the optician was printed with

the smallest type being similar to the final paragraph in *Beaded Wheels* 350 on page 5.

For some reason the print size has been reduced on page 4 in Issue 350 and requires a magnifier to read it more easily!

Please increase the print size back to the previous copy size and clarity of the print too, to help us senior members read the whole magazine.

I am sure the silent majority will support this request.

Brian McPherson,  
Member Manawatu

## Diesel Vs Bunker Oil

Mark Dawber comments in his letter that Graeme Rice was wrong, in the 75 Years Ago column, when he stated that battleships burnt diesel as their fuel. All US, UK, Japanese etc battleships did burn FFO, or furnace fuel oil, under their boilers, but the German "pocket battleships" were actually powered by diesel engines, not steam turbines, so diesel fuel was their motive power.

As an engineer in the RNZN I was well acquainted with FFO; sticky, black horrible stuff that had to be heated before it could be burnt. We changed to burning diesel under our boilers in the late '60s and thought we'd won Lotto - boiler cleans only every three years, no tank cleaning and very easy to handle, with no heating required.

Noel White  
Member Central Otago



## Fiat Information Wanted

I am enquiring whether any reader or club member has any knowledge of a Fiat 501S from the 1920s.

I'm trying to find any trace of the c.1923 Fiat 501 spyder pictured in the attached pic (shot near Christchurch in the 1920s).

It belonged to Tracy T Gough of Christchurch, my great grandfather (my grandfather Owen Gough is in this picture).

Many thanks for your help.  
Matthew McKinnon  
mmsounds@gmail.com



## Lada Lives On

As you, and all readers of *Beaded Wheels* will have realised, issue 350 contained numerous errors, from the cover featuring a contents reference to a non-existent article on the 1913 Parliamentary tour and no mention of the one on the history of the petroleum industry in New Zealand, to incorrect captions (pp.30 and 48), and an absence of vehicle identification on a number of photos in the Idle Torque section. What happened? New staff?

As an aside on the Cars for Young Enthusiasts article, I live in Haast, South Westland, and sold my two owner 1989 Lada 21047 sw a couple of years ago to a young enthusiast from Auckland's North Shore. He flew from Auckland to Queenstown, then took a bus over to Haast to view the car for the first time, and was so delighted he immediately bought it at my modest asking price. He then drove it back to Auckland heavily laden with spares and well down on the springs. He'd been looking



for that model for seven years and found only derelict rust buckets in the North Island, finally spotting my ad in *Beaded Wheels*. The car was in very good original condition, drove beautifully, and still had the original toolkit with inspection light matching the odd-sized socket on the steering column, and the original owners' and Haynes workshop manuals.

He was so chuffed that he sent a further substantial sum of money "for beer" and photos of the car on the trip back to Auckland, taken in Hunterville and Waiouru!

A classic car enthusiast and engineer friend had previously

advised me to take the car to the local tip.....Of course I ignored that advice, knowing full well the car's potential as a classic (see photo).

So I was pleased to see a Niva in the article. The first SUV on New Zealand roads.

**Paul Elwell-Sutton  
Haast**

**Ed Reply:** *Our apologies to all our readers for the errors that have appeared in Beaded Wheels over the last two issues. As a committee we strive to achieve an error free issue and appreciate any feedback both positive and negative from all of our readers.*

## Family Portrait

This photograph was taken in Puramohoi, Golden Bay in 1946. The car was my father's Hudson Super Six, year unknown.



I was 12 years old at the time, sitting in the front passenger's seat. It had two fold down seats in the rear and suited the family as I was one of six siblings. It had large 700x21 tyres as I remember. My father and I caught a boat carrying bagged cement from the Tarakohe Cement Works for an overnight trip to Nelson where Dad bought the car from Vining & Scott who, I believe, were Hudson agents.

**Henry Barnes  
Member Canterbury**

## Vanity Mirror

In New Zealand in early 1930 Todd Brothers of Wellington imported Hillman cars. One of the brothers came up with the idea of a vanity mirror in the front passenger sun shade to enable his wife to check out her make up instead of repositioning his rear view mirror to carry out the inspection, before returning it to a position he had to re-adjust to suit his view of following traffic.

I thought this may help recall visions of early motoring days.

**Barrie Grant  
Member Waikato**

## 10 Collectable Cars

As a 50 Year plus member, I feel qualified to comment on Peter Cooper's article on what might be worth looking out for. I have moved from Veteran into PV as well as later motoring to satisfy my motoring urges. I would class myself as traditionalist I would have no problem with any young member accompanying me on an event in any of the vehicles discussed if it gets them excited about older cars. I hope the article gets positive results.

**Alastair Jones  
BOP Branch**

## '70s cars

It was refreshing to get some up-to-date perspective on potential '70s plus vintage cars. It is also refreshing to bring up some models once loved perhaps now forgotten, some cars I have owned in the past are Austin A60, Vauxhall PBSX, Morris 1100s, 1300s, Simca 1500, Fiat 1500 and 132, Holden (Isuzu) Camiras, Nissan Bluebirds, and of course Toyota Landcruisers. Of these it seems to be fashionable for quite a few film and TV drama shows to feature the Landcruiser, and while ours are all working machines all but one are VCC eligible.

One of the things that puts people off is how do we keep them going and up to top spec on our busy roads. One of the answers could be that several vehicles have great spares and accessories back up. In this regard my experience is with the small BMC cars ie Morris Minor, Mini, 1100, 1300, A40 where there are many parts suppliers, and a good supply of donor cars still around. These cars are motorable and economical to run too. No doubt Ford, Chrysler, GM, Rootes group are options too. There must still be a number of very good Japanese models out there in yards and sheds too. As Peter mentioned rust is a very real problem. I use cans of Penetrol to keep this menace at bay.

A coming debate in our branch is do we purchase a hoist, so that members can carry out inspection and minor maintenance. I see quite a few cars that being of '60s plus are not so easy to get underside access and a hoist for easy and safe access has a lot of benefits. Will it attract new and younger members? Well that is the challenge, we have a lot of room in



## Congratulations West Coast Branch

I would like to congratulate the West Coast Branch on their Coal Trail rally, for a small area they always produce a well run event, always welcoming and for an area with limited main road to use there is always a back road to explore.

After attending at least six events it always has something different to attend (this year an open cast coal mine, last year a trip to Gloriavale)

But you have to appreciate the amount of extra thought and work put in to make this rally so enjoyable, this year all entrants were presented with a cap plus a bottle of local beer with their personalized name on the label. As there were over 110 entries (most branches would enjoy that number) it proves that extra commitment by the branch pays)

Keep up the good work. It is appreciated.

**Murray and Mary Jobberns  
Marlborough**



parts sheds around the country full of stuff that will never be used. It is also beyond most of us to identify these bits too, making them pretty much valueless. Perhaps we should concentrate on later model stuff that can be identified and listed and see if we can create some interest with owners again learning and doing the basics to their cars Men's Shed style and perhaps we would see an increase in spare parts turnover.

**Graham Taylor**  
Luggate, Central Otago.

**Caption Error**

I feel compelled to write and explain some mistakes in the Windsor Rally – North Otago report on page 30 of

*Beaded Wheels* number 350. I provided the text, however the photos submitted were wrongly captioned and the red Sunbeam registration number 1913 did not attend. Colin and Joan Pearce own three Sunbeams and the red one was replaced by a 1912 blue one for Windsor Rally 2017. I had given the correct age as 1912 but the text was changed to 1913 – understandably as the red Sunbeam has the number 1913; but this car is a 1914 model as many members in veteran circles know.

**Kathleen Perry**  
Member, North Otago.

**Registration Certificate Found**

Among family items has been found the original registration certificate for a 1930 Ford Model A Tudor. The car was last known in Central Hawke's Bay in the possession of Mr Bill McNutt and was stripped for restoration. The number plate was BY 6576, and the engine number is AAC 3095. Should the present owner/restorer of this car like to have this historic document to go with the car please contact me

**Rod McKenzie**  
06 858 9562 or 0274 467 198

**Swap Meet Date Confusion**

There seems to be some confusion around the date of this year's Canterbury Branch Swap Meet, despite it being published correctly in the official VCC Calendar of Events.

I can confirm that the dates for this year (2018) are Friday 12th, Saturday 13th and Sunday 14th October.

Just to clarify how the dates are set - the Canterbury Branch Swap Meet is always held on the second weekend in October.

If, in any year, the 1st October happens to fall on a Sunday (as it did in 2017), this will be determined as being the first weekend of the month for the purpose of setting the Swap Meet dates.

**Colin Hey**  
Chairman,  
Canterbury Branch  
Swap Meet Committee

**TIMELINES**



**The multibank engine designed by Chrysler for the Sherman Tank M3, and used in the M4 as well.**  
Photo: Charles K. Hyde, private collection.

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



**Help Wanted**

Can anyone ID this radiator for me. It has a Maltese cross as its emblem and no other markings. It is a V shape.

I am sure one of the your readers will know. Would appreciate any assistance. Many thanks.

**Chris Read**  
chrisread8@hotmail.com



**100 YEARS AGO**  
April May 1918

Speaking at a celebration of a Rolls-Royce engined Handley-Page biplane completing a record breaking run from London to Constantinople Mr Claude Johnston reminded his audience that it was Henry Royce who had ignored suggestions that 100bhp would be sufficient to power planes and developed the Rolls-Royce 350bhp V12s used for the 3000 kilometre flight.

**50 YEARS AGO**  
April May 1968

Tragedy struck on 7 April when 32 year old Jim Clark was killed at Hockenheim driving a Lotus in a Formula Two race that didn't really matter. Clark was so much better than any other driver, just crashing let alone dying was incomprehensible. A double world champion, a triple Tasman series champion, and a driver who lapped the entire field when racing in thick fog and rain. Colin Chapman said he'd lost his best friend. The late Chris Amon wondered that if racing took Clark's life when he was so good, what chance did the rest of them have?



Graeme Rice

**75 YEARS AGO**  
April May 1943

By 1943 the American war machine was in full swing with Chrysler in the thick of it, specialising in tank production. In 1943 they made 5111 M4 Sherman tanks powered by Chrysler's brilliant 30 cylinder engine made up of five six-cylinder car engines mounted on a common crankshaft and nicknamed it the egg-beater. Another 1528 Shermans were built using the Continental-based Wright air-cooled radial engine.

**30 YEARS AGO**  
April May 1988

The Japanese were about to knock the smug European motoring elite back on their heels. UK motoring journalists were prepared. They'd seen the results of a head in the sand attitude that killed off their great motorcycle industry.

Now, after the combined efforts of 60 designers, 24 engineering teams, 1,400 engineers, 2,300 technicians, 220 support workers, approximately 450 prototypes and more than \$1 billion in costs, the Lexus was about to hit the market. But there would be more to come.



# THE WAY WE WERE

Fellow VCCNZ founder, Rob Shand, driving #12 in centre, New Brighton Beach, Christchurch

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

## 16 April 1949 NZ Beach Racing Championship

From the earliest days beach racing was the primary outlet for the racing fraternity with no police or Transport Dept problems. The Sports car Club's Waikanae races were probably the earliest post WWII full scale meetings and Rob Shand and his MG TA was a frequenter at these.

In Christchurch, Brighton Beach had been a venue way back in pre WWI times and hosted old Y2 and the 1912 Coupe de L'Auto Vauxhalls of Wally Scott and of course, the Hawke's Delage. Inter-war, the Tench Brothers' Singers were frequenters and MGs innumerable. With the Pioneer Motorcycle Club's car branch, which became the Canterbury Car Club in 1946, the earliest racing events were of the grass track variety. My memory covers at least two plus of course, their Halswell Hill Climb on Kennedy's Bush Rd, then virtually uninhabited. The great names of those very early days were fellow student Ossie Hawkins with the ex-Paape Fraser

Nash, Ron Symons with a Riley 9 Special boasting four Amal carbs and Hec Green with a London Police type 6 cylinder Wolseley. At the very first Pioneer Club standing quarter mile event, I recall Jon Hamilton appearing with his father's 4½ litre Bentley and Matthew Wills with his 540K Mercedes but neither appeared in further events.

By the time we of the VCC of NZ became involved in full scale modern motor sport, Ossie Hawkins had finally thrashed the 4ED Meadows engine of the Frazer-Nash well beyond redemption and the car disappeared to Wellington and a variety of engines. Ron Symons concentrated on his business and, later, the acquisition of DB Aston Martins. whilst Hec Green converted that Wolseley into the elegant single seater seen here in the lower photo and in last issue's Wigram ones.

New names are appearing in that photo. Far left is Halsey Logan of Nelson, driving the first of the RA specials being brewed by Hec Green and Jack Brewer. This one was for Pat Hoare who passed it on to Halsey. Singer-powered in a modified Fiat Topolino chassis, it was a very nice little car. Next to him is Don Ransley with the Riley that was to be his pride and joy for

years and a formidable competitor right up to the days of the European off-season invasion and is still with us.

Hec Green was to continue contributing to great racing specials for some years yet. His business partner Jack Brewer was the real drive and brains behind this and the Motor Racing Club organisation that finally got that first Wigram race in 1949 off the ground. Don Ransley was to prove a lasting and most helpful friend to anyone interested in motor sport – a real gentleman and a great competitor.

Halsey Logan never seemed to stop laughing and proved an almost legendary destroyer of machinery, rapidly moving up from Singers to the most massive V8s obtainable. Another consistent competitor.

|BW



**Andrew Anderson**  
VCCNZ Founding Member



▲ Halsey Logan, Don Ransley, Hec Green



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# A GARAGE WIDOW'S GUIDE TO KEEPING 'THAT CAR' OFF THE ROAD



Words Leon Cast



So, you've endured almost a decade of car restoration. He's restored an entire car from what was an ashtray mounting screw that he found under a pile of hay. You've had to drag him into the house to eat, by which time dinner is cold. He has absent-mindedly stolen every bit of linen out of the house and turned them into a gritty grey collection of rags. The hallway carpet looks like you live with somebody who reseals roads.

Now he's at the 'fighting the paper war' stage, because it turns out that the ashtray screw didn't come with ownership papers or a number plate.

In your future lurks the terrifying prospect of being dragged out every Sunday on some form of club run that will involve driving slowly in a car without air conditioning (drafts don't count) – breaking down in obscure townships – stopping to 'help' other people who have broken down (this involves stopping in the same obscure place, but involves a different person swearing a lot). Sure, the coffees are normally nice, but overall you'd rather be someplace else.

Here's a quick and handy guide to ensuring that he can't get that car back on

the road again. It involves careful acts of sabotage, so that those government people won't give him number plates.

Receipts must die, including all the ones in that shoebox that he hides from you, so that you don't realise the car worth \$25,000 in the garage actually cost \$67,000 to restore. Clearly, those receipts are going to be really useful evidence for showing that the car has undergone a major restoration and hasn't simply been stolen out of another country and the serial numbers filed off. So, use them to line the cat's tray.

Photos of the car are other pesky forms of evidence, so if there are any old, old photos of the car from when it was first on the road, they need to meet a messy fate. Chances are, he probably also took several hundred photos of the restoration process as well. (You know this because you've seen the slideshow of them more times than you care to remember.)

Paper photos are easy, if the receipts are already in the cat's tray, then you can always use them as firelighters. They make pretty coloured flames too. Digital pictures might be a bit trickier, though if in doubt, the average computer isn't too fond of having a vase full of water tipped into the back of it.

Try to convince him that the chassis tag looks a bit scruffy since it dates back

to the 1920s or so. Maybe see if you can get him to do a brand new reproduction of any vehicle identifier you can find on the car. If that doesn't ring alarm bells for a vehicle inspector, nothing will. If nothing else, you can probably buy yourself another few months of peaceful Sundays while he tries to provide a convincing reason why all the identity plates on a car several decades old, only look a week old.

In general, any paperwork relating to the car needs to meet a bad end. So, if there are any old insurance documents, a receipt from the person he bought the 'project' off, anything at all to show that the car didn't just magically spring out of nowhere, then these papers all need to vanish into the Bermuda Triangle.

Unfortunately those people at the Vintage Car Club have a pesky process where you can get an Authenticity Statement to help establish the identity of the vehicle. There isn't much you can do about that, so your only hope there is to try to discourage him from getting one. Who needs paperwork, anyway?

So, if you follow these simple steps you should be able to delay, maybe indefinitely, the registration of the vehicle and spend your weekends dry, warm and in front of the fire with a good book.

|BW

First published in *Beaded Wheels* 303 April/May 2010



## A brief history of the VEHICLE IDENTITY CARD (VIC) SCHEME



The VCC has operated a Vehicle Identity Card (VIC) system since its introduction during a series of road shows held in 1999 when the Registrar and VCCNZ Management Committee Members visited all branches in both Islands.

One of the documents provided by the VCC National Office is a document called a "Date of Manufacture and Authenticity Statement" (DOMAS) that is primarily a pre registration document that is provided to assist owners at new or re registration and vehicle licence time.

Once a vehicle has been given a VIN number and a set of licence plates, both these numbers should then be forwarded to the VCC National Office who then prepare and post the Vehicle Identity Card to the applicant.

The original Headlamp Endorsement system was introduced on 3 April 2003 and described in the NZ Gazette Page 907. This was expanded to a Vehicle Equipment Lighting Endorsement system on Friday 28 October 2005, and published in an infosheet 2.03 revision 2.

describing Lighting Equipment Endorsements on The Vintage Car Club of New Zealand (Inc.) Vehicle Identity Cards.

On this date the system was further expanded to include direction indicators and stop lamps on historic motorcycles.

The original intention was to phase out the old daylight WOF system that had been issued to the owner who as a requirement had to be a VCC member, and allow all motorists who owned Veteran Vehicles to obtain an endorsement that was displayed on a VCC Vehicle Identity Card. This endorsement is now issued for the vehicle.

All the VIC and lighting endorsement application forms are available to download in PDF format from the VCC website [vcc.org.nz](http://vcc.org.nz)

I have regular involvement with personnel from the authorities, vehicle testing stations, technical officers, members and non-members, as we work through the process of getting our historic vehicles back on the road.

The NZTA article on page 12 contains a strong message outlining the importance of developing and retaining a paper trail of documents and papers relating to your vehicle.



### VIC VINTAGE SAYS

Email: [registrar@vcc.org.nz](mailto:registrar@vcc.org.nz)



**Rod Brayshaw**  
VCCNZ Registrar



## ADVICE FROM VCCNZ NATIONAL OFFICE

### Renewing your VIC

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 you need to:

- check the form

- advise current mileage
- check the photos correctly shows your vehicle in its current state (if not - supply three new photos)
- sign the form and forward to your branch.

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.

# IS THIS THE FUTURE?

Words Andrew Turner and Rod Brayshaw

**The mobility environment is fast-changing: an era of roads populated by rented/commonly owned, non-fossil-fuel and driverless vehicles does not now seem like science fiction.**

FIVA's objective for the world National Governing Body (ANF) members is to Protect, Preserve and Promote historic vehicles will therefore become more challenging. The Vintage Car Club of New Zealand (VCC) must continue to make a positive case for the continued use of historic vehicles on tomorrow's roads because:

- VCC cannot count on decision makers doing so;
- VCC may not be able to count on the support of the general public.

