

CLASSIC, VINTAGE AND VETERAN MOTORING FOR 70 YEARS

Beaded Wheels

No. 352 June/July 2018

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



**CLASSIC RACING AND TIME TRIAL
ACTION FROM RUAPUNA AND CHELSEA**

1960 HARLEY-DAVIDSON KRTT



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



This early Triumph image comes from a collection supplied to *Beaded Wheels* by John Benn.

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

Despite inherited underpinnings from the Triumph Vitesse, Peter Croft's Bond Equipe displays limited controlled oversteer at the Banks Peninsula Branch POM. Photo John McDonald. See page 26.



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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.



Our National Day is a powerful way in which we can keep the club's profile in front of the public. This event will take place on 26 August and planning is well underway. We have a new look poster being launched soon and advertising is being placed in national magazines.

Since its inception there have been 315 fifty year awards presented with plenty more in the pipeline coming up. Twenty-one 60 year awards certificates have also been made.

Our Speed Steward Tony Haycock, along with Registrar Rod Brayshaw, recently attended the AGM of Motorsport New Zealand's Historic Commission. The Commission has now dropped the word classic from their name while continuing with historic. They are happy to work with us and seem to value our input and, in particular, have sought our opinion with regard to our application and use of our VIC card which is compulsory for any VCC speed event and their equivalent, the Certificate of Description (COD).

Congratulations to Steve Dyson, Chairman of Waimate Branch, who has initiated an exciting project to enthuse young people to develop an interest in historic vehicles. He has donated a 1952 Ford Prefect to his branch and arranged with the local

college for six students, who have already expressed an interest, to work on the car under supervision from club members. The branch will pay for any parts required and the completed vehicle will become a branch car.

A member has recently sent a couple of links to a classic car loan scheme under way in England with the aim of introducing younger drivers to classic motoring. Young enthusiasts with a full driving licence have been encouraged to apply. There are obviously loan conditions to be met and these are contained in an agreement covering insurance, maintenance and car usage at the borrower's expense. The borrower must have access to garage facilities and preferably be over 25 years of age. Individual owners or the relevant club select the borrower who will have the full use of the car for a loan period of either six or 12 months. The scheme has sponsors (including an insurance company which provides each borrower with insurance) and the clubs involved give a year's membership to the borrower. We all recognise the need to ensure continuity into future generations of historic car fans (and indeed members) and this scheme seems to provide an exciting way of doing just that. I would be very interested to get your feedback on whether a scheme such as

this could work in our Club. If you would like to know more then go to: <https://classicsworld.co.uk/news/classic-car-loan-project-to-help-young-enthusiasts/> or <https://www.mtwc.co.uk/classic-car-loan-scheme-takes-off/>.

As you will be aware, the Club's building in Aberdeen Street, Christchurch was damaged in the Christchurch earthquake and the Club was paid out by our insurer for the building. The Management Committee has been able to obtain insurance cover (excluding earthquake) for market value. We are beginning a review to look at various options with regard to the building, bearing in mind that it is an earthquake prone building which will have to be repaired or replaced eventually.

In this issue there are two notice of motions in relation to a change to clause 3.1(f) of the constitution which relates to the Post 1980 Category. The Management Committee supports the Rod Brayshaw/Tony Bartlett motion.

Members will receive the financial accounts for the last financial year late in June. Once again they will record a healthy surplus for the running of the Club which is indicative of the careful management of the Club's funds by the management committee.

The Club has recently received a draft document prepared by

the NZ Productivity Commission entitled 'Low-Emissions Future'. This document is over 500 pages in length and includes a relevant section on motor vehicles. We are preparing a submission so that we are recorded as a submitter, stakeholder and interested party in order that we can appear at any relevant hearings in the future.

The Management Committee has agreed that we need to be singing from the same page with the Federation of Motoring Clubs. We hope to meet with the Minister of Transport as a joint delegation to voice any of our concerns which may arise out of current and future Government initiatives and policy proposals around the uptake of electric vehicle technology. We will be conveying to the Minister the important role that historic vehicle enthusiasts and their vehicles serve in preserving New Zealand's motoring past, and further, to ensure that the authorities take the historic vehicle movement into consideration if future disincentives to the ownership and use of fossil-fuelled vehicles are contemplated.