The VCC message is simple and clear and does not change:

- historic vehicles are distinct from old vehicles: they are purchased because of the passion for possessing, maintaining and driving them they are not bought primarily as a mode of transport but because the individual wants to own and use a part of motoring history;
- historic vehicles are our motoring heritage – this heritage must be preserved and its natural place is on the roads as a mobile museum;

- the thousands of jobs and businesses supporting the movement are of real economic and social value and need to be protected;
- decision makers should treat historic vehicles differently to all other vehicles.

## LOW EMISSION ZONES (LEZS)

In September 2017, the European Commission published on its website a Study on Urban Vehicle Access Regulations. The study includes very positive recommendations regarding the treatment of historic vehicles in Urban Vehicle Access Regulations (UVARs) and particularly in LEZs.

This was a consequence of FIVA's dialogue with the European Commission and the study's author over the past two years and of correspondence by the European Parliament Historic Vehicle Group to the Transport Commissioner explaining:

- historic vehicles;
- the historic vehicle movement;
- why and where historic vehicles are already treated positively by

authorities with the effect that they are exempted from the provisions of low emission zones;

- why it is appropriate for these examples to be recognised and promoted as best practice;
- low emission zones;
- The study on vehicle types and exemptions includes the recommendation: *Historic vehicles could be exempted from low emission zones because of their minimal use in the regulated areas combined with their contribution to the preservation of motoring heritage. LEZs would thus disproportionately penalise particularly urban-based owners and businesses servicing historic vehicles since practically no retrofitting possibilities exist. A definition of historic vehicles is included in the Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers.*
- The study on national legal frameworks suggests any framework legislation should include exemptions;
- LEZ's are not here in New Zealand yet but could be considered by local

## AROUND THE WORLD

### SLOVENIA

There will be no fossil fuel cars permitted in all cities by 2030.

### NETHERLANDS

In Holland historic Vehicle use is to be policed. Enforcement will be firstly, no permitted use in peak hours. They will introduce number plate recognition as a key method to Police this.

### UNITED KINGDOM

Oxford is to ban all non-electric vehicles from its city centre to create what officials believe will be the first zero-emissions zone in the world. All petrol and diesel vehicles will be barred from six streets in the city centre from 2020, including cars, taxis and buses. The zone will be gradually be expanded to cover the whole of the city centre and all vehicle types, including HGVs, by 2035, according to proposals set out by Oxford City Council and Oxfordshire County Council. The scheme is expected to cost Oxford City Council, Oxfordshire county council, bus companies, taxi firms and other businesses around £7m, in order to replace petrol and diesel vehicles with electric or hybrid alternatives.

### GREECE

All participation in Historic vehicle use is banned in Greece due to a "policy of use" that has occurred. This is a result of recent abuse of the then existing conditions. All historic vehicles must be trailered to and from any event by using a commercial operator. Not by private trailers

### CHINA

China's "Made in China 2025" plan calls for hybrid and electric cars to account for at least 70% of sales by 2025, forcing every manufacturer that sells cars to go electric.

### FRANCE

The French government announced its plans to end sales of petrol - and diesel-powered vehicles by 2040 to combat global warming. Vehicle manufacturing companies will only be allowed to sell cars in France that run on electricity or other cleaner power.

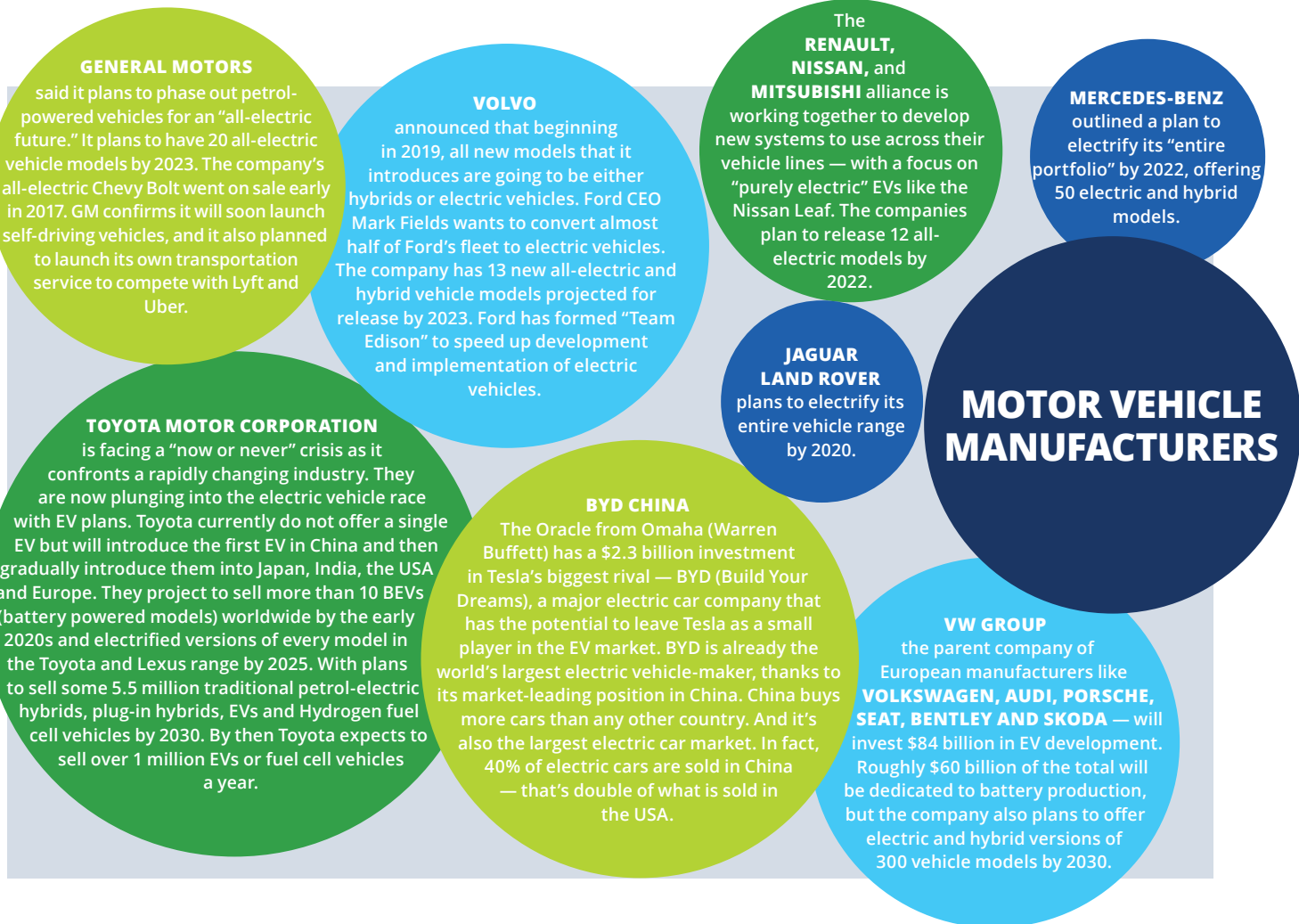
### INDIA

Has set an even more aggressive target: Its government stated that every vehicle sold in the country should be powered by electricity by 2030.

### BRITAIN

No fossil fuel vehicles in British Cities by 2040





authorities as pollution is often linked with congestion;

- Registration and authorisation of the use of chemicals (REACH);
- FIVA has maintained dialogue with the EU institutions to ensure that chrome plating for historic vehicles remains a possibility under new strict environmental laws and is working with the industry to allow the continued use of lead in batteries.

### ROAD CHARGING IS ON ITS WAY IN EUROPE

A European Commission proposal aims to allow member states to implement “polluter pays” road charging. The “polluter pays” principle presents problems for the historic vehicle movement because:

- in many cases it may not be possible to accurately determine the environmental performance of a historic vehicle;
- if it is possible to do so, it is likely to compare unfavourably against a modern car – the historic vehicle would have to pay a disproportionately higher amount per kilometre driven resulting in a deterrent to use and loss of motoring heritage;
- Intelligent Transport Systems (ITS) may not be able to work with the older

historic vehicles and this may prevent historic vehicles from being used.

FIVA suggests that the most appropriate and fair approach is for historic vehicles to be treated as distinct from all other motorised vehicles and for exemptions or appropriate unique charging conditions to be applied so that:

- historic vehicles would not be charged a disproportionately and unnecessarily high per kilometre price;
- historic vehicles which are unable to use ITS would still be able to be used;
- motoring heritage will continue to be preserved for the benefit of future generations.

### BROAD THREATS: THE FAST-CHANGING MOBILITY ENVIRONMENT:

- decreasing numbers of fossil-fuelled vehicles – bans on the use of fossil-fuelled vehicles;
- driverless vehicles;
- changing ownership patterns;
- potentially changing and or negative attitudes to historic vehicles with increased chance that regulators may propose;

- local bans on old vehicles (we *must* define “Historic” as different from “old”);
- road pricing which discriminates against old vehicles;
- ITS for road pricing or for road safety;
- REACH (Registration, Evaluation, Authorisation and Restriction of Chemicals.);
- The European Commission aims to protect human health and the environment from potentially dangerous or toxic chemicals through the REACH programme.

All the above need to be challenged with a simple and clear message: intervene early.

Clubs need to change with the times, provide interesting events, and ensure an environment for younger people and future members.

Those children who started school this year as 5 year olds may never hold a drivers licence. As a club we need to promote the Historic Vehicle as an alternative interest and hobby to younger people who may be wanting to step out of the digital world for an interest and try analogue concepts, like the huge interest now in vinyl music records of the past.

**I SUPPOSE YOU DON'T OWN  
A MICROWAVE EITHER**







### Words Leon Cast

**In 1961 J R Roy, an Otago farmer from Moonlight, was in need of a good reliable farm runabout. He purchased a Model A Ford from Oamaru, registration number LC639, consequently the vehicle was christened Elsie on arrival in Moonlight.**

Elsie started life in Balclutha in 1930 as a phaeton, with two families utilising it in that capacity for the next 20 years. In 1951 it was converted to a well-backed runabout and used in Oamaru by three owners before being sold to Mr Roy.

For the next 15 years or so the Model A was used on the farm, firstly fully registered, then on the restricted farm conditional registration, then unregistered. The constabulary rarely visited Moonlight, but on one occasion the truck was issued an unregistered vehicle ticket. This prompted a letter to the relevant authority at the time explaining that to carry out the farm duties it was doing at that time it had to be in an excellent mechanical condition surpassing any WOF test. This was accepted by the authority and there was no fine. During life as a farm runabout engine replacements were carried out along with necessary repairs to keep the car functioning until it was parked up and replaced by a more suitable vehicle. The last time the Ford was run was when it joined the opening celebrations of the Macraes Gold Mine in 1990.

From 1990 until 2015 it was abandoned in a shed and became a repository for several hundred starlings until ownership

passed onto Mr Roy's fourth son Malcolm, an Australian resident. In January 2016 it was removed from the shed and pressure cleaned before being transported to Dunedin, then by container to Auckland where restoration was to be undertaken. The Ford was greeted in Auckland by some of the North Island Model A Club members who could not believe their eyes, especially when it started and was driven away from the container, even though on only one cylinder and after the muffler had fallen off.

Before restoration was started it was trailered to the Galaxy of Cars to join in the North Island Model A Ford Clubs display and gained plenty of attention in its barn find condition.

Restoration started in April 2016 and entailed a complete body-off job. The front cross member had to be replaced. The engine was stripped to show just what an engine can be subjected to and still run. Two different types of pistons had been fitted, the camshaft was damaged where the tappets had been fitted upside down, the valves were worn out, with one seized open, and the cam gear was glued at its hub to take up the slack. No mechanic seems to be able to work alone and a visiting



**From 1990 until 2015 Elsie was abandoned in a shed and became a repository for several hundred starlings**



▲ As can be seen from the above photos the bare skeleton is revealed to show a weakened state, especially in the front cross member which had seen an attempt at repair. This was replaced by another cross member.



▼ The crankshaft with nails substituted for split pins.



▲ A rural lifestyle left the body in a sad state of repair.

▼ The radiator posed a problem as wire had been used to hold part of it together, a practice that was not confined to just the radiator. This wiring caused the demise of the radiator and a new one had to be sourced

▼ The "Rivals of Doug Hood Ltd" was painted onto the door for my last outing in Moonlight at the official opening of the Macraes Gold mine. Doug Hood, a well known earth moving contractor from Ashburton, had the initial earthmoving contract for the mine.



neighbour of the restorer, a retired engine reconditioner, was prompted to say "This is the worst put together engine I have seen." That engine, and an accompanying one brought from the farm, were both found to be in such a bad state that another block was sourced and reconditioned.

The well worn clutch had loose rivets, and the gearbox had suffered from years of use. The good thing was that the diff did not leak any oil, but scrutiny found that it will not leak if there is nothing inside to leak out. The front hubs were inspected, crack tested and new brake drums fitted, bonded brake shoes fitted and the rear hub bearings and brakes were also attended to and rebuilt. The steering box was rebuilt, wheels were sandblasted internally and new tyres fitted. The outside of the wheels were kept with their original patina to match the body to suit a barn find restoration. The body was in a sad state of repair and showed just what Corriedale urine and the weather can do. The tub was the subject of much attention with the rear cross member non-existent in some areas and only six rivets and a bit of rust holding

the top to the bearers. The front guards had cracks, the cowl was badly rusted and the doors would hardly shut. Valances were repaired along with the doors, mudguards and the cowl with the rusted sections and parts of the sub-frame replaced. The wind-screen frame was replaced and new safety glass fitted. The fuel tank was repaired where it had rusted out. New seats were fabricated out of sponge and secondhand canvas awning.

On 30 November, after minor adjustments Elsie passed a warrant of fitness and was re-registered using the old plates DQ 972. Over the next few months it clocked up 500 miles getting rid of any gremlins and attended the 2017 Galaxy of Cars display, this time under its own power. During this time a new hood was fabricated and fitted to keep the Australian navigator (my wife) warm in any adverse NZ weather.

In April 2017 the Aussie owners were reunited with the Ford in Auckland and drove to Napier for the Model A Ford National Rally. With the rally over it was time to return it to Otago, stopping with friends and relatives in the Manawatu

and Kapiti Coast regions on the way. We crossed Cook Strait, left Picton at 12.30 pm and proceeded to Murchison as SH1 was closed due to earthquake damage. The next morning after a 6.25 start in the drizzly darkness, we headed south to see how far we could get. The weather improved as the Lewis Pass was crossed so 410 miles and 12 hours later we reached our final destination at Allanton, 15 miles south of Dunedin.

Before being put in the shed waiting for further use and rallies Elsie was given an oil change. When oil was being purchased in Mosgiel a passer-by, after fondly viewing the vehicle's condition, commented "I suppose you don't own a microwave either". Of the many comments received on all the 1234 miles we travelled from Auckland to Allanton this was definitely the best. As a footnote the owners can't thank the restorer enough along with the various North Island Model A Ford club members who contributed various parts to see this fine example of Ford engineering back on the road.

|BW



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# CITÉ DE L'AUTOMOBILE

## SCHLUMPH COLLECTION - MULHOUSE FRANCE





**Forty years ago a television news item caught my eye and piqued my curiosity. A group of textile mill workers in the Alsace region of France, frustrated at the collapse of the company they worked for, and the flight of the owners, broke into an old, supposedly disused, mill building in the city of Mulhouse. They were not sure what they were looking for but what they found was one of the world's largest collections of vintage and classic cars.**

### **Words Gary Arps, Canterbury Branch**

The brothers Fritz and Hans Schlumph had been running a successful textile manufacturing business and from the 1960s used their considerable resources to collect those cars they found interesting. Cars were purchased in secret and shipped, often at night, to their store at Mulhouse, sometimes by the train load. By the time of the business downturn and collapse of the company the brothers had a collection of over 500 cars, including 151 Bugattis. Most were carefully arranged in their dream museum, illuminated by around 900 vintage street lamps.

Following the break-in it took some time to just catalogue what was there and then to decide what to do with them.

The workers and the unions wanted the collection to be sold, others saw the value in keeping it all together. In the meantime the workers opened and ran the museum for two years. Around this time a book *The Schlumph Obsession* (Denis Jenkinson & Peter Verstappen, 1977) was published which documented much of the story and included many photographs of the collection.

Friends travelling in Europe around this time made their way to Mulhouse only to find the building securely closed with no information available as to when or if it would re-open.

With assistance from the French government, who declared the collection a national monument, and after a lengthy court case, ownership was finally resolved, and the Cité de l'Automobile opened to the public in 1982.

When our daughter and son-in-law moved to the UK it became necessary to look in that direction for holidays, especially when our grandson arrived. Last year, as part of our trip, our daughter arranged a week in Europe, including three days in Strasbourg. This is just over an hour from Mulhouse by road so a rental car was booked for the day. The motorway from Strasbourg made travel easy with clear signage to Mulhouse, and directions from the turn off to the museum easy to follow. The sat-nav backing it up also gave us a measure of confidence. When we reached our destination a very ordinary car park with minimal signage made parking easy. The building looked like a typical big old factory with boarded

up windows but with a bridge/ramp from the car park to the new entrance. The entrance way has about a dozen full size replica sports car shells mounted up the window, sort of a freeze frame from a three dimensional race.

One of the first vehicles to be seen as you enter the museum is Jenatzy's record breaking electric car that achieved 65.79 mph in 1899. This car appeared to be a new restoration and is perhaps a wee bit too shiny.

As you go around the corner into the main hall, the sheer size of the display stops you while you take it all in. The museum covers over 17,000 square meters. Vehicles are arranged chronologically, starting with about 25 early veterans from the 1880s and 1890s, all looking as if they were ready for the start of a rally. This hall is well lit with lots of natural light plus all those vintage street lamps, and the cars have sufficient space around them so that you can really see all the interesting bits. As we walked around the collection the years progress steadily through to around 1960. About 50 cars have been added to the original collection to fill gaps and to bring the later models of interest in.

The next hall is devoted to race cars. Makes such as Mercedes Benz, Bugatti, Alfa Romeo and others from the period between the wars, following on to more modern Lotus and Renault all lined up – heaven. There is also a children's play area, and a pedal car display to see.

In the third hall lighting was subdued for the collection of prestige cars. One could imagine the chauffeur waiting patiently to pick up Sir and Madame from the opera. Mercedes, Voison, Farman and others among them. Not to forget two Bugatti Royales – huge, but beautiful, there is a third near the entrance.

At the rear of the building is a small test track where vehicles can be demonstrated, or you can choose from a selection of cars to drive yourself for a fee. Son-in-law Phillip chose the Ferrari Mondial so, with yours truly in the passenger seat and grandson David in the rear, we went out for our seven laps. Probably not the best way to sample a Ferrari, but it is something else off the bucket list and quite fun.

We exited through the usual souvenir shop with a good selection of goodies available. I purchased the latest book *National Car Museum. Schlumph Collection – Mulhouse* by Richard Keller & Pat Garnier. A large format book 325 x 250mm with over 300 pages it documents the whole collection with studio type pictures of each car. Cost was E83.00 at the museum.

It took 40 years for me to get there but the museum delivered everything I hoped it would. Surely one of the best quality car collections on the planet, if not the best. This should be on your bucket list.

|BW

*As you go around the corner into the main hall, the sheer size of the display stops you while you take it all in...*

# 1913 PARLIAMMENTARY TOUR

Why was a group of MPs travelling in convoy through the Mainland in early 1913? It was the end of an era and a team-building exercise for new Reform Party men, some of whom were previously independent MPs (prior to the 1890 election all MPs were independent, there were no formal political parties). It was a symbolic trip for these 'conquistadors' from the north, trampling the political grounds of their fallen Liberal Party foes. William Massey was the new Prime Minister and riding high at the end of the Edwardian era.

The title of the Mainland now only ironically described the South Island. It had been overtaken by the North in population, wealth, and the locus of industry.

The locus of politics had to follow but it didn't need to be graceful. The Liberal Party politicians had been exorcised in the 1911 elections, kicking and screaming all the way. They'd had their revolution and had reigned for twenty years, so, after a very protracted demise, this was the little counter-revolution to meet it.

Words Rick Giles



A BIG MOTOR PARTY IN CENTRAL Otago: MEMBERS OF PARLIAMENT VISITING THE SOUTHERN DISTRICTS, TRAVELLING BETWEEN HOBURGH AND ALEXANDRIA.

Photos by G.W.



The second recess of the 18th Parliament from 7 November 1912 was something of an Edwardian summer honeymoon for those on this trip, while the Liberals flailed rudderless. No WWI yet, no Wellington waterfront strike and the term Massey's Cossacks hadn't been minted. The Black Tuesday of the Waihi strike was behind them and dealt with. Robert Falcon Scott and his team were frozen dead in the Antarctic, but that bad news had yet to arrive. Liberal kingpin Joseph Ward (Prime Minister 1906 to 1912) was far away in England, and defeated short term Liberal Prime Minister Thomas MacKenzie, was kicked upstairs to join him in London as High Commissioner. Even more icing on the cake, MacKenzie's old electorate seat of Egmont, from which he had resigned on 22 August 1912, was won by businessman Charles Wilkinson, boosting Reform's numbers.

Wilkinson joined 14 other Reform Members from the North Island for this 1913 tour, or tours really, since it was made up of both Otago and Southland separate jaunts. They came under the wing of William Fraser, their Senior Member and Minister for Public Works, among other things. Fraser knew every inch of inner Otago, especially his own electorate of Wakatipu. Despite living for sixteen years in Wellington he had "never ceased to be an Otagoan", he says. Other tour members included Henry Okey (Taranaki), referring to his fellows as "young and impressionable", and in turn George Sykes (Masterton) said most of them are "political fledglings". The rest were Richard Bollard (Raglan), James Bradney (Auckland West), James Dickson (Parnell), James Escott (Pahiatua), David Guthrie (Oroua), Alexander Harris (Waitemata), John Hine (Stratford), Frederic Lang (Manakau), Francis Mander (Marsden), Thomas Rhodes (Thames), Charles Wilson (Taumarunui) and James Young (Waikato). When asked "Where are the opposition members?" their reply was "We can't find any in the North Island!"

The plucky conquistadors' honeymoon to Otago was paid for and organised by the locals, especially Lewis 'Kaiser' Moritzson. The nickname The Kaiser, after the German Emperor Kaiser Wilhelm, was about to go out of fashion in a big way

for this Danish man, come the war he would move to Auckland, dying in 1917. For now he was Otago's much appreciated champion for more railways, heading the Otago Central Railway League. The politicians tried to switch the story to irrigation for Otago but Moritzson's League didn't want a consolation prize: he had summoned them for rail alone. Fraser and other local Reform MPs were given a smaller motor tour by the League the previous year before they came to power. But this time The Kaiser was putting on a grand tour. Knowing of it, while together in Wellington, Southland patriarchs William Hunt and Donald Macdonald spoke to their local Reform politician George Anderson (Mataura) to set in motion the tag-on Southland tour.

## **TUESDAY 21 JANUARY, 1913**

The tourists' first confrontation in Otago was viewed from the train. The towering spectre of arch-liberal Jock McKenzie's memorial cairn on Pukeiwhiti Hill. Surely it drew comment - they couldn't have missed it. The train circled it a full 180 degrees. They had to reckon with the remains of the tall Scot who stood with Ballance and Seddon, then Ward, terrorising the opposition benches. Sir Jock was long dead (1901). It was safe to enter. The cairn on the hill must already have been crumbling, soon to collapse, just like the remains of the Liberals themselves. Hon. John Millar (Dunedin West) was also a spent Liberal force. Sick, soon to die, the leader the Liberals didn't want, he kept his head down during the trip. Downie Stewart soon had a bright Reform future in his father's old seat (Dunedin West) once Millar had gone. For now, Mr. Stewart provided billets for two visiting MPs at his home on this night.

## **WEDNESDAY, 22 JANUARY**

The eight-day trip began with a tour of Dunedin city. The overnight billets could tell a story in itself. A who's who of Otago powers made their homes available to the guests. Thomas Kempthorne, of the once famous establishment Kempthorne Prosser & Company Ltd loaned a bed, as did his director William Edmond (Vice-Consul

for Norway), whose cross-country race Edmond Cup is still awarded today. There was room for two MPs at David Theomin's luxurious Olveston House. Theomin soon renamed his Dresden Pianoforte Manufacturing Agency and Company to The Bristol Piano Company, for reasons fellow billet Kaiser Moritzson understood. Charles Statham (Dunedin Central) also hosted. He would be known as "probably the greatest Speaker the house has known" and would bring back the wig and formality. He would be firmer and more traditional than Frederic Lang who was about to become Speaker of the House, but was currently on this tour and slept somewhere else those two nights. Perhaps the most comfortable, if humble, billet was given to Richard Bollard and his wife. They were staying with younger brother William Bollard, whose oil paintings are still selling today.

## **THURSDAY, 23 JANUARY**

Departing Dunedin, most of the day was spent on the Otago Central Railway getting to Alexandra. The line could have taken them all the way to Clyde if they'd wished, but maybe they wanted to make a dramatic motorcar departure from the larger town.

## **FRIDAY, 24 JANUARY**

What for us is a twenty-minute drive today, was three hours for this first proper leg of the trip, although they did have one broken back axle delay. Driving over the 1866 bridge to Cromwell, Cromwell Flat, and Lowburn, the Members opined greatly about the wonders irrigation could do. They hardly ever stopped saying so. For The Kaiser and the various audiences along the way it was not irrigation, but rail they wanted to hear about, but the press are on message for the politicians. With hindsight it's particularly ironic preaching greater irrigation in districts that future Members would submerge beneath Lake Dunstan - including the bridge over which they drove in to town

After the hospitality of the Scaife family at their farm at Glendhu, Lake Wanaka, the delayed return to Pembroke Hall for a smoke concert (smoking was encouraged



▲ Photo: Sir George Grey Special Collections, Auckland Libraries.  
REF: AWNS-19130206-1-2

at this men-only gathering) was partly due to a puncture in the leading car. The scheduled inspection of a private irrigation pumping plant was un-visited or unreported. Someone, perhaps the same inventive farmer snubbed, was spiritedly critical during speeches to say the people could supply irrigation themselves. Fraser's condescending reply was to the effect that he knew better than that, and recognised that the Government ought to help. When petitioned instead for irrigation the Minister offered to create a new survey for a light railway but warned the residents, and others, to "guard themselves against pressing their claims at inopportune times". Another criticism was that the Government was in the way of private enterprise and had granted water rights to a Cromwell (land-grabbing) syndicate. This was dismissed by Minister Fraser calling it nonsense. Percy Sargood, major shareholder in the irrigating and land subdividing Cromwell Development Company, proposed a toast to Parliament.

### SATURDAY, 25 JANUARY

If it is true that private enterprise irrigation was contrived to be overlooked for political reasons, there would be no avoiding it this day. Leaving Pembroke (Wanaka) to cross the Molyneux (Clutha) River through Albert Town required a punt. Charles Templeton, a local blacksmith, had created an electrical irrigation plant drawing water from the Molyneux. The punt man James Templeton (Charles's father) carried the politicians on their

way only after a full inspection and the passing of favourable comments. The first fireworks of the day came after exploring farmland, when the Members took to Lake Hawea - all the way to Rocky Point and back. The new Member from the Wairarapa, James Escott, must have been sitting on the engine cover because his coat burst into flames. On the very crowded launch this averted disaster was just a little excitement. Soon after the launch's rope was blazing as well but it too was easily put out. Ex-Southlander Escott, at 42, sadly, died a single man in 1916 of 'something internal' having already enlisted for the war. The second fireworks were a capital display at Percy Sargood's recently purchased Wanaka Station, following a big tour of the farm and his extensive experiments. No riff-raff locals to upset this garden party, but perhaps Sargood's fireworks could have helped ingratiate local opinion for himself, or his political guests toward his irrigation and land-grabbing schemes.

### SUNDAY 26 JANUARY

Everyone got thoroughly rained upon on this day of rest. Just the same, Members visited the 'island in the island' aboard the 58ft long *Kuria*. Built of green timber, it was rotting away but still in use.

### MONDAY 27 JANUARY

Members journeyed from Pembroke to Cromwell. After some recreational sparring to keep warm, and the usual hospitable snacks along the way, Captain

Bradney, travelling with his wife, gave false hope to locals regarding rail. The singing steamship magnate asserted, when the matter arose, that the Members and Minister would ensure the district got fair play, or how else could they grow? Okey, another local businessman and farmer, added further puffery for rail prospects, all of which contrasted wildly with what they said later. Upon his return to West Auckland, Bradney described extravagant railways and roads so perfect one could play billiards on them. He said "Their roads down there are better than our best but they are complaining anyway, indicating that the south must have had rail money pouring on them like water in days gone by". It only goes to show that all politics is local. If he'd spoken like this in the south, it would have been the last luncheon for this one-term MP. Back in Cromwell for the nightly banquet, Fraser was in damage control mode talking down railway prospects while dangling again a light rail to Hawea (never to occur).

### TUESDAY 28 JANUARY

They left Cromwell at 8 am and travelled to Roxburgh, passing through Bald Hill Flat. This was soon to be optimistically renamed Fruitlands, and used to settle returned soldiers, before it was understood that it was far too frost-prone. The quiet but lovable Guthrie may even have had a hand in this government gaffe as it became his dirty job to dole out land to the war veterans.



## WEDNESDAY 29 JANUARY

Roxburgh to Lawrence during the morning with several cars broken on 'execrable' roads and discarded for others. Then back to Dunedin via rail in the afternoon. Here Fraser met the press to repeat his lines about irrigation's possibilities and rail's maybes. Only Mander broke message, asserting that he was satisfied Otago should get rail beyond Clyde. He would say more in Southland.

## THURSDAY 30 JANUARY

A bit more looking around Percy Sargood's warehouse and elsewhere, then the Otago tour ended. Kaiser Moritzson's organising was toasted, but he wanted the visitors to know that irrigation, which they could do for themselves, was a red herring. A vote for rail was needed "if they wanted to stop any agitation down here". As much as he could see what Fraser was up to, The Kaiser and his forlorn Railway League still naively nursed what the *Tuapeka Times* would soon be referring to as a "child-like faith in the political influence of hospitality". Lord Liverpool, the 16th and final Governor and the first Governor-General of New Zealand, arrived in the afternoon when civic hospitality levels went through the roof.

### PHASE TWO

# THE SOUTHLAND TOUR

## FRIDAY 31 JANUARY

Fraser, Lang, Guthrie and Hine now absented themselves. Speculatively John Hine did not press on because he didn't want to mix with the local Liberal Members joining the tour. These were John Thomson (Wallace) and Minnie Dean's (unsuccessful) defense lawyer Josiah Hanan (Invercargill). Farmer Hine was suspicious of Liberal corruption and had made enemies in trying to expose them to the public. He was soon to fight in the war, as was Gordon Coates (Kaipara) who must have turned down his invitation for the tour. Earlier in January Massey had visited Kaipara to ensure Coates was elected for Reform and the same with Thomas Rhodes in Thames. Rhodes certainly was here on tour all the way, and was now joined by the

local Reform Members Alexander Malcolm (Clutha), Robert Scott (Otago Central) and George Anderson (Mataura). On this day the tour took rail to Tapanui arriving at 1.15 pm, and then explored farms and towns such as Heriot by motorcar to Gore in the mud and the wet.

## SATURDAY 1 FEBRUARY

After a night's rest at the Southland Hotel the motor cars and their occupants were photographed. Anderson talked up the prospects for more railways to his local constituents at Waimumu, as did Gore's mayor, but it would never happen. With other lines so near here, especially relative to other districts, this must have been pre-motor car archaic thinking to even suggest it. Yet it must have been what voters wished to hear at the time in defiance of the fact this was a tour made in motor cars. They were not to know how inexpensive cars were to become and how much New Zealand road-building would be subsidised. The rest of the day was spent exploring and eating their way through various towns and farms, including Donald McDonald's Edendale homestead. The big chief Donald Macdonald had been a huge influence in the area and helped make this tour happen, including being one of the men supplying the motorcars. By evening the travellers were settled in Invercargill.

## SUNDAY 2 FEBRUARY

The motorcars toured in a great circle to the edge of Fiordland beside beautiful native forest. With sympathy for Tuatapere folk, Members used their punt to cross over the fast-flowing Waiau River. Their bridge was left hanging, unfinished (a monument to Liberal Government mismanagement). The tour men promised it would be corrected and so it was in 1915. They returned using the 1899 Clifden suspension bridge, still hanging for pedestrians today. For all of this Members caught some heat from the Dunedin Presbytery when they discovered politicians had been working on the Lord's Day. "We are neither indifferent nor blind to what was going on," said the priests. The plausible defense for the politicians was that what they were doing wasn't work.

## MONDAY 3 FEBRUARY

Motorised Members ate and talked their way from Invercargill, through Lumsden and Gore, ending up in Balclutha. Unlike Otago the Southland tour had no mechanical trouble at all and only three punctures.

## TUESDAY 4 FEBRUARY

On this last day of the tour, a strangely parochial back-and-forth tiff ensued between newspapers. The *Southland Times* eloquently impugns Central Otago's offerings to the touring Members, prompting the prickly *Otago Daily Times* to retaliate. The tour ventured to Tuapeka Mouth, Finance Minister James Allen's patch. Inspiration struck John Mander, senior member for the party, as local school children were paraded by their teacher. The Northland MP, novelist Jane Mander's father, touched the right note by saying that the locals were entitled to a railway. To cap it off, to the children's delight, he suggested that they have a half-day off and they get one. He had become very bold, though only copying Joseph Ward's practice on his national tours. After the Tuapeka Mouth punt, still operating to this day, Mander repeated his railway entitlement remarks in Clydevale. Okey tacitly agreed but the other members "chiakked" (teased).

Although the tour was done, Sykes, Bollard, and Wilson stayed on with their wives to explore the Catlins. The rest left Balclutha on the express to Dunedin the next day to return north. Apparently Fraser returned to Gore, keeping his word to inspect a (never to happen) rail route to Hedgehope.

The *Tuapeka Times* remarked sceptically with the very best summation possible. Nothing could come of these peripatetic picnics and the qualified promises of northern politicians, the Lawrence newspaper editorialised. Local supplicants across the districts had chauffeured, fed, toasted, and roomed the important guests with child-like faith in the political influence of hospitality. Lamingtons, tea and motorcar rides would not be exchanged for thousands of pounds in rail investment as hindsight shows. To think northern constituents would elect an MP who helped Otago or Southland into rail before themselves epitomises pre-war naivety. The visitors would soon send to this war, and their death, very many of the men and their sons whose hands they shook and towns they perused. For example, teenager Charles Wilkinson Jr. who travelled by his father's side, would not survive the Great War. The tour, like the unfulfilled promises, has probably been forgotten because of the impending war whereas the next parliamentary outing, to Northland in 1917, is remembered.

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Tris Winstanley in his newly restored Brush takes a spin at the Marlborough Branch Heritage Day. Photo Linda Laing.



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

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

We can accept articles in handwriting, typed or via email. Post to: Beaded Wheels, PO Box 13140, Christchurch 13140 or Email: [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz) High resolution digital photos are preferred.

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

Our lucky winners of the Beaded Wheels caps for this issue are Peter Donovan and Leon Cast.



# A HOLIDAY ENCOUNTER



Words Tony Becker

My former neighbour, Ray Austin, a co-developer of the Historic Transport Museum Trust based at Pigeon Valley, Wakefield Nelson, recently introduced me to another member, Roger Humphries. When it comes to motors and related boys' toys Roger is a jovial genius. Some items in his Nelson workshop provide an introduction to budding apprentices on mysteries mechanical, however, for VCC enthusiasts it is a treasure-trove of historic vehicles.

As a workshop it is not a museum but the vehicles certainly qualify. Like the 1914-18 Desert Dodge tourer of WWI fame. The wooden replica armoured car of similar era complete with mean machine gun, a Series 1 New Zealand Army Landrover, Utilities, motorbikes...and Corgis. Corgis? Not the Queen's stumpy-legged variety but the almost as tiny WWII one-man

assault vehicle. As amazingly versatile low-bed two-strokes, Corgis motored arms and ammunition in its ammobox sidecar in wartime. They came into their own at war's end too; sold to vendors of every shade postal, courier, parts carrier, even fruit and vege sellers. Photograph shows Roger's recovered example together with a small number saved from extinction. Roger also has some interesting Ford A motors including a part cut-away example used to view live piston/valve action while in operation. Another running Ford A formerly propelled a small plane built and widely flown from Westport from 1920s. Roger has the original handmade wooden propeller as well. Surprising what is found when ambling around!


|BW





# 1974 HONDA TL125 RESTORATION

Words and photos John Benn



I've noticed recently that there have been relatively few articles published in *Beaded Wheels* about the restoration of competition vehicles, compared to their road-legal counterparts. This is despite the number of immaculately prepared classic/historic/vintage racing cars and motorbikes out there, being thrashed regularly on circuits around the country (tarmac and off-road). So, here is my two-cents worth about restoring a 1974 Honda TL125 trials bike.

Released in 1973 the TL125 was the first production trials bike marketed by a Japanese manufacturer. My bike, a 1974 model, has been in our family since near new (around 1975/early '76), when we lived on a farm just out of Timaru. Our father and us kids used to thrash it around the paddocks and back then Dad also used to race it with some success in local Hare and Hounds scramble events. We shifted to Temuka in the late 1970s and in 1982 my younger brother, who was around 12 or 13 at the time, submerged (drowned) the bike in the Temuka River.

Dad, being an engineer, pulled the bike to pieces with gusto and it remained a pile of rusting parts until 2014 when I decided to put the bike back together. Finding all the bits in our late father's garage was no easy task. Dad had moved to Twizel, so the remains of the bike were now at our bach down there, where the garage was absolutely chocka-block and not particularly well organised.

In Twizel I reassembled all the parts I could find, and found the rear mudguard was split in numerous places and had been cut down. The seat, many fasteners and other small pieces were

missing. The shortened alloy clutch lever was snapped and a large chunk of its handlebar clamp missing. The worst problems appeared to be the rusted-out petrol tank and the plastic side-panels. These were very brittle and broken into numerous bits, with many of the bits missing. Original TL125 side-panels are as rare as the proverbial rocking-horse manure but more on them later. Once I had an idea of what was needed the kit-set was bundled up and taken back home to Christchurch.

Phil Jeeves (fellow Canterbury Branch member) rebuilt the engine. New rings and gaskets came from EconoHonda in Hamilton, with bearings and seals being locally sourced from engineering supply stores. While Phil was dealing to the engine's internals, I cleaned and painted the cases, barrel and head with aluminium engine paint and covered the lot with a hard, two-pack, clear coat. The points cover and inspection covers were polished. New tappet covers (sourced from Ebay) replaced the badly damaged originals.





in 2007 to concentrate on running a quaint, little motorcycle museum in the woods.

Returning to the side-panels, I spent hours glueing the broken pieces together, then fibreglassing in the missing bits and strengthening them with a layer of fibreglass over the entire inside of each panel. Once painted metallic silver with a clear top-coat, they looked the bees-knees. Except for the day when I had just finished painting one of the panels and put it out in the sun to dry, on our car's roof. Then, unbeknownst to me, my better-half jumped in the car to go shopping. When I realised what had happened, it only took us an hour or so to find the remaining bits of shattered, formerly restored side-panel, scattered alongside the motorway – take two! The mudguards were also painted metallic silver. The original front guard was in rough condition so it was tidied up before painting and the reproduction rear guard was a blank, being neither painted nor pre-drilled. The mud-flap on the front mudguard was scrubbed clean, buffed-up with Armour-All, then the Honda logo was repainted white.

While the panel-beater had the tank, the 2014 McLean's Island swap-meet took place. Just as I was leaving on the Sunday and nearly out the gate, a Honda workshop manual caught my eye. I got talking to the stall-holder, who was Ash King, an ex-Honda dealer from New Plymouth and he said he had a new old stock TL125 tank, still in the original packaging. "I'll take it, thanks." Only trouble was, it was green and silver with the older-style decals, consisting of a curved Honda script beneath a white wing; instead of the later-style, horizontal Honda beneath a gold wing (hang on, there's a name someone could apply to a two-wheeled car). Apparently, green/silver was a 1973-only colour combination and the rarest. The most common colour schemes were either Sapphire Blue or Tahitian Red, on a metallic silver background. Being effectively brand-new, the green tank was too good to repaint, so if anyone



I stripped the frame and its components back to bare metal and painted the frame, swing-arm, inner-rear mudguard and air-box satin black; the exhaust matt black and the handlebars aluminium. Both the tank and side-panels ended up being done twice, sort of. Before attacking the tank, I took it to a paint-shop to get the Honda Sapphire Blue and metallic silver matched up and then took the tank to a panel-beater, stating there was no rush for the job. After just a couple of days, the panel-beater rang and informed me that it would be an expensive exercise to continue, as he was "chasing holes". Unable to find another tank anywhere, we had no option but to carry on.

In the meantime, some reproduction parts were purchased from England, including blue TL125 side-panel decals, a rear mudguard and stumpy handlebar control levers from The Bike Shed, whilst the seat came from Sammy Miller Products. Sammy Miller, who founded the business, is perhaps the most famous trials rider ever and he helped Honda develop the TL125. Although still bearing his name, Sammy Miller sold the spare parts business





needs a couple of cans of Sapphire Blue, you know where to find them. A rapid call to the panel-beater was then required, to put a halt to the original tank's escalating repair bill.

The new tank also meant that I now needed green side-panel decals. Unfortunately, green ones were not available anywhere, so I took the green tank and blue decals into All Signed Up and got the folk there to scan the decals, then change the blue text on the computer to match the green paint on the tank and finally, make the computer-cut vinyl decals. They look spot-on and I even crossed the expenditure threshold to get my 'free' 1kg of jelly beans!

All of the small, original Honda bits I found, such as fasteners, brake arms and rod, snail-cam chain adjusters, were re-plated with bright/blue zinc, whilst the gear-lever, linkages and kick-start lever were chrome plated by AW Pole Ltd. Wire Wheel Services supplied the new spokes and re-laced the wheels after I had cleaned the rims and hubs. New tyres and tubes, bearings and a brake overhaul completed the wheels. The front forks were rebuilt by KG Motorcycles (this business has recently closed, unfortunately) and new rear-shock absorbers, purchased from Budget Motorcycle Spares, replaced the original, worn-out and rusty units. The original throttle cable was reused but new front-brake and clutch cables were sourced from Ebay.

When all the new and restored parts were finally gathered together by late 2015, I reassembled the bike and refitted the original wiring loom, which I had tested and repaired. I filled the engine with oil and pushed the bike (in gear) up and down the street to circulate the oil, then, with a bit of petrol in the tank, it fired into life for the first time in 33 years – second kick! Electrics are one of the many things I'm not particularly good at but the bike didn't burst into flames or electrocute me, so I must have done something right. To use an old cliché, it runs like a Swiss watch. Once the bike was running, I discovered it was extremely loud with the straight-through pipe, so I made a baffle out of thin brass tube, filled with fine stainless wire-mesh. Decibel levels are now in the acceptable, slightly-less-than-ear-bleeding range.

Soon after completing the bike, the motorcycle section of the Canterbury Branch had a Rough-Run event at McLeans Island and I thought it would be a great opportunity for Phil Jeeves to try out his handiwork and test the engine he'd just rebuilt. With a certain air of authority, Phil had assured me that he used to ride in trials events competitively but he hadn't ridden a trials bike for over 30 years. I could tell he was champing at the bit to have a go and to be fair, he did a smashing job. After what seemed like all of three minutes, both bike and rider disappeared somewhere amongst the pine trees and the burble of the Honda could no longer be heard. Upon searching, I discovered that Phil had done the most spectacular face-plant in the history of trials riding! As Fred Dagg once said, "talk about laugh, Trev". Luckily, Phil only suffered a scratched/bleeding nose and broken pride. No blood on the bike either, phew!

So there it is, a restored, off-road competition bike. Being built and used for competition purposes, there are some modifications/improvements from when it left the factory, as would be expected. The most obvious are the replacement rear-shocks, straight-through exhaust pipe (eliminates the original, heavy silencer/spark arrester), wider Renthal handlebars with shorter control levers, swing-arm mounted chain-tensioner and a big-bore kit (145cc). Apart from the rear-shocks these changes were undertaken when the bike was near-new (most before we even got it) and from what I've read, they were common modifications amongst TL125 trials riders of the time, especially the big-bore conversion. Besides providing a bit of extra grunt, the big-bore kit apparently overcame an inherent flat-spot in the original factory set-up, when snapping the throttle open from low revs.

Now that the bike looks all shiny and new I haven't quite decided what to do with it. I can't ride it on the road and having been in the family for over 40 years, it has some sentimental value. It could remain a sparkling, mostly static display in the garage, or, I could use and abuse it, as Honda intended and like it has been the past, by the family. After all, they're still making paint and fixing things, aren't they?

JBW



## THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

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

### NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 4 August 2018 at East Pier Hotel, 50 Nickson Quay, Ahuriri, Napier, commencing at 9.00am.

#### Rule 8: ELECTION OF OFFICERS

Nominations for the Management Committee must be received in this office by 5pm 10 June 2018 accompanied by a current biography and photograph of the nominee and their association with the Club.

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

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

President

Club Captain – Northern Region

Club Captain – Southern Region

Secretary/Treasurer

Beaded Wheels Editorial Committee Chairman

Registrar

Speed Steward

Three Other Members of the Management Committee

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

by the Member nominated, their nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for at least six months prior to nomination. If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place. Job descriptions may be obtained from the Branch Manual. Contact your Branch Secretary or National Office.

#### Management Committee 2017-2018 Present Officers

President . . . . . D Quarrie

Hon. Secretary/Treasurer . . . . . M Lavender

Club Captains– Northern Region . . . . . K Smylie

Southern Region . . . . . A Mayhew

Registrar . . . . . R Brayshaw

Speed Steward . . . . . T Haycock

Beaded Wheels Chairman . . . . . K Clarkson

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





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FOR MORE INFORMATION

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+64 27 452 5643

or

Rod Corbett

PO Box 642, Wanaka 9343

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OTAGO & CENTRAL OTAGO"



## WHITE FREIGHT SERVICE

Words and photos Tony Becker

A story lies behind these vehicle photographs. Above is the original White Freight Service Truck, a 1928 Ford AA, serviced Northern Buller towns from Waimangaroa, Denniston, Granity, Stockton, Ngakawau, Seddonville and Hector from Westport. (Note smooth tyres!) The operator was Bill Brownlie. Driver in the cab is believed to be 'Pop' (Ted Snr.) Humphries. The charming young lady is Doris Humphries, (Casey), great grandmother of Brook Motley. The closely replicated truck at right is owned by Roger Humphries and resides in Nelson. Roger is a member of the Historic Transport Museum Trust based at Pigeon Valley Wakefield, Nelson.

|BW







## TARGA NZ VINTAGE CAR CLUB SOUTH ISLAND TIME TRIAL 2018

A new event has recently been approved by both Targa NZ and VCC Management Committee and is on for 2018.

The aim is to create a unique motoring spectacle of older vehicles being driven and displayed to encourage new and younger people to join VCC and give existing VCC members opportunity to drive their classic and vintage cars for five days over iconic sealed roads through Southland, Otago and Central Otago.

Rules and regulations for this time trial will be completed shortly for inclusion as a separate event within the VCCNZ Branch Manual Section 20 D "Rally Rules & Interpretations".

This event is open to all VCC members with VCC eligible four wheel vehicles and will be run as part of the Targa NZ South Island Rally from Monday 22 to Saturday 27 October 2018.

This is not a speed event, but rather an exercise in precise driving and time-keeping to maintain a set average speed through all closed stages, (with the safety of knowing that all participants have staggered start times, drive in the same direction, on the same road, with nothing coming towards them!).

Entry fee will be significantly discounted from standard Targa competitor fee of \$7,280+gst, but will still cover all essentials including timing, tracking, medical and recovery as for Targa competitors and Targa tour.

(Current discussions with Targa management suggest \$2-2,500+gst). Travel and accommodation expenses are in addition to entry fee.

A data-base of all VCC branches and management committee along with names of those who've already registered and/or expressed interest in this time trial has been created by Rod Corbett of VCC Banks Peninsula Branch.

Peter Martin of Targa NZ will shortly email an official entry invitation along with rules and regs to those on the current data-base.

Please refer to the colour advertisement in this copy of *Beaded Wheels* or contact Rod or Peter directly to register interest and/or for further information.

We look forward to you joining us for a great event.

|BW

### CONTACTS

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tel 03 423 1551 or 027 433 8772,

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tel 09 298 8322 or 027 452 5643.



# BEHIND THE WHEEL OF CHRIS & TRISHA'S TRIUMPH STAG



Words and photos Greg Price

**A while back, mid 2017 to be a bit more precise, Editor Kevin was giving me a heads up on potential Behind the Wheel candidates. When he mentioned Chris Leith's Triumph I got quite excited as I knew that Chris had a nice 1970s Trumpy as I had seen him on some of the Canterbury Branch Fish & Chip motorcycle runs.**

**However I was also mindful of the fact that I would experience some difficulty when it came to the test ride. As any motorcyclist knows it is difficult to write notes while riding a motorcycle, even if (being a Triumph) it had one of those 'toast racks' on the petrol tank.**

**It became a bit clearer when Kevin mentioned that 'Chris removes the hardtop for the summer months'! The word 'Stag' also featured in that conversation.**

Thus it was in early December that we set up the normal rendezvous Cutler Park on McLeans Island Road for the interview and photoshoot – and of course, the 'white-knuckle' test drive (for the owner), especially if I spot that the handbrake facilitates handbrake turns! For any of you who are unfamiliar with Cutler Park, it is a massive area of grounds (well maintained by VCC members) that among other things plays host to the world famous (in New Zealand, anyway) annual October Swap Meet. Having arrived early I was waiting for the others when Editor Kevin drove in, in his MGB and promptly disappeared from view. After about 30 minutes my cell phone rang; "Where are you?" asks Kev. "Here" I replied, "Outside the main hall" Seems that Kevin had noticed my Mustang and mistook it for a tradesman's ute! Meanwhile Chris was apparently waiting at his home for both of us. I've booked us all in for an audiology test in the New Year. A visit to the optometrist would also probably be beneficial.

Having clarified that the subject vehicle was in fact a particularly nice example of a 1973 Triumph Stag, and having summoned





Chris to the rendezvous, we began the photoshoot on what was an especially warm and fine Canterbury day.

But first we should take a gander at the history of this unusual British sports car. In 1964, Italian designer Giovanni Michelotti, who had designed several Triumphs, was tasked with tarting up the design of the Triumph 2000 sedan. And in what was rumoured to be just 20 or so minutes, he produced a two-door, four-seater, coupe design that impressed the top brass at Triumph. So much so that it was put into production. Several of Michelotti's Stag concepts were subsequently incorporated into the facelifted Triumph 2000 and 2500 models. Around that time car designers were plagued by what I call 'the Ralph Nader influence', which infamously brought about the demise of the General Motors Chevrolet Corvair, which he once claimed was 'the most dangerous car in the world'. This was based on a crash involving a Corvair that broadsided into a telegraph pole and broke in half, which tends to happen to most cars if you hit a pole sideways with enough force. Back in the day, I had seen several nice Ford Mark One Zephyrs that became two halves after

broadsiding into telegraph poles. Lucky Ralph Nader wasn't a Kiwi! Editor Kevin's MGB is a car featuring what I dubbed Ralph Nader rubber overrides. In the case of the Triumph Stag, this influence can be seen as the large pram handle (roll bar), which others might claim as being more about chassis strengthening, than meeting American Safety standards. The jury is still out on that one.

*... in what was rumoured to be just 20 or so minutes, he produced a two-door, four-seater, coupe design that impressed the top brass...*



While New Zealand new car buyers were somewhat restricted by the then dreaded No Remittance Licence Scheme, which meant that in order to be able to purchase a brand new car, one had to have overseas funds, the Stag was not the family vehicle of choice for most and as a result, not many made it to this country. Coupled with that, the V8 engine was not considered conducive to fuel efficiency. The Americans too balked at the Stag and American sales were around one-third of expectations. But there were other issues that plagued the model, including reliability and meeting the demand production-wise.

I've often maintained that the best value in a classic car purchase is when you are able to take advantage of someone else's investment of time and money and this is exactly what Chris and Trisha have done. In 2013 when Chris opted to retire, he began looking for a Stag. The first one on his radar was sold before he could get his hands on it, but as so often happens, he was put on to another one that proved to be the better buy by far. One John Parker, a founding member of the Stag Owners Club of New Zealand (this is a car club, not a group of venison breeders!) had bought this car back in 1984 and became involved in the formation of the club.

John subsequently carried out a number of modifications to the Stag which are too numerous to mention here, but the significant ones were:

- Larger front axle spindles
- Dimpled brake rotors
- Front suspension mounts fitted with roller bearings instead of washers
- Rear half shafts fitted with Datsun roller bearing units in place of splines which suffered spline shock under load (wheelies!)
- 3:45 high ratio diff replaced the 3:7 which is better suited to modern tyres
- Forward-facing exiting exhaust extractors (not one forward & one back as found on cast originals)
- Engine oil cooler
- Electronic ignition
- TR6 oil pressure gauge in place of clock (clock was notoriously unreliable)
- Toyota water reservoir fitted to the left hand inner guard to allow the water level to be higher than the cylinder head to allow the use of a 6lb cap as opposed to 20lb OE
- Rubber-mounted radiator (original was a structural part of the chassis)
- Engine fully reconditioned in 1993 (after his wife burned him off at the traffic lights in her Stag!)

Ill health unfortunately meant that John had to reluctantly pass his beloved Stag on to a new minder, and with a list of such expensive improvements Chris would have been silly to pass this up so he didn't. A price was agreed on and Chris and Trisha became the happy new custodians.

## ABOUT THE STAG CLUB

There's an old saying that if you put enough people in a room with the same interest they'll form a club and that's exactly what happened with a group of enthusiastic Triumph Stag owners. The main objective of the club is camaraderie, fellowship, a really good parts service, and most of all 'just having fun'. Interestingly they do not have trophy events, which might be a reason why the club is so successful.



## THE TEST DRIVE

Over the years I have probably driven thousands of different cars, anything from veteran/vintage through to brand new so I generally have no illusions about what to expect when climbing behind the wheel of any particular vehicle. Given that this Stag was some 44 years old and had covered in excess of 250,000 miles I anticipated a few imperfections relative to its age, notwithstanding that the previous owner had carried out extensive modifications. I was absolutely blown away by my first impressions. This Stag drove like a brand new car. It was like jumping into one of Mr Hertz's or Mr Budget's brand new rentals at the airport! In my experience, most older vehicles tend to reflect their age, with associated rattles and noises, otherwise described as looseness, making their presence felt. Not so with this particular Stag which was a pleasure to take for a hoon down the road.

First impressions aside, the slightly smaller diameter wooden steering wheel did make it a bit easier to slip into the pilot's seat, and the instrumentation was easy to glance at safely from time to time. I've never driven a Triumph 2000 or 2500 so I was unable to make any comparison with what were purported to be similar models albeit without that V8 power. With the top down we headed out onto the main road. The automatic box provided smooth acceleration through the gears as we gained speed. Approaching some bendy bits, I increased speed somewhat to see how it performed in terms of road holding. No worries there. Braking was effective, and yes, I did warn Chris that I was about to stamp on the anchors. I'm not much of an expert when it comes to power to weight ratios other than to determine whether or not I think that the power of any engine is suitable for the vehicle. In this instance I reckon those Triumph blokes got it right, and thus the V8 option was probably a good improvement over the 2500 six. There were other variations of power train in the late '60s and early '70s, namely in the MGBs, Austin-Healeys and Sunbeams, and in some cases the larger engine options were not the best for a variety of reasons, not the least of which was ease of access for changing simple things like spark





plugs. Not so with the Stag though as the under-bonnet pics show a shoehorn was not required to fit the V8.

With the side windows down (compulsory for any convertible) the open road driving was pleasant on this warm sunny Canterbury day. The rear screen, which prevents turbulent air coming back between the seats, was a necessary innovation for many open top sports cars.

I had earlier checked the hand brake for that nifty push-button that facilitates hand brake turns at speed but there was none so a suitable turning point was located and we headed back to the rendezvous point at Cutler Park. I can understand to a degree the attraction of a Triumph Stag as a sports car of choice for comfortable cruising when there's just the two of you, but unless the two kiddies are of small stature, this is primarily a two seater, with token seating for two others who can sit with their knees holding up their chins. And with the hard top in place there is a real risk of the rear-seated passengers whacking their heads on the roof. But then, like the E-Type Jaguar et al, the additional seating in the rear was simply to market such cars to the family man, who could then argue (probably unsuccessfully in most cases) that these two-plus-twos were actually family cars. Seat belts were probably invented for these types of vehicles to stop the little kids being tossed out the back when one drove over a bump at speed!

Chris demonstrated the relatively easy method of raising and lowering the soft top. This Stag does have a factory-hardtop, but this only goes on for the cooler, winter months. Chris has installed a gantry-type system in his garage for removing and replacing the hardtop which makes it a simple one-man exercise.

Those of you who are more than casually familiar with the idiosyncrasies of the various models will notice that while this was an

NZ-new model, it has the US-market red lights on the rear guards – the acquisition of which is a story on its own.

#### OTHER INTERESTING STUFF

Chris has the original registration certificate (ownership papers) which records just five private owners. He even has the original car yard sales banner from when John Parker bought it. There is also an original 18-page sales brochure, a genuine Triumph Stag parts manual, and a genuine Triumph Stag workshop manual. He also has a Haynes manual, which is what you use when you don't want to get greasy fingerprints on your original Triumph manual.

Originally registered new on 22 May 1973 with the black and silver type plate (GK6169), the personalised plate 73STAG was affixed on 4 February 1988.

#### WANNA OWN ONE?

If I've written this up properly, then about now you'll be scouring the internet looking for one for sale. I can save you some trouble – there was a nice-looking example in the last issue of *Beaded Wheels*, and it wasn't all that expensive! However if you don't have enough of the folding stuff at the ready, then there is another much cheaper option. In March of 1992, Dinky Toys (bought back by Matchbox Toys in 1986) released their Dream Machines Collection and wouldn't you know it? Issue number DY28-A was a 1969 Triumph Stag. I always reckon that if a car is even halfway good, it will have been released as a die-cast or tinplate toy at some stage in its life so the fact that Dinky/Matchbox saw fit to produce a Stag in amongst its Heritage Collection of British, German and American classic cars in 1992, is proof enough that the Stag was indeed a classic marque of its time. Prices ranged from NZ\$10 right up to NZ\$140 for a mint in box example. Couldn't see any blue ones, though, Chris! |BW

#### SPECIFICATIONS:

Manufacturer: Triumph Motor Company  
 Production: 1970-1977 (25,939)  
 Designer: Giovanni Michelotti  
 Powertrain: 3 Litre V8

Wheelbase: 100 inches (2540mm)  
 Length: 173 inches (4394mm)  
 Width: 63.5 inches (1613mm)  
 Height: 49.5 inches (1257mm – hardtop)

Kerb Weight: 2800 lb (1,300kg)  
 Predecessor: Triumph 2000



# RALLY SNIPPETS



Auckland: Jim Boag's Studebaker.



Auckland: Barry Birchall's De Dion Bouton.

*The field was naturally dominated by brass Model T Fords, with six body styles from speedster to coupe.*



Auckland: Russel Vincent's Model T coupe.



Auckland: Terry Jenkins' Dodge Four.



## AUCKLAND BRANCH VETERAN RUN

Appalling weather greeted the 21 starters entered for the 45th Auckland veteran run. The field was naturally dominated by brass Model T Fords, with six entered in various body styles from speedster to coupe. The rest of the field was quite varied with Cadillac, De Dion Bouton, Talbot, Perry, Rover, Dodge, Saxon, Studebaker, Renault, Fabrique National and Darracq all entered. The sole motorcycle was Peter Fagan's 1914 Triumph.

The weather drizzled at the start venue in Mauku and rained heavily for the actual run. Barry Robert put the hood up on his 1909 Rover, a very rare occurrence. Most vehicles are well known in the Auckland scene, the exceptions being Rob Webster's newly acquired 1918 Chevrolet 490 and Peter Fagan's Triumph.

Entrants were given a choice of a long route of about 45 miles, and a short route of about 28 miles, aimed at entrants who wanted an average speed of less than 24 miles per hour. Faster vehicles were started first, with the slowest at the rear of the field, in an attempt to avoid bunching, and the almost inevitable obstruction to moderns which frequently happens when slowest, frailest are started first.

Words and photos John Stokes

The run travelled from Mauku to the outskirts of Pukekohe, then to Puni and on to Aka Aka and towards Otatau. The routes diverged on the way to Otatau. The long route skirting the Waiuku Forest and Whirwhiri before the outskirts of Waiuku and Pukeowhare, then headed back to Puni and Mauku. The short route skirted Pukeowhare before returning to Puni and Mauku.

The wet entrants enjoyed a good lunch courtesy of the Winterbottom/Dewhurst families, and the monthly veteran section meeting took about five minutes as most people simply wanted to enjoy the day without the formality of a meeting.

Out of branch support came from Wellsford and North Shore.

The short route was won by Wellsford's Doug Hamilton in his 1904 Cadillac, with David and Kaye Porter second in the 1904 Darracq and Peter Fagan third on the 1914 Triumph motorcycle. Jim Boag won the long route in his 1915 Studebaker with Rob Webster second in the 1918 Chev 490 and North Shore's Paul Collins third in the 1913 Fabrique National.



Entrants gather for the Briefing on the lawn of First Church. Photo Nicola Wilkinson.

## 64TH DUNEDIN TO BRIGHTON RUN

Saturday 27 January saw approximately 36 entrants gathering at the First Church of Otago car park where rally packs were handed out. The vehicles travelled in order from First Church to park in the Octagon in the line of traffic across the road and were available for the public to view before the first car left for Brighton. At 11am the first car was flagged away by Mayor Dave Cull along with a short history of the vehicle by Dougal Stevenson and the remainder followed at short intervals. The cars travelled to Kaikorai Valley via Princes Street, Rattray Street, MacLaggan Street, Serpentine Ave, Jubilee Street, Napier Street, and Stone Street turning right to Kaikorai Valley Road and left to Mellor Street and up Taieri Road to visit the Leslie Groves home for the aged where many residents were outside to view the cars and motorcycles. This is where the timed section began. The vehicles travelled back to Kaikorai Valley Road and continued to the motorway underbridge and on through Green Island to Brighton. After parking at Brighton the cars were on display for concours judging while drivers and crews lunched.

Words Graeme Duthie

In the afternoon some entrants took the opportunity to travel to Taieri Mouth and return.

Dinner and an awards presentation was held at the clubrooms.

On Sunday morning the cars gathered at the clubrooms for a trip through the main street of Port Chalmers via a predetermined route to arrive at the Careys Bay Hotel. This was the lunch stop and debriefing for entrants before saying their last goodbyes for the weekend.

**FIELD TESTS FOR CARS**  
Paul & Lynne Herron  
1911 Ford Model T

**FIELD TESTS FOR MOTORCYCLES**  
Taieri Motorcycle Cup  
Casey Lyons  
1912 Humber

**BEST OVERALL PERFORMANCE (Cars)**  
Dunedin Festival Cup  
Roger Mahon & Olly Laytham  
1917 McIntyre

**BEST OVERALL PERFORMANCE (Motorcycles)**  
Alan Crichton Cup  
Andrew Roxburgh  
1910 Triumph

**ENTRANTS CHOICE, W D Read Trophy**  
Wayne and Sharon Nicol  
1908 Cadillac

**CONCOURS MOTORCYCLES,**  
McIvor and Veitch Trophy  
Russell Dale  
1911 Abingdon King Dick



**Taupo Branch  
Open Day  
display at the  
clubrooms.**

## **OPEN DAY TAUPO BRANCH**

**Words and photos Neil Chave  
3 February 2018**

The Taupo Branch held an open day at the clubrooms located at Hickling Park. This is now an annual event and this year we had more than 40 cars on display, from members as well as a few from local non-members. The purpose of the open day is to promote the club to the locals and hopefully generate some interest from potential new members. This year we have had some good enquiries for membership and the club is actively following these up. The local media, including newspapers and radio stations, were briefed on the event a couple of weeks prior and this gave the public opportunity to join our members on the day. In addition it is a great occasion for our members to get together and take time out to check out their cars. One of the highlights is to be able to show any new members our club rooms and other facilities and welcome them to the club in a relaxed and enjoyable environment.



**The open day  
generated interest  
which will hopefully  
translate into new  
club members.**

## **ANNUAL RALLY TAUPO BRANCH**

**Words and photos Neil Chave  
Saturday 10 March 2018**

The Taupo Branch attracted more than 30 entries drawn from a range of clubs throughout the central North Island. On a decidedly cool but sunny autumn morning entrants were invited to refreshments prior to heading out for the 'official' run. After leaving Taupo the route headed towards Broadlands and then towards Orakei Korako then off the tarmac to enjoy the challenges of local unsealed roads usually frequented by logging trucks. Morning tea was arranged at a local monastery and we all enjoyed the views as the day began to warm up.

Lunch was at the clubrooms and afterwards a further local tour was organised to again test the knowledge of navigators as well as providing our out of towners an opportunity to enjoy some of the places of interest around Taupo Town.

The evening function was held at the Taupo Golf Club with the various category winners awarded prizes. The overall winners of the Taupo Rally were Terri and Eric Foley from Taupo branch driving a Daimler Sovereign.



- ▲ Taupo: Ian Walker getting his Morris Minor ready for the Annual Rally.
- ▶ Taupo: Club Patron Graham and his Durant arriving at morning tea.



|BW



# MUTTERINGS OF A MATURE MOTORCYCLIST



Memories from Big End Knocks

My first motorbike was a 1936 BSA 250cc with three speed hand change, total loss lube and a constant oily footprint. My mate Bert had a brand new BSA C11 250cc with a blue tank and tele forks. This was 1950 and I was very surprised to find my old fashioned machine was as fast as his posh machine. Bert's bike was repossessed when wedding bells meant he couldn't keep up the payments.

The 250cc BSA must have been a steady earner for the company for many years and was the ride-to-work bike of choice for many a Brit worker. The post war C11 was a slightly upgraded version of the 1939 job. At the time it was the only 250cc 4 stroke on the market in Britain and was

already a 10 year old design. BSA's chief engineer Bert Hopwood saw that the breed would need an upgrade and had ideas for a modular plan utilising the parts of the firm's successful A7 500cc twin. From this he planned a 250 single to replace the C11, he already had the twin 500. Next was to be 650 triple and the final a 1,000 four cylinder machine. It was about 1953/4 that they built three of the new prototype 250s, effectively half an A7 twin. One was hammered without mercy by the testers for 30,000 miles in all weathers and proved to be trouble free. It was decided to give number two a real work out at the Montlhery track near Paris and for three days Bill Nicholson and the team hammered around

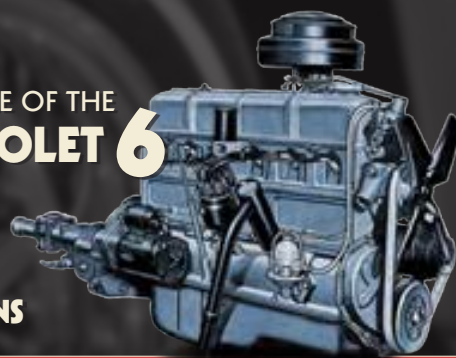
the circuit at a steady 90mph and towards the end of the run Bill upped the ante and put in a lap at just under the magic 100mph. On the return to Birmingham it was stripped and found to be still sound of wind and limb. Mr. Hopwood and his team must have felt very pleased with the product of their efforts and the picture of the machine shows a very nice solid looking machine. It seems that the BSA management looked at it and mumbled about the C11 being a nice steady sales entry in the company books so dumped it in the 'experimental box' where it stayed. Bert Hopwood left BSA in 1955 for Norton and a happier ship even if it was a squalid factory and a poky 8' by 8' shared office. Then around 1958 the wise men of BSA decided they really did need to upgrade the 250cc model after all. It seems the 'wise men' were mostly accountants so they took the Triumph Tiger Cub drawings, already a 150cc stretched to 200cc and stretched it again to 250cc. The result was a pretty but fragile creature that inherited all the weaknesses of its ancestors. It was rushed into production and the remedial work must have

cost a fortune. It was said that the service department had to enlist the experimental department crew to keep up with the repairs. Oh - and the test report of the day was very complimentary and quoted a maximum speed of 86mph, but for how long it held together at that speed they didn't say. To think they already had in the works a design with sound reliable 90mph performance figures that they had rejected. All the experimental machines were supposed to have been destroyed and I read somewhere that the apprentices were ordered to smash all of them and the patterns for scrap. Fortunately some light fingered souls among them hid some of the better ideas and they were saved and some were smuggled out of the works to see daylight years later. A visit to Sammy Miller's museum has a lot of machines that escaped the scrap man's clutches. If you've read Bert Hopwood's book *What Ever Happened to the British Motorcycle Industry* you will have read the stories of the vanity of Edward Turner and other management figures who stalled good ideas and lost us some special machines. |BW



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# BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross

Another long-time project has come to fruition (see pic below). Keith Gray, South Canterbury Branch, accepted the challenge at least 40 years ago when a friend found the remains of a 1911 Willys Overland on a farm near Springfield in Canterbury where the engine was used to power a shearing plant. Keith relates that life got in the way, including four house shifts, so it became a matter of finding parts as he moved around. He had to buy a trailer to get one set of wheels. His son has a childhood memory of being lowered on a rope over a bank

to retrieve parts among gorse bushes. On complaining bitterly Keith's reply was, "Just hurry up and get the parts then and I'll get you out of there."

A lot of research was carried out to make sure he got everything as correct as possible. Alan Averis, owner of a 1912 Overland, who lives in the same area was always on hand to help, and along with Bill Weir the local Chev man, was on hand for the initial firing up. After some fine tuning and lots of blue smoke Alan had the first drive. Luckily the back up truck followed

as the car stalled on a steep slope when he couldn't get the planetary gear into first so it was towed back to base for further adjustments.

All's well however and Keith and his family have all been present at a fine tuning and test drive at Levels Raceway.

This is a hot off the press release. We had a visit from Roger and Janie Stewart from North Canterbury towing a neat little covered trailer with a 1905 Holsman high wheeler riding inside. This car originally came from Canada to Australia where it sat for nine years before the owner moved to New Zealand bringing it along to sit in a shed for another 10 years. A few modifications had been carried out that actually made it more difficult and somewhat dangerous to operate. The Stewarts purchased the property when the owner was returning to Australia and Roger was offered the chance



to buy the car. He didn't need to be asked twice. His intention is to go through and return everything back to the way it was and have it complied. It appears that it has never been registered to be used on the road.

Fond memories of listening to his father speaking of Model T Fords is something that Alex Wilson of South Auckland never forgot and when he heard that Russell Vincent had enough parts of a 1913 turtle back model to form the nucleus of a restoration project. Alex was right there to take them off his hands.



There was quite a lot missing but with the help of other enthusiasts a lightning quick restoration was completed in time for it to be driven to Glenbrook to join the Model T Club visit there during its recent 25th Jubilee celebration Rally.



1911 Overland

I've been asked by Don Muller at the archives in Christchurch if anyone has any information and can identify the car in the photo?

The caption on the photo says "John Andrews 1st car 1906." John lived at Tamaki Drive, Auckland at some time. If you can help there is an elderly man in Keri Keri who is looking for information.



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







◀ 1912 and 1907 Cadillacs on the 1985 Commemorative Run from Bluff to Cape Reinga

A hood and a proper coat of paint was added in 1970 ready for a trip to Australia. The hood was a necessity as the leather got too hot to sit on. The hood remained up during the trip that took them from Sydney to Melbourne to Adelaide and back to Sydney for shipping home. After that journey the vehicle was put back onto its correct size tyres. JA thinks he drove 50,000 miles over the years and described it as a “great old car.”

**I am indebted to John and Deborah McLachlan for allowing me access to these memoirs of John's father John McLachlan, (JA as we knew him), which they put together during his time at the Ellesmere Hospital. The vehicles mentioned are still part of the collection now owned by John Jnr and housed at Leeston in Canterbury. Although there are many other vehicles and related items in the collection I've just reported on those in the veteran era.**

#### 1918 Ford T Fire Engine

Bought sight unseen in the mid 1950s for £10. It had belonged to the Kumara Fire Brigade. It arrived at Rolleston by train, petrol was put in and away it went. It travelled at 14mph, not fast enough for JA so he changed it to a Ruckstell differential, it then did 25mph. It was painted and a new seat installed.

#### 1915 Dennis Fire Engine

Shipped from England in 1915, arrived in Lyttelton 1916, purchased by the Christchurch Fire Board and commissioned at the Central Station as Fleet no 2. Total cost £800. Served in Christchurch until 1935. In 1938 it was sold to The New Zealand Refrigerating Company for use as the Islington Works appliance and was retired in 1958. It was loaned to Ferrymead when it opened in the 1970s for a time before going home to Leeston.

#### 1912 Cadillac

Began life as a fire engine that was put up for tender in Auckland and sold for half the tender price. It ended up in Christchurch. The fact that it had 4 cylinders indicated to JA that it was old therefore he was interested in purchasing it to add to his fire engine collection. The asking price was £100 and although his memory was hazy JA thought he may have got it for £95. This was in 1958 and it had only done 1800 miles. Back home he found water in the carburettor, drained it out and started it up and drove around his yard. He gave it another coat of red paint and

took it to the Mt Cook Rally the same year. His words, “It went like a rocket, someone following said it was going 40mph”.

In 1959 he attended a National Rally in Morrinsville. The gearbox was smashed while reversing off the ship. A piece of tin and a hose clip was used to make a temporary repair that allowed them to continue without low gear or reverse. The only trouble came when going onto a ‘no exit’ street in Auckland with no room to turn at the end. Derved winners of the ‘Hard Luck Spoon.’

A new gear costing £30 was made back in Christchurch. When fitting a crack was found in the casing. It is still there today although a replacement was found but never put on.

Some passengers were somewhat nervous when riding on the fire engine so they used to tie themselves on with ropes.

After driving it for 10 years as a fire engine a car body was put on. Thus his interest in Cadillacs was ignited.



▲ Ford T Fire Engine en route to Picton in 1958 for the first National Rally

#### 1907 Cadillac

A well known car extensively rallied by Darcy Nicolson in the '50s is the earliest car in the McLachlan collection. JA becoming the second owner, the first being Hunter-Weston of Tekapo. It had been loaned to Auto Parts in Timaru and remained in their care until purchased by JA. The longest trip he did was the 1985 Commemorative Rally from Bluff to Cape Reinga.

#### 1918 Cadillac

This car, firstly privately owned by a lady in Timaru, was bought by the Mt Cook Company for use as a service car in the early '20s. Later in the '20s it was converted into a breakdown truck used first in Christchurch and then Mayfield. In the late '50s Ian Giltrap found it lying outside, completely worn out, beside the garage in Mayfield, mid Canterbury. For a time it was put into the too hard to restore category then later resurrected by JA with the help of Rob Ross to be used for the first time on the 2010 Dunedin Reliability Trial.

Also in the collection is a 1903 Noble delivery bicycle, and a 1903 Clement motorcycle, previously owned by Gavin Bain, that used to be ridden around the farmyard. This is only a small section of the vehicles and memorabilia collected by JA during his lifetime. |BW



# 2021 VERO INTERNATIONAL FESTIVAL OF HISTORIC MOTORING TARANAKI

Words Tony Haycock

Welcome to the first of what will be a regular update as we work toward the most important thing on my calendar – the week of Sunday 17 to Friday 22 Jan 2021. If you have even a passing interest in vintage motoring, I suggest you should put this in your diary, your phone or write it on your wall, for this is the one event you will not want to miss.

What my team is planning is not just another rally. Not even a variation on the theme. If you have ever been to Americarna, the Beach Hop, the Kaikoura Hop or any of the huge classic car extravaganzas which are attracting hundreds of entrants on regular basis you will know that there is more than one way to skin this particular cat. Our aim to showcase the fantastic motoring roads and scenery which the Taranaki district has to offer, but we are not running the traditional and increasing unpopular hub-rally and dressing it up in a shiny suit.

We are starting with a clean slate, which is the reason why many of the committee which is being assembled to put the Festival together have not done another international VCC event. This way there are no pre-conceived ideas of what should or shouldn't, can or can't, be done. To make sure we don't get carried away on some weird flight of fantasy, former National President and 2000 Rally Director, not to mention Taranaki native Greg Terrill is the committee Chairman. He and I are very much answerable to the Management committee who are very clear on what we need to deliver to you – a festival which you are not going to want to miss, and doing so without making a loss.

The first and biggest difference is that we have listened to the members who attend these events, and the members of the Taranaki Branch who are right behind us, and we now have a week-long event. Starting on Sunday evening, the Festival will wind up on Friday night. For those of us who are burdened with the need to work for a living this means there is a full weekend to get to New Plymouth and another to get home. One week's leave from the salt-mine is all the majority of entrants will need to take part. Of course this doesn't mean you have to go straight to and from the Festival and overseas promotion of the event will have the Festival as part of a longer touring holiday of New Zealand and we would encourage those who want to, to join in.

All our previous international rallies have had the entrants divided into groups, each one doing something different every day. We aren't doing that. The Festival will move as one. Obviously we are going to face a few challenges in making this work, but I've seen it done and I know we can do it. Our wide range of vehicles and their wildly varying capabilities actually works in our favour. We know that Greg's single cylinder Cadillac is not going to be capable



of covering the same ground as my Porsche 944. Yet they are both eligible and we need to cater for both of them and make it enjoyable for the drivers and crews, so there will be shorter and longer routes available. But we will be aiming to have everyone starting from the same place and certainly we will all be finishing together at the Village.

The Village, the hub of the Festival will be at the TSB Stadium and the adjacent Pukekura Function Centre, at the New Plymouth racecourse. Just like the ages of our cars, we have a wide range of age in entrants and crew. Let's be honest, the type of entertainment which keeps me enthused is going to be quite different to what many of our members enjoy. The layout of the Village lends itself perfectly to having a variety of entertainment, activities, bars and food every night. We are planning on having a corral of local food trucks lined up outside the stadium every night, and a garden bar in a marquee alongside. And don't forget that we have timed the festival to coincide with the annual Festival of Lights, which is held in Pukekura Park and can be accessed directly from the village.

There is ample room for an on-site camping ground which is already something done there every year as part of WOMAD festival. We aren't needing to start from scratch to put this together as the people running the venue do this on a regular basis. One of the great things about having our Festival in Taranaki is that with WOMAD and Americarna the locals, be they residents, businesses, Council or the outlying towns already are used to large events, hundreds of cars travelling together and thousands of people descending upon them and when told of what we are planning rather than dismissing us as dreamers, actually have seen it, know what needs to be done and so far we have had nothing but positive responses wherever and whoever we talk to.

But we need you to make this happen. We need entrants. We need hundreds of entrants. And not just from New Zealand. I know that many of our members have friends overseas who are involved in the old car movement. Tell them about the Festival. Convince them to come and bring a vehicle. Offer them one of your! As well as organising the Festival I've promised my 1928 Renault to friends from France. Which does put the pressure on as it's a pile of bits in two different sheds, one in the North Island and one in the South at the moment.

Shortly we will have a full colour single page pdf flyer which can be emailed to anyone who might be interested. If you want it to pass on to your off-shore friends and the clubs you or they belong to, email me at [speedsteward@vcc.org.nz](mailto:speedsteward@vcc.org.nz) and I will make sure you get one.

|BW



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404 Wagon, 1965, plate 404 U6, silver, fully restored, 404 Coupe, 1965, plate 404 C, white, fully restored, 404 Ute, 1972, GC 3884, green, 403 sedan, 1957, CJ 553, green, 404 cabriolet, 1966, plate 404 C, white, left hand drive, 404 sedan, 1964, white, MW 404, 202 sedan, 1947, black, plate 202 BH, left hand drive, 504 Familiale, 1976, JD222, metallic blue repainted, 504 Sedan TI, 1973, plate 504, red, 504C, 1978, plate 504 C, metallic green, left hand drive, 406C, 1999, plate 406, red, 405 STI, 1995, KJK862, silver, 505, 1988, NP2373, silver, 204c, 1967, FH6611, white,

**NOT GOING - BEING RESTORED**

404 Familiale, 1969, HA 8909, repainted and converted to diesel, going, rego need LVC, 204 sedan, 1969, GE6639, white, rego on hold, 204 wagon, 1976, CZT22, white, rego on hold, 203 1949, BA9043, rego on hold,

**CONTACT DETAILS:  
SVEN SLAGER  
SVEN@SLAGER.CO.NZ  
027 769 5919**

COMPLETE SET of AUTOMOBILE QUARTERLY books (204 books plus 4 indexes). Phone Neville Wilson 06 845 3333, neville.val.wilson@gmail.com **MEM HB**

DODGE D11 1939, BMW Isetta 1 cyl. DKW Auto Union 3 cyl. Lloyd ohc 2 cyl. BMW 700 2 cylinder rear engine, 1985 as new. 1955 Mercedes 180 petrol. 1955 Mercedes 180 diesel. Austin 4x4 Gypsy. Austin 4x4 Champ. Austin A40. Chrysler VF ute 1970. Horse drawn vehicles. Graham Bros. truck. Bedford OLB truck, roller hoist. Bedford TK truck. Most approx \$5k. negotiable. Some reg on hold. Advise inspection. For further information contact Brian Rankine, 06 357 5706, btr@actix.co.nz.

FOUR AUSTIN 16/6 20 INCH WIRE WHEELS. Two Packard 21 inch disk wheels with one split ring. Nine Riley 19 inch bolt on wheels. Five Riley 19 inch known wheels. Wanted a Fiat 519 front axle complete with track rod and drag link. Ph Clive 03 3242 168, 10 St John Street, Southbridge 7602.

**MEM BANKS PENINSULA**

ISUZU PIAZZA, no reg or wof. Some rust. 95% complete, ideal restoration project. Club eligible vehicle. \$350-\$400. Ph 021 142 3385. **MEM CANTY**

JAGUAR CAMS - a pair for sale, probably Mk 8, 9 or 10 \$20 the pair. Could be the two members who were interested in the 20/60 Vauxhall parts that were at my brother's place in Lambeth Cresc, Christchurch please contact me at 03 324 2168.

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TWO 2" CHOKE SU CARBS FROM JAGUAR \$200 for pair. Two 1.5" SU carbs with air cleaner manifold, no air cleaner \$190 the pair. 24 inch beaded wheel, rim shot but hub could be of use. It is veteran with 100mm center, 8 splines and threaded cap fitted to hub, free to anybody who may need it. Ph Clive 03 324 2168, 10 St John St, Southbridge.

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MEM

VANGUARD SERIES 3 tail light, speedo gauge, Ford Zephyr Mk1 head, Wolseley 16/60 steering column. Offer please on all items. Ph Richard 04 577 0350.

VEHICLES FOR SALE. Veteran Overland and Buick. Vintage Morris', Cadillacs, Buick, Fiat 512C, Hupmobiles, Chevs, Model As, Hups, Chev, Austins, inc. a lovely delivery van. Post Vintage Austin 10 Clifton, Austin 12/4, 1938 original Nash, Singer, Consul, FC Holden, Zephyrs, Cadillac Coupe DeVille, Consul, Morris Minors, 850 Mini and more. Rushmore Motors Ltd. 027-22-45-045. Open Sat. vintagecrs@xtra.co.nz Free catalogue available.

VELO SOLEX MOPED original condition. Needs new tyres. \$1,500 ono. Phone 06 751 5554.

MEM TARANAKI

TWO FLINTEX HEADLIGHT LENSES 9½ inch diameter \$50 or \$60 less postage. Barrie Grant, 59 Ayrshire Drive, Hamilton 3200, grantbl@xtra.co.nz

MEM WAIKATO



**1970 WOLSELEY** 61,935 miles, 1300cc, auto. Goes well and has current WOF & Reg. Original red interior in great condition, more photos available. \$9,500 ono. Ph 027 447 7556, alancollett4@gmail.com

MEM BAY OF PLENTY



**1937 BUICK SERIES 40** Reluctantly our much loved and well used car is for sale. A great reliable touring car. Owned for 30 years and have most of its history. Never been restored but had work done to keep it reliable and roadworthy. \$20,000 ono. Ph 06 858 8301, jsfoot@xtra.co.nz

MEM CENTRAL HAWKE'S BAY



**1926 CHRYSLER ROADSTER 50 F** Motor rebuild and restoration 2008. Runs very well. Wof & reg. Also included is another motor, gearbox, radiator, body panels and many more items. \$45,000 ono. Ph John 03 578 3918, sowman84@xtra.co.nz

MEM MARLBOROUGH



**1932 FORD V8 FORDOR SEDAN** Beautifully restored by owner hardly used since restoration. Price on call ring Brockie Pearce 03 215 7679

MEM SOUTHLAND



**COWLEY & HUPMOBILE PARTS:** about 1922 Cowley brass radiator and surround, and about 1913 Hupmobile gearbox. Phone David on 07 829 8718.

MEM WAIKATO



**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 pressure gauge, E&J gas headlamps, pair Lucas oil sidelights plus plenty more. Ph 07 348 4227

MEM ROTORUA



**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 NELSON



**1954 WOLSELEY 4/44.** 85,300 original miles. Paint and body work in excellent condition. Original red interior in great condition. Radial tyres. Sold with new Warrant of Fitness and six month registration. Limited spares available. Been a great VCC car. \$8,500 ono. Ph Steve 027 434 3988

MEM AUCKLAND



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Email [admin@vcc.org.nz](mailto:admin@vcc.org.nz) or post details to VCCNZ, PO Box 2546, Christchurch 8140

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**JEEP OFFROADER.** Built with solid box section steel 1988, to take all Datsun 1200 parts. Created as a training unit for local polytech. Interesting history. Aluminium body, worth restoring. \$500. Txt Garland, 021 128 5516. **MEM WHANGANUI**



**1965 RILEY 4/72** Tidy condition, motors well, reg & WOF. Phone 03 686 1441.



**1964 AUSTIN HEALEY SPRITE, MK2A,** Australian assembled, 1098cc, twin carburettor, in good order. 4 speed gearbox, front disc brakes. Extensive bodywork by prof bodybuilder. WOF & Reg. Neat as a pin. Consider partial trade ie Austin A30, Morris 8. \$15,500. Ph 027 435 9620 **MEM STH CANTY**



**1915 T ROADSTER PICKUP.** Beautiful brass, full professional rebuild 4 yrs ago (B&H Engine services for mechanicals), body, woodwork, painting, electrical (Grahame Pond Country Classics). See BW 342 pg 26. Asking \$36,000 ono, includes car trailer and many spares. Phone 07 357 5587, 0274 915 186 (no texts).



**1929 MODEL A ROADSTER** Excellent hood, tidy condition, 12 volt, flashers, new water pump, distributor, head gasket and valve grind. Radiator cleaned. Runs well. \$27,000 ono. Phone 021 283 7088 **MEM MANAWATU**



**NEW MODEL A FORD SHOCK ABSORBERS.** Precision manufactured in NZ. They are fully adjustable and work as per originals. Available in CW or ACW \$322 Ph 03 359 0565 or www.vintagefordparts.co.nz Orig shock absorbers also reconditioned with a few available for outright sale.



**1924 MODEL T 4 DOOR TOURER** WOF Jan2018, reg on hold. Black with Black upholstery, Ruckstell diff. Very good condition. Lots of spare parts. Good tyres. Owned by family for 17 years. \$25,000 ono. Phone Graham 021 280 1586 **MEM WAIKATO**



**1977 FORD ESCORT 1300L** Original condition with reg, WOF, VIC and ownership papers. This car has been in the same family 42 years, is rust free and runs very well. Phone 03 344 5566 **MEM CANTERBURY**



**BSA 1937 MODEL G14 V TWIN 1000 CC** with BSA side chair. Surplus to requirements and hasn't fired a shot for four years. Runs well, reg on hold, not museum condition but nevertheless has a nice patina. \$35,000. Ph Jens 027 433 4179, kajens70@gmail.com **MEM CANTERBURY**



**4 CAR BADGES** Ford, a AA badge, a Bullnose Morris club and a Waikato Veteran & Vintage Car Club. \$30 the lot, plus postage. Phone 07 868 2416 **MEM WAIKATO**



**1908 SEARS MOTOR BUGGY ROADSTER** Built in 1908 Motor and all running gear done too high standard. New wheels and tyres. Starts and runs very easy. Further information to Nigel Weber evenings 07 823 2009 or steamworx@xtra.co.nz. **MEM WAIKATO**



**1929 CHRYSLER TRUCK.** One of a kind vehicle. Has original ownership papers. Bodywork is pretty much completed and has been professionally painted. Interior still needs to be finished. Updated to 12v electricals. Reg. is on hold. Can be viewed in Blenheim \$30,000 ono. Contact 027 467 6042 **MEM MARLBOROUGH**





**CLASSIC CAR STEERING WHEEL COVERS** Quality reproduction 1940s/60s style steering wheel covers with foam backing. Made to measure with a choice of colours, includes stitching cord, a bodkin and fitting instructions. Diameter of your steering wheel and rim (grip) required. \$64 each inc freight. Contact Roger 027 478 0872, narvickrh@gmail.com



**1949 ALVIS TA14 DROPHEAD COUPE** In very good motoring order, new radial tyres. Initially restored in England. More recent work on engine in New Zealand. Three position waterproof hood. Sound body and paint work. \$40,000 ono. Ph Walter 07 308 7928, wamcfarland@farmside.co.nz  
**MEM EASTERN BAY OF PLENTY**



**1958 ZODIAC MK 2 CONVERTIBLE** Full body off restoration, new paint and upholstery, recon engine, factory fitted overdrive, nice chrome. NZ car from new believed to be only 1958 Zodiac known outside UK. History in Classic Car Jan 2001 Personalised plates A58MK2. Current WOF Reg. \$68,500. Ph John 021 151 0334, jandlp@xtra.co.nz



**1956 TRIUMPH SPEED TWIN**, with matching Radark metal panniers. Cheap as reg has lapsed and a little topcoat paint is peeling from the rear mudguard and battery cover. Good reliable runner, used for many years for transport to work in preference to a modern vehicle. \$7,000. Ph 03 313 6501. **MEM CANTY**



**1965 MGB** Lots of mods - car has been set up for ¼ mile sprints and hill climbs. It has Laycock LH overdrive on 3rd and 4th, switch on gearlever. Excellent road cruiser, all leather upholstery. \$14,000 ono. Phone 03 418 0890, 027 418 0890. **MEM STH CANTY**



**1933 MG J2** Restored some years ago but still in excellent condition. Comes complete with all weather gear and numerous spares. \$38,000. Phone Garth 07 576 4086. **MEM BAY OF PLENTY**



**1954 FORD 10 TRUCK WITH 100E MOTOR** New reg and wof. Whole restored, flat deck. Reconditioned motor. \$8,000. Ph Oliver 03 578 5939. **MEM MARLBOROUGH**



**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. **MEM CANTERBURY**



**1926 14/40 VAUXHALL PRINCETON TOURER**, Older restoration, engine overhaul (rebore) 4,000 miles ago, also clutch work. 4 cylinder 2300cc, 4 speed gearbox, 12 volt electrics, twin sidemounts, full original alloy body. \$38,000. Rare car in NZ. Ph 027 444 0834, tandhwin@xtra.co.nz **MEM MARLBOROUGH**

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**vero**



**1941 M8 SERIES E**. Original motor, one new valve, new head gasket, good oil pressure, new flashers, new battery, two new tyres, complete brake overhaul, new windscreen rubber. Reg & WOF. Orig upholstery. Needs paint but good car to rally now. \$1,600 ono. Ph John 03 387 0387. **MEM CANTERBURY**

# 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.

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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)

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**Non-VCCNZ members** Payment by  Cheque  Credit Card *Visa/Mastercard only*  
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### 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. Digital photographs may be supplied by email in format, send a high resolution file to achieve best results. Photographs will only be returned if a stamped addressed envelope is supplied by the advertiser.
- 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 (photo adverts 45 words maximum). *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

1925 EXCELSIOR SUPER X 750 V twin motor or parts, anything considered. Splitdorf S2. 1613 or Bosch ZEV 45 degree magneto. Can swap excellent condition baby Bosch 180 degree twin magneto. Need two piece rear chainguard, front and rear wheel, pair of floorboards. Any Super X parts wanted to complete a two bike restoration. Original literature also wanted. Phone Bob Bullock 021 146 0578 **MEM NELSON**

1937 AUSTIN 10 Windscreen winder mechanism. Phone 09 443 1354

1957 AUSTIN A50 OR A55 CAMBRIDGE 13 inch rims and hubcaps. 4 1/2 pcd. 1913 Swift cycle car carburetor and twin magneto. 1994 to 1996 Toyota Corona GLX, nz new low mileage and in mint condition. Phone/txt Andrew 027 611 6225. Email steamer.boy@gmail.com

500/525 X 16 TYRES must be eligible for WOF, Phone 03 439 5207, or email blunden@slingshot.co.nz **MEM NORTH OTAGO**

ALFA ROMEO 1750 GTV '60s era. Price to reflect condition. Phone 03 544 8159 **MEM NELSON**

AUSTIN 16/6-18/6 1932 onwards motor and or gearbox. Austin 16/6 1928-31 motor and or gearbox. Russell Yates 021 226 1269 or russell-yates@outlook.com **MEM BANKS PENINSULA**

CYLINDER HEAD for 1946 Humber 10 / Hillman Minx. Phone Rick 021 245 7424 or email van\_b@windowslive.com **MEM WELLINGTON**

EXTERIOR SUN VISOR Visor brand, 1300m side bracket to side bracket. These green ribbed Perspex visors were fitted to 1937-1939 Chev Dodge-Plymouth. Phone 09 409 4961, 0274 727 304. **MEM FAR NORTH**

FRONT WHEEL OR HUB ONLY for a 1976 Kawasaki Z900. This hub has twin discs held on by 4 bolts each side. Can trade a single disc hub if required. Email mcwharjpk@callsouth.net.nz or phone 027 211 0637

I'M LOOKING FOR SOME LPG WHITE BADGES which some were used instead of normal stickers if there's any lying around I'd like to buy some for my 1989 Isuzu ute which runs on LPG GAS only as this ute is in excellent condition which I just brought also after some interior door panels for both sides Phone 0224 808 909, email c.n.archer@actrix.co.nz **MEM HOROWHENUA**

PAIR OF BUCKET SEATS, preferably with red upholstery, but bare frame may be acceptable. Width of seat squab not more than 18 inches. Intended for XK120 OTS. Please contact John on yetasman38@gmail.com



**MARKET PLACE - WANTED**



**NASH METROPOLITAN SEDAN OR CONVERTIBLE**  
in top condition Ph Rex 09 294 7794 or mobile 021 173 2822, email rbenns@xtra.co.nz **MEM AKLD**



**MARQUETTE WIRE WHEEL HUBCAPS 1929, 1930**  
8 inch Diameter. Ph Peter 0272 816 050 or email jafa002@hotmail.com **MEM AKLD**



**WOLSELEY 15HP A9 ENGINE**, circa 1922/3. A unique and large OHC engine, easily recognisable. If anyone has one they have no use for, I would like to have a spare 'just in case'. Any other parts would be handy too. Please contact Colin Hey, ph 03 359 8737 or email heywolseley699@gmail.com



**1933 VAUXHALL LAMPS OR PIECES OFF** as pictured. Rusty, anything to use as a pattern would be helpful and appreciated. kimhunter22@nowmail.co.nz , 027 446 1986, 06 644 0464. **MEM HAWKE'S BAY**



**1973 MERCEDES-BENZ 350SL FITTINGS WANTED**, one for each door, as pictured. The parts are on the top of each door and the stays for the retractable roof slide into the slots. Email wandmlane@xtra.co.nz or phone 06 377 3064



**DURANT SIX-66 PARTS**. Desperately need a set of NOS pistons for a Continental 15L engine - for my 1929 Durant, 2 7/8 bore. Also a spare Durant four speed gearbox, a Six-66 dashboard and instrument panel and a pair of Glolite headlights. Ph Tony Haycock 021 662 441, tony@tonystours.nz **MEM BP**

REAR WHEEL SPEEDO DRIVE GEARBOX for 1954 James Captain. Email brycegt365@gmail.com **MEM WAIKATO**

SIDEVALVE SINGLE MOTORCYCLE WANTED, restored or restorable condition; e.g. BSA M21, Ariel VB etc. Phone Bevan 03 3033007, bevanw58@gmail.com. **MEM ASHBURTON**

SUNBEAM TALBOT 1952 convertible 2 door parts and body fittings. Ph 06 758 4244 **MEM TARANAKI**

VILLIERS 197CC WITH V/C AND 4 SPEED. 30 Macarthur St, Levin. Phone 06 368 5500 (evenings) 1957 FORD CUSTOMLINE OR 1958 CHEVROLET; any condition considered. Phone 03 218 7731. **MEMBER SOUTHLAND**

WANTED COPIES OF *THE AUTOMOBILE* magazine. I am trying to put a complete set together. Nick Langford. 03 455 0736, nclangford@hotmail.com **MEM CENTRAL OTAGO**

FACTORY GEARBOX WITH OVERDRIVE to suit 1961 Vauxhall PAX (2.6L motor) wanted. Also fuel tank sender unit to suit same car AC /AC DELCO 7228702. Front 1/4 window rubbers. RR and LR door panel armrests. 03 3252 589 **MEM CANTERBURY.**

WANTED REAR WHEEL complete with hub and good spokes for 1929 Standard buick to take 20 inch wheel. A E Warren phone 03 217 9378 aewarren@xtra.co.nz **MEM SOUTHLAND**

WANTED: SKODA 120 with good body, need not be legal or mobile. Preferably lower North Island. Phone Richard 04 577 0350 **MEM WGTN**

WANTED. HARLEY DAVIDSON WLA PARTS. Gear change lever, gear change tank gate, springer forks top mounting with handlebars, Linkert carb. Anything considered. earlyriders@value.net.nz or 09 238 6833. **MEM AUCKLAND**

WILLYS OVERLAND 1917 AXLES WANTED, and any other parts for same. Email Peter Laing amisfieldbay@gmail.com or phone 027 332 6874 **MEM OTAGO**

WIRE WHEEL 48 SPOKED, quick release and centre laced suitable for MG TC Ph Nigel 06 877 5468 or email brownns@xtra.co.nz **MEM HAWKE'S BAY**

WORKSHOP MANUAL FOR A 1985 NISSAN LAUREL model C32 petrol 2.4 litre. Contact John on 06 858 8301 or jsfoot@xtra.co.nz **MEM**

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

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](mailto:funky_gran117@yahoo.co.nz)

Phone 021 0243 1955

Gates  
Open  
7.30am



## 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

Entries to: [railmodels1@xtra.co.nz](mailto:railmodels1@xtra.co.nz)

Entries now open



Preliminary Enquiries  
[waynemarsh@xtra.co.nz](mailto:waynemarsh@xtra.co.nz)

## 26TH NATIONAL MOTORCYCLE RALLY



### BLENHEIM

## 15TH-17TH FEBRUARY 2019

Riding and Social Events

Supporters Winery Tour

Opportunity to visit  
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#### CONTACT DETAILS:

Postal address: PO Box 422, Blenheim

Email: [vccrally2019@gmail.com](mailto:vccrally2019@gmail.com)

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## SWAP MEET & CAR SHOW SPECTACULAR



Rotorua Vintage and Veteran Car Club

## SUNDAY 8 JULY 2018

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Site Enquiries Neville Harper ph 07 348 2412 mobile 027 494 7249 or  
email [daharpers@gmail.com](mailto:daharpers@gmail.com)

Show Cars Bob Mackay ph 07 332 3849 [bob.mackay@clear.net.nz](mailto:bob.mackay@clear.net.nz)

Admission Sellers vehicle and driver \$10 per site

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



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**2018 NZ NATIONAL VETERAN RALLY**

1918 ARMISTICE DAY CENTENARY



*Let's make this the Grandest Veteran turnout ever, there's plenty to celebrate over the last 100 years.*

*Veteran Owners; Have you received Newsletter No.1 It has the preliminary details for the pre & post rally Tours and Rally Weekend. If not, email address to jimnkyra@xtra.co.nz We want you on our list.*

**RALLY WEEKEND 16-18 NOVEMBER**

*The "Prince Henry Tour" will precede the Rally, assembling in Ashburton 12 November arriving Nelson 15 November.*

*A 2-3 day Post Rally Tour (19-22 November) possibly to Golden Bay will be arranged if there is interest.*

**CONTACTS**

**RALLY & POST TOUR**

Jim & Kyra Wareing – jimnkyra@xtra.co.nz Phone, 03 544 9998.

**PRINCE HENRY TOUR**

Ray & Glenis Miller – glenray@xtra.co.nz Phone, 03 314 4322.

**ADVANCE NOTICE**

**VCCNZ  
NATIONAL  
DAY**



**26 AUGUST 2018**

**CANTERBURY BRANCH**

**SWAP MEET & DISPLAY**

**12, 13 & 14 OCTOBER 2018**

**Cutler Park – McLeans Island Road**  
 Friday/Saturday 9am-4.30pm,  
 Sunday 9am-2pm

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

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Ashburton: Vehicles on Annual Rally.

# IDLE TORQUE

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



Ashburton: Vehicles on Annual Rally.

## ASHBURTON

### OWEN WILSON

We welcome new members Rory Maxwell (Junior Membership) with a 1967 Riley Elf and Hamish Begg (Junior Membership) with a 1957 Morris 1000. Look out for them on our rallies.

Our annual rally was on Saturday 27 January. The entrants went through town then hit the open road to the Rakaia Gorge and on towards Hororata and a short piece of shingle road to a beautiful homestead where our field tests were held. Following these we had our picnic lunch in the picturesque garden with our hosts Mr and Mrs Foster, trustees of the Terrace Station. They made us very welcome and gave us a talk about the homestead and station following which we had a look around the sheds and found some interesting vehicles within. The presentation

of trophies and evening meal took place at the Allenton Rugby Club finishing off a very successful and enjoyable day.

#### OVERALL

Neil Holland	1953 MG
Veteran	
Rob Ross	1915 Dodge
Vintage	
Barrie Hunt	1929 Rugby
Post Vintage	
Joe Barker	1936 Wolseley
Post 60	
Kevin Harkness	1963 Pontiac
Post 80	
Ross Brown	1982 Mercedes
Hard Luck	
Barrie Hunt	1929 Rugby
People's Choice	
John Martin	1926 Alvis
Longest Distance	
John Martin	1926 Alvis
First Entry	
John Martin	1926 Alvis
Concours	
Ken Hands	1952 MG

## AUCKLAND

### JOHN STOKES

Motorcycles: We welcome new members Eric Drabble with '63 and '73 Triumphs and '57 BSA, Chris Brake with a '31 BSA, Chris and Robyn LeGrice with a '59 Matchless, '60 AJS, '51 BSA and a '75 Harley-Davidson, Zeev Barvish with a '67 Piaggio.

At our December meeting Stewart Madgwick spoke about the many vehicles he has owned while Mayor Phil Goff spoke at our February meeting on the cars and bikes he has had. Fifteen bikes, three sidecars and about five cars attended the December run, while ten bikes and a few cars went on the Bert Cuthbertson run to Hampton Downs and the McLaren Museum.

Veteran: John Poole has been working on his 1917 Oakland to attend to Art Deco. The Lino job on the floor and running



boards of the branch charabanc was completed in time for the Veteran Run.

**Vintage:** We welcome new members Arthur Jenkins with a 1924 Jewett and Terry Jenkins with a 1922 Jewett. Peter Wood has made significant progress with his 1930 Marquette and the body has now been mounted on the chassis.

**Classic:** We welcome Greg and Joanna Martin with a 1942 Willys Jeep, and Owen Exlar with a 1954 Chev.

**Commercial:** John Campbell recently gave a talk on the history of the jerry can, a vastly superior device to the British four gallon tin. Bob Pickering has a photo of JJ Craig's truck fleet in the late 1920s. We are working on accurate dating of this.

**General:** January's Mid-Week Tourers went to Wenderholm for a picnic, while February's event went to Miranda, among the guests was former Auckland and branch secretary, Gay Goodman. A strong Auckland contingent attended the Art Deco event in Napier. Several Aucklanders attended the Caffeine and Classics event near Takapuna. Eleven starters went on the Tulip Run to Ross and Sue Goldings home at Riverhead.

## CANTERBURY TONY BECKER

We had a healthy turnout on another Canterbury scorcher and members scrambled for shade on the branch annual New Year Picnic Run. Organiser Terry McQuinn terminated a pleasant local run at member Peter Gatehouse Wines and vineyard. A charming olde worlde spot for a picnic and interesting look-around.

Our Veteran Section had a choice of 25 or 40 mile routes on their 28 January event and 14 vehicles, including two new entrants, turned out on a perfect day.

It could be hard to find a more quirky VCC group than The Vogs.. What does this mean, you may well ask? Well these bods appear to be big fans of the Velosolex, those asthmatic get-me-to-work front drive two-wheelers we used to see buzzing around our flat city in numbers. Royce Baker (VOG 01) and a dedicated bunch, convoy the city's leafier suburbs, nosing into interesting venues, parks and tracks no other VCC motor-vehicle can match. Odd, but they have a lot of fun.

Another lower profile group is our garden enthusiast members; Cutler Park would not be worthy of its name without their 'all-seasons' dedication.

The Branch Commercial Section will have had their Annual Rally by the time this is read, another well supported member-group that holds its own monthly Noggin 'n' natter evenings at various members' homes. Recent hosts have been



▲ ▼ Auckland: Coming together - Peter Wood's Marquette body being put on the chassis.



▲ Central Hawke's Bay members at Taihape.

Myra and Lyndsey Saunders, Judy and Don Bennetts and Leigh and Tony Craythornes. *Beaded Wheels* readers can access more information at: [www.canterburybranch-vintagecarclub.org.nz](http://www.canterburybranch-vintagecarclub.org.nz)

## CENTRAL HAWKE'S BAY JOHN FOOT

The year started with five cars travelling to Taihape to take part in their New Year's Day Gumboot rally. This was followed by the first branch event of the New Year which 14 cars and 30 people travelled to Pourerere Beach for a lunch at a private property on the beach front. On the return trip we gathered at the Patangata Hotel for light refreshments to finish off what was a very enjoyable sociable day. The next outing was to the Dannevirke Wheels Club 21st Wheels With Attitude event with 600 plus vehicles on show. This was attended by 10 of our branch vehicles and 20 members. Early February and two cars with six members ventured north to take part in the Gisborne Branch Three Rivers Rally. Mid-February and we had branch vehicles on display at the Waipukurau Information Centre for four days over the Art Deco period and there was quite a lot of

interest in the cars. We had most classes of vehicles represented except for veteran. A number of our members also attended Art Deco. At our February club night we had a visit from the North Island Club Captain Kaaren Smylie and husband Jim. Kaaren spoke on several subjects concerning the VCC today. National President, and branch member, Diane Quarrie also spoke on this year's National Daffodil Rally.

## EBOP PETER DONOVAN

The Classic Car Breakfast at Julian's Berry Farm was a great occasion for our branch with 10 of our vehicles there.

At the Rotorua Branch's annual lakefront car display, we had 11 cars on display. It was a much bigger show than usual, it was great to catch up with members from other branches.

During Anniversary Weekend, we joined with members and friends of the Hall and Emeny families for the unveiling of late member Lou Emeny's headstone. Lou's FC Holden and 1930 Chevrolet were recalled along with reminiscences of Lou's life.





EBOP: Gisborne Three Rivers Rally. Growdens and Costars in the Gymkhana.



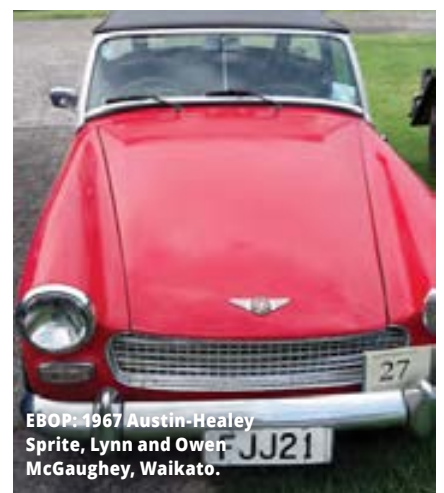
EBOP: 1930 Model A pickup, Peter and Robyn Hadley.



Eastern Bay of Plenty  
 ▲ MK 2 Zephyr, Phil and Margaret Leaming.  
 ► 1973 MG BGT Greg and Jane Oliver, Tauranga  
 ◀ 1930 Model A coupe Bill and Sherrill Hulse, Auckland



EBOP: 1962 Morris minor traveller, Alastair and Gwen Jones, Tauranga



EBOP: 1967 Austin-Healey Sprite, Lynn and Owen McGaughey, Waikato.





Horowhenua: Model A on the road back from the dams.



▲ Northland: Our feature photo for April is this 1947, 1.5 litre Riley sedan. Made in Coventry, this Riley was restored in 1980. This lovely car is low, swift and stylish. Also featured is proud owner and North Shore member Malcolm Jacques.



▲ Horowhenua: close inspection of the 1911 Triumph



▲ Horowhenua: The 1928 Chev find.



▲ Marlborough: BBQ at Onamalutu.

▼ North Otago: Bruce Watt's AJS

▼ Northland: Riley Day at Heritage Park. Photo: Sandra Taylor.



▲ North Otago: Ken Lawson's Austin-Healey 3000.







Marlborough: Heritage Day,  
photo Linda Laing.

In January the Kawerau Waterwheel group held their second "Farming Like Grandad" day, an event demonstrating farming methods of the past. It was great to see 20 members at the event with eight cars, two trucks, many tractors and other machinery.

Our East Coast Rally in February took competitors on an extensive drive through the hinterlands between Whakatane and Opotiki, with straight line navigation through Opotiki township and on through Waitotahi south as far as Tirihonga. Lunch was at the OPAC coolstore and the run finished at the Waitotahi Hall. An extensive, varied and interesting tour.

Results: Vintage and Post Vintage, Graeme and Raewyn Fenn (BOP); Post War, Steve and Joy Growden (EBOP); Post 60, Robert and Glenys Braddock equal with Joe Bruntlett and Carey-Ann Ward. (Both Waikato). The Fenns won first overall.

Our members who entered the Three Rivers Rally, hosted by the Gisborne Branch, saw some success. Gisborne members were magnificent hosts! The winners were: Vintage, Barry and Tessa Keene, 1926 Willys-Knight; Post War, Steve and Joy Growden, 1951 Vauxhall; Post 60, Les and Gail Costar, MG.

Recently a small group of members travelled to Tauranga to visit past member, past branch benefactor and past Patron Bert Watchorn. The group greatly enjoyed reminiscing with Bert.

#### **HAWKE'S BAY HELEN BALL**

This February's Art Deco Festival 30 year celebration. was a huge success, the sun shone, the cars gleamed in all their mechanical glory, and the people in their amazing outfits kicked up their heels and enjoyed. With rallies, dinners, a breakfast and fashion parade, the branch had again excelled in entertaining so many out of town car club members. A thrill offered

to the public by our branch members was a ride around the block in a vintage car, something not many people have the chance of doing and is becoming very popular. The 300 strong car parade, was as always, one of the main highlights, and an in depth article will appear in a later edition on the "Simply the Best" cars in the parade and on show throughout the festival.

Membership is still increasing steadily with an average of two each month, and our latest newbies are warmly welcomed and we hope they enjoy all that our branch has to offer.

We have four 50 year memberships to celebrate in March and this will take place with awards being presented by National President Diane Quarry at a luncheon in our club rooms. Congratulations Doug Bixley, Colin Campbell, Wayne Evans and Jim Sawers.

#### **HOROWHENUA PETER NIGHTINGALE**

The year started with a display at the annual A P and I show. A lady looking over the display advised us that if anybody wanted it they could come up to rural Feilding and take away a Model T truck that was still on the farm. Well of course this was followed up. The TT truck was in fact the remains of a 1928 Chev and has now found a home via Mark Morgan in Taranaki.

Jeff Fox and others have had a sort out and a 1911 Triumph has also gone north to Taranaki. Jeff is also working on his TT fire engine for an Otaki Fire Brigade celebration in the winter. He owns their original, a 1926 TT appliance.

The Shannon car show was well attended by our members.

We had a great trip to the Shannon Mangahao power station and dams with over 20 cars including Wellington branch members and we enjoyed a great day.

Three cars from the branch enjoyed Manawatu's relaxed run to Dudding Lake north of Bulls. This was the annual Ruahine Ramble.

At a recent Club Night the speaker, including van, was a demo and talk on the police controlled speed camera vans.

#### **MARLBOROUGH CARROLL WIBLIN**

We welcome new members Richard (Dick) Hall, 1955 Studebaker Champion, Warren Johnston, 1980 Suzuki TS185, Michael Keay and Barbara Renfrew, 1947 Rover P4. We look forward to seeing them out on future runs.

On 7 January one of our members, Graham Edwards, lost his battle with cancer. He will be missed for his dry sense of humour, and our sympathies go to his wife Ngaire.

The December run saw 40 members visit Fighting Bay. It was not the industrialised area that some thought it would be, but evident was a large building that was built to blend in with the landscape. Pohutukawa and Rata trees in profusion had not been affected by the wind as some shoreline trees tend to be. A great place for lunch. A very enjoyable day.

The motorcycle section visited one of the local rest homes and the residents had a great time looking over the bikes. Several members went over the hill to the Stoke Classic Bike swap meet and show.

In January we went to the Onamalutu domain for a barbecue and we enjoyed a beautiful hot sunny day with a good turnout of cars.

We took part in the annual Heritage Day at Brayshaw Park on 6 February. Once again it was a roaring success. The ladies, led by Dale Nicholas, once again shone in the kitchen with light refreshments. We were complimented on the variety of food on offer so well done Dale and helpers.

At our noggin and natter night on 23 February we enjoyed a meal followed by movies. These nights are becoming more and more popular with a bit of variety bringing a renewed interest.

**NELSON RAY ROBERTSON**

Unfortunately the first couple of planned branch events, the popular Isle Park Evening Market and the Club Run to Dovedale Affair were both cancelled due to major weather events.

It was with many fingers crossed that our Swap Meet committee forged on with their plans for our annual Swap Meet and vehicle display – our major fundraiser for the year.

The gods were definitely on our side giving us four or so days of perfect weather to set up and run the event and what an event it turned out to be. Attention to detail and a change of format from our Swap Meet organizers saw an enthusiastic response from site vendors with many rebooking for 2019. Likewise a relaxed and encouraging public streamed in and out of the meet for the best part of the day many proffering support for the event. A stand out for the day was that we had over 20 percent of our branch membership actively involved in the event in some way or other – absolutely brilliant.

On a more personal level I can report that our branch member and Trials organizer Damon Rose has made enormous progress in his rehab following his mountain bike accident. He was spotted with a couple of mates checking out the swap meet and was obviously enjoying the day out as he had a smile from ear to ear.

**NORTHLAND BRUCE COSSON**

A favourite occasion for the Northland Branch comes when we welcome visitors from other clubs to the Heritage Park HQ. Everyone turns up. The visitors and their terrific cars just come streaming in through the big farm gates – and always with that cheered-up “Hooray, we’ve made it!” look on their faces. After a short winding drive through a stand of majestic ancient trees they park-up on the huge lawn directly in front of our refurbished clubrooms. It’s just perfect. This is a special place alright.

The most recent group to call in was the North Shore Riley Club. With a gymkhana in the paddock the next day it was a most successful occasion.

**NORTH OTAGO CLIVE BLUNDEN**

The All British Day this year featured the Triumph. The Triumph was and still is regarded as a very reliable car. The Triumph Motor Company was formed in 1930 with the last Triumph being produced in 1981. Fifty-five vehicles left the old railway yards in Oamaru, and wound their way through the North Otago countryside to the old primary school at Enfield, now a luxury B&B. The owners allowed us to use their grounds for lunch and prize giving.

Twenty Triumphs were present, others included a 1947 SS Jaguar 1.5, a 1937 Vauxhall and a 1954 Ford Anglia.

People's Choice	Austin Healey 3000
K. Lawson,	
Oldest Motor Bike	
B Watt,	1929 AJS 350 M5
Best Feature Car	
M McLachlan	T R 250

North Otago Branch wishes to thank everyone for their support of the “Triumphant” event and a cheque from the proceeds has gone to our local Heart Foundation.

**NORTH SHORE RICHARD BAMPTON**

We welcome new members Scott Tristram and Brett Butler.

Because so much else happens in January and February there have been no organised events, but NSVCC members have attended Art Deco, Brits at the Beach, Americana, Eilerslie Concours, the Auckland Branch Veteran Rally and even the Hibiscus Rodders Festival in Orewa. Furthermore, Jim Drummond went on an Austin Run in his Chevrolet.

This does not mean that club members have not been busy. Maintenance work on the clubrooms continues, a “new to us” tractor has been collected and quotes for a new 4-bay shed have been requested. Of course, the several Club restoration projects – Dennis bus, Chevrolet Master and Bedford tow truck – continue and the fire engine and Morris 8 are constantly maintained.

Peter Lloyd has been out and about in his newly rebuilt Trekka, and what a good job he has made of it. You can see him coming, look at the paint job in the photo.

The Northern Raid on 22 April will follow a new format this year. First cars away at 10.30 for the competitive morning run (touring route also offered) and after lunch there will be a more leisurely and relaxed tour to a place of interest. Results, to be given out at the evening dinner, will be based on the morning run and it will all be on sealed roads.

**OTAGO GRAEME DUTHIE**

We have recently lost one of our long term members. Barry Longstaffe was a member for some 45 years and held many positions in the branch during that time. He started the Sparkoholics group which assembled once a month to visit places of interest, mostly of which were not available at weekends. He will be sorely missed. There is an obituary in the *Road Runner*.

We also lost another long standing member in Ken Walmsley. Ken has been a member for close on 50 years and was always keen to help with whatever was needed and always helping where he could. He attended rallies when he could and helped when he couldn't. There is an obituary in the *Road Runner*.

Wings and Wheels at the Taieri Airport was not as successful as it could have been as there was some rain during the day. This kept the attendance down although the helicopter rides were very popular. Some of the cars on show started leaving early in the afternoon as did a lot of the public. There were a good number of VCC vehicles in attendance but some open cars were left at home.

The Dunedin to Brighton run was another very successful run, see report on page 39 of this issue.

There are many events coming up including the monthly run on the last Thursday of the month and a Sparkoholics visit. The branch is again trying a Lady Drivers Run to get the ladies in the branch more involved.

**ROTORUA RONALD MAYES**

In February a large number of mourners from the Ngakuru farming area, the Rotorua Tractor and Machinery Club and the Vintage Car Club joined family and friends at the funeral of long-time member Denis Burr, who passed away aged 76 after a short battle with cancer. In addition to his collection of Farmall tractors, Dodges were a great interest. He owned a 1930 DA, 1954 sedan and a 1956 utility plus a Ford Model A tourer and 1980 Mercedes-Benz coupe. He was a prominent member in our branch. He and Pat had enjoyed the Spring Tour to Whanganui with the Mercedes-Benz and the Christmas posh picnic drive to Pukehina with the DA.

The lakefront show on Sunday 21 January attracted almost 300 vehicles with several one-make clubs making it a feature of their calendars. Over \$1100 was collected to donate to St Johns. Rare vehicles on display included a





▲ Rotorua: Heron sports car at Rotorua lakefront show



▲ North Shore: Peter Lloyd with his colourful Trekka.



▲ Rotorua: Morris Minor 1,000,000 at Rotorua lakefront show.

▼ Rotorua: Denis Burr receiving his trophy at prize giving.

▼ South Canterbury: Clive Merry, and Penny Seyb at the start of the Weekend Away to Moeraki with 1928 Buick Master.

▼ Taranaki: The winners of the 45th Waitara Mini Vin Tour with their prize and trophy, Jim, Jane and Cameron Logan with the rally organiser Colin Johnston.



▼ South Canterbury: Ashley Milliken presents Neil Manchester with the Rosebowl Trophy, awarded for his recent 1970 Fiat 124 Sport Coupe restoration.

▼ South Canterbury: Barry Barnes' 1925 Studebaker meets a tourist's camera lens at Shag Point, weekend away.



South Canterbury: One of our member's larger vehicles, Dave Diamond's 1977 Cadillac Coupe de Ville at the start of the Chairman's rally.



Rotorua-built Heron sports car and probably the only Morris Minor 1,000,000 in New Zealand. Three hundred and fifty had been built, painted lilac and with special trim, to celebrate the completion of the millionth Minor.

A midweek's run to Tirau in January resulted in very close shaves for two club Triumphs: an unlawfully taken small car overtook them at very high speed on the outskirts of Rotorua and then came to a sticky end shortly thereafter. The female driver of the stolen car was later to appear in court on a number of charges. Our members carried on and enjoyed an excellent lunch at a Tirau cafe after pleasant motoring on back roads in the area.

#### **SOUTHLAND      RUSSELL MCIVOR**

Arthur Warren and Ron Irwin encourage owners to bring their car or motorcycle to our monthly meetings. Lately we have enjoyed a variety of vehicles including a locally built electric light truck and an electric sedan. Recently Bill Skeggs showed his 1924 Willys Knight for which he has full sized body plans from the USA.

Gore member Barry Clearwater had his ex-Bruce McLaren 1953 Austin Healey 100/4 on display in the Transport World Museum during the McLaren movie premiere. The museum's restoration staff are restoring a large 1935 Model CW LeBaron bodied Chrysler Airflow and have a smaller similar car as a parts donor.

We have purchased the neighbouring section with house and this will soon be cleared to increase our parking space. We were pleased to receive a generous donation towards this project.

The Burt Munro events in Invercargill have increased the interest in motorcycles in our branch, with perhaps 800 pre 1986 bikes in Southland. This year, to coincide with the rally, we held a successful show in our clubrooms for pre 1986 bikes – proceeds went to the Heart Foundation. We are attracting new, sometimes younger, members with bikes. They appreciate travelling around scenic Southland to Arrowtown and other destinations on sunny Southland days.

Members may be interested to know that for some time our branch has owned a rare 1924 Chalmers Fire Tender which was previously a Gore taxi.

We recently held our Southland Rally and the overall winner was Wayne Nicoll in his 1908 Cadillac. Notable for the fact that he was entered in the 1 and 2 cylinder class.

Visit our website for more information: [www.sporty.co.nz/southlandvintagecar](http://www.sporty.co.nz/southlandvintagecar).

#### **SOUTH CANTERBURY SHANNON STEVENSON**

The Ladies Rally, organized by Darren Ladbrook, took place on 7 January. With over 15 vehicles entered, the run took members along sealed back roads to Geraldine. The lunch stop was at Burdon Homestead and gardens. Prize pinny award for the day went to Barry Barnes.

The Night Trial, organized by Neil Manchester, was held on 13 January. For 2018 this run was set up as time trial, taking members in the direction of Hanging Rock and Kakahu, most members returning to our clubrooms after dark.

An open day at our clubrooms on 20 January was well attended by members and the general public. Of particular interest was the display of several new restorations by members.

The Weekend Away, organized by Barry and Carla Barnes, took place from 3 to 5 February, most participants bringing their older vehicles. For this year, the Weekend Away was held at Moeraki – the Sunday run taking members to Katiki Point Lighthouse, the Boulders, Trotters Gorge and Shag Point.

The Chairman's Rally was held on 18 February, organized by Ashley Milliken. Over 20 club eligible vehicles attended and made the trip along back roads to Ashburton – a key highlight being a visit to Ashburton Aviation Museum, the various planes on site enthralling members – including a restored DC3, Harrier GR3 Jump Jet and Skyhawk.

#### **TARANAKI      COLIN JOHNSTON**

There was a state of emergency declared in New Plymouth when cyclone Gita hit Taranaki in the middle of February with high winds and heavy swells closing Port Taranaki. All flights were delayed from our airport. The cyclone caused a pine tree to smash a water supply pipe that distributed water to thousands of residents leaving them without water for three days. The district was really busy that week with the big Americana event that brings American muscle cars in to our province over four days. This caused a headache for the organisers but most events went ahead. With all this happening we were watching the weather for the 45th annual The Waitara Mini Vin Tour which was to be held on the Sunday of that wild week. However

the event was able to take place with 27 entrants starting at the Waitara Town and Country Club with one veteran and eight vintage vehicles with the rest made up of post vintage, post 60 and post 80 cars. This year entrants navigated with written instructions and had to answer questions that had clues along the way. It was over an easy route in and about Waitara. The winner this year was Jim, Jane and Cameron Logan in their 1932 Ford Model A. They were presented with the Mini Vin Tour Trophy. They are regular entrants and this is the first time they had won this event. Second place went to Stephen and Veronica Oliver with third placing going to Ian and Jocelyn Bleakley.

#### **TAUPO      GREG NATTRASS**

In January a group of our members travelled to Rotorua and supported the Rotorua Show and Shine, an annual event held on the lakefront to raise money for St Johns.

Our year started with an Open Day to once again show the public ours and other local car groups' vehicles to the public. The barbecue was cranked up and even with a few showers of rain the day went off well. This was followed later in the month with our first official get together for the New Year. Each year we kick off with a barbecue, the branch provides the sausages and the members either bring a salad or a dessert. A great turn out of over 50 older and newer members and also visitors from other branches.

One of our community events each year is to take members of the local blind group for a ride in our cars and this year was no exception. The day turned out nice so there was a good collection of open top cars so our guests were once again treated to a great afternoon out. In return they put on an afternoon tea for all to enjoy.

#### **WAIKATO      GAYNOR TERRILL**

Our February club night had a very interesting speaker from the Hamilton City Council who spoke about the inland port being developed in Ruakura, near the University of Waikato. Also discussed were the ongoing improvements being made in Hamilton and the direction of the city for the future. He outlined the challenges the city faces from rapid population growth and the strain this places on infrastructure.

A number of branch members attended the Hawkes Bay branch's rally held in conjunction with the Art Deco weekend





Taranaki: Stephen and Veronica Oliver in their 1915 Model T ended in second placing in the Waitara Mini Vin Tour.



Waikato: Open day.



▲ Waitemata: John King and back seat drivers in Smith Sunbeam NY Gymkhana.



▲ Waitemata: Bevin Redpath and Morris 8 Special Chelsea Hillclimb.

▼ Waitemata: Richard Gray trying to better his time in in his Renault Clio NY Gymkhana.



▲ Waitemata: David Nordell's Te Awamutu Bugatti Restoration Workshop.

▼ Waitemata: New Year's Eve dinner.





Wairarapa: Mary Buick's 1928 Austin on the coastal run.



▼ Wairarapa: Wet reception ... Alec O'Hara, organiser Earl Goodin and club captain David Hunter greet arrivals in the rain at historic Dursley Gardens.



▼ Wairarapa: Alternative transport was appreciated by Nola Groves.



▲ Wairarapa: Beep Beep ... Jeff and Christine Percy in the Nash Rambler.

▼ Wairarapa: Coastal Run participants at the Whakataki Pub on their way to the beach.





in mid February. It was a successful first outing for our 1906 Cadillac.

Hamilton Gardens hosts a Mansfield Picnic as part of the annual summer festival and branch members support this event by displaying their cars in the Rose Garden. A special garden is being developed to portray the era of Katherine Mansfield and some branch members are involved building a car to be displayed in this garden.

Our Open Day was Sunday 25 February with members exhibiting 34 cars and six motorcycles. A steady stream of people visited and four of those completed application forms to join the VCC.

March is a very busy month for the branch with two of our annual events, the Ladies Rally and the Vintage Venture taking place, and of course we are also hosting the Easter Rally.

#### **WAIRARAPA KEVIN BALL**

Preparations are ramping up for the branch's 50th anniversary celebrations. A major rally has been drawn up for Saturday, October 13, followed by a celebration dinner. A public gymkhana is planned for the 14 October. Maureen Bull, a noted author on historic motorcycling and motoring, is completing a club history that will be launched at the same time.

Amidst that, life goes on, with some major events being organised for club members. Lack of an organiser led initially to the annual Coastal Run being abandoned, but Francis and Gaye Pointon put their hands up and that resulted in a record turnout of more than 30 cars. The run ended on the front lawn of Jill and Bill Maunsell's Mataikona property for a picnic lunch.

The club has been blessed with fine weather this summer, but that ended for the Remembrance Rally organised by Earl and Tina Goodin. That resulted in a reduced turnout. Fortunately the rain held off for a visit to the 100-year-old house and gardens of Judith Callaghan's Dursley Gardens. There was a small entry for the four-day Peter Chisholm Memorial Rally in which eight cars cruised to Taumarunui where occupants boarded small rail vehicles for an 80km ride. A very different excursion arranged by Neville and Beth Taylor.

#### **WAITEMATA DI HUMPHREYS**

Wallace McNair was presented with his 50 year award at the November club night. In November we also held our annual Waitemata Chelsea WALSH hill climb where we had our usual interesting list of entries. The track remained dry and the day went smoothly. FTD went to Craig Laing in his Buckler DD2 with Ray Ferner in his BSA Special coming in a close second. The John Simpson Memorial Trophy for the contestant having the most fun went to a new Waitemata'ite, Bevin Redpath, who was thoroughly enjoying the day in his recently purchased Morris 8 Special.

Next came a very enjoyable Gymkhana style New Year's Eve. As the spit roast turned the lamb to cooking perfection we were all enjoying perfecting timed tests while quietly ripping up a designated paddock at the Hope-cross West Auckland farmlet. Moderns and vintages alike, with a bit of driver and car swapping formed the catalyst for a very relaxed and enjoyable evening. Nothing better than good company, great food, and a tippie or two to see the New Year in!

There was also the Hooters Round Two Series held in January and shortly after that Waitemata got confirmation of a date change for the up-coming Roycroft Trophy. Not really happy about this as we have been advertising the event for 18 March but we are in the hands of the HRC organisers and the Roycroft Trophy will now be held on 6 May.

Rain on Sunday 11 February didn't prevent a hardy team of folk following Keith Humphreys to Te Awamutu for his Shed Raid, first visiting Chris and Helen Empson and their great collection of vehicles and memorabilia before moving on to visit the Bugatti restoration workshop of David Nordell's.

#### **WANGANUI FAY CHAMBERLAIN**

What a wonderful start to 2018 the Wanganui Branch has had! The Burma Rally has become a large part of the Wanganui Vintage Weekend celebrations in January to coincide with Wellington Anniversary weekend. Our local newspapers have been generous with their photos of all things vintage, including our vehicles doing their tours, filling the main street, tiki touring round the rest homes and the other activities we are involved in. This was the best and the most crowded



▲ Wanganui: National President Diane Quarrie was on hand to present a 50 year award to Wanganui Branch Chairman, Bruce Ardell who was supported by his wife Jennifer Ardell.

weekend yet! If you are planning to come in the future please note that all motels/accommodation were fully booked for the 2018 event.

The annual Burma Rally proved very enjoyable with fine weather, great scenery and crowds of spectators. Eighty-one vehicles, a record for our branch, made the scenic trip, most just enjoying the drive, and the winners did just that. Congratulations to the Haycocks from Bulls.

Bruce Ardell, Wanganui Branch Chairman, had a lot to celebrate too. National President Diane Quarrie had the pleasure and privilege of presenting him with his well-earned 50 year membership badge. He has been a great stalwart of the branch and still is. His wife Jennifer has also done her share, and many of his children look forward to their turn.

#### **WELLINGTON CLAIRE BENGE**

We started 2018 with a New Year's Day Picnic at the Kaitoke Park in Upper Hutt. On 7 January our Sunday run had good attendance with a visit to Phil Kidd's Farm in the Mangaroa Valley, also in Upper Hutt, where about a dozen people were shown Phil's collection of cars.

The Club night was well attended firstly because of the briefing for the Club Captain's run, a Monte Carlo Rally, next Friday. Then we all visited O'Reilly's Garage in Petone, an independent vehicle dealership stocking some of the finest cars in the world. These included Ferrari, Lamborghini, Rolls-Royce, Porsche and McLaren to name a few.

The Club Captain's Monte Carlo Rally on the following Friday was a great way to travel to the Wanganui Vintage Weekend and Burma Rally. Wellingtonians, joined by a couple from Horowhenua, spent the day buzzing around the Wairarapa, Horowhenua and Rangatikei areas trying



West Coast



Wellington: Shaun Leahy tries out one of several Ferrari in the O'Reilly's Garage



Wellington: Ford's X Engine that never quite worked properly.



Wellington: Club Captain's Rally Last year's winners - Mike and John Patterson checking in.

to visit the most towns with the highest points in order to win. Competition was strong and Ray and Tasi Betteridge were the winners. February was very busy with both the British (and European) car day one weekend, and the AmHomeican Vehicles Day the next, both in Upper Hutt which is becoming the place to go to. Only a few of the regulars from Wellington went to the Napier Art Deco Weekend, but we had a good attendance at the Club Night with the guest speaker being John Stokes (a newish member of our branch, formerly Christchurch) talking about the development and writing of his newly published book *Ford in New Zealand* a fascinating read for both car enthusiasts and people interested in early New Zealand history.

#### WEST COAST JUNE CAMPBELL

Club vehicles were present in January at the Big Boys Toys display organised by the Greymouth Rodders Club. This event attracts huge interest from the public and proceeds are donated to a local charity. We were also involved with the annual

Christmas Parade and again had vehicles displayed at the Greymouth Festival Day in conjunction with the opening of the new town square.

Several vehicles also travelled to Reefton in February to the annual A&P Show, again to be on display to the public.

Our February Club run was a local run to the Cobden beach parking area to check out sea damage incurred earlier in the month by Cyclone Fehi. Unfortunately we struck a windy morning so didn't linger long on the foreshore and continued on out to Stillwater and back through Taylorville to the Runanga Workingmen's Club where we met up for lunch and a natter.

Our monthly morning tea get-together was cancelled due to the unwelcome prediction of Cyclone Gita, we are hoping that no more such guests are looming on the horizon.

Several members have travelled recently and are planning to travel to various events in the South Island in the near future.

## PASSING LANE

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

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



Brass, David (Alasdair)	Canterbury
Burr, Denis	Rotorua
Dunn, Alex (Jock)	Canterbury
Mathis, Fred	South Waikato
McLennan, Mark	Waikato
Phillips, John	Wellsford/Warkworth



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