Diane Quarrie
VCCNZ
National
President

AS WE SEE IT

Get two car enthusiasts together and the first thing they want to do is form a club. Get three together and they want to form two clubs! And so on it goes. A club for this model, another for that model with a different window winder, one for unmolested cars, another for specials, and one for the group that thinks "this" is a classic car, another for those who think "that" is a classic car. That is the way we have ended up with so many car clubs in New Zealand. Probably thousands.

While none of us is sure what the future holds for us motoring wise, and we made

some comment about possible future developments in the last issue of *Beaded Wheels*, we do know that we need to have some grunt with the legislators. This grunt will come from having the numbers to convince the legislators of our continuing rights to use our vehicles. By being a member of the Vintage Car Club of New Zealand you are providing us with the numbers that can help change the way the rule makers think when we talk to them. There are other organisations out there also doing this. The Federation of Motoring Clubs (FOMC), for example, which all motoring clubs should belong

to, can speak to government with a united voice. There are many clubs out there that have members that could also belong to the VCC (the largest club of its type in New Zealand), and/or the clubs could be part of the FOMC. Every little bit helps when talking to officialdom.

Recently I saw in the editorial of a New Zealand motoring magazine where the writer was expressing concern about possible future trends impacting negatively on hobby vehicle usage. He was promoting the formation of yet another club to essentially serve the same purpose as the FOMC. He

was also saying that there is strength in numbers if we are to have any hope of getting any consideration for our hobby vehicles and in this he is right of course. However, maybe we are in danger of splintering our resources with the formation of yet another association to perform the same function that the the FOMC and the VCC are currently doing. Refer back to the first paragraph!



Kevin Clarkson
Chairman,
Beaded Wheels

VINTAGE CAR CLUB BRANCH EVENTS

Hotly contested field tests at the 2018 National South Island Easter Rally, hosted by Southland Branch. photo Clive Blunden



JUNE

7	Waitemata	AGM
9	Gore	End of Season Run
10	Canterbury	Restoration of the Year
10	Marlborough	Run to Whites Bay & BBQ
10	Wairarapa	Winter Wander
10	West Coast	AGM
11	Bay of Plenty	AGM
11	Wairarapa	AGM
12	Gore	AGM
13	Canterbury	Motorcycle Section AGM
13	Central Otago	AGM
13	North Shore	AGM
13	Otago	AGM
13	Waikato	AGM
16	Banks Peninsula	Night Trial
16	E Bay of Plenty	Night Owl Run
17	Ashburton	Solstice Run
17	Central Otago	Sunday Run
17	Marlborough	Motorcycle Garage Raid
17	Nelson	AGM
17	Otago	AGM
17	Sth Cant	Restoration Rally
17	West Coast	Rosco Trials
18	Otago	AGM
19	West Coast	Morning Tea, Shantytown
20	C.Hawke's Bay	AGM
20	Gisborne	AGM
20	Waikato	Wednesday Wander
21	Ashburton	AGM
23	Manawatu	Night Trial/Mid Winter Wander
24	Canterbury	AGM
24	Far North	Malloy Trophy
24	Horowhenua	Midwinter Lunch
24	Marlborough	Navigation Trial
24	North Shore	Auckland/North Shore Combined
24	Otago	Solstice Run
24	Taranaki	End of Registration Run
24	Waikato	Club Run
24	Wellington	Leprechaun (gravel road) run
26	Gore	Tuesday Ramble
28	Auckland	AGM
28	Otago	Midweek Run
29	Marlborough	Nogging & Natter

JULY

1	Marlborough	Midwinter dinner & prize giving
4	Wellsford/Wkwith	Midweek Cafe Run
5	South Cant	AGM
7	Gore	Annual Dinner & Trophy Night

7-8	Canterbury	Mid Winter M/C Run
7-8	Wellsford/Wkwith	Winter Woollies Wander
8	Rotorua	Central North Island Swap Meet
8	Wairarapa	Margaret Gee Memorial Rally
10	Northland	AGM
14	Otago	Annual Dinner
15	Banks Peninsula	Balcairn Trial
15	Central Otago	Sunday Run
15	Horowhenua	Night Owl Run
15	Marlborough	Snow Run
15	Nelson	Snow Run to Lake Rotoiti
15	North Shore	Club Run
17	West Coast	Morning Tea, Shantytown
18	Waikato	Wednesday Wander
19	Ashburton	Annual Dinner
22	E Bay of Plenty	Club Run
22	Taranaki	Breakfast Run
22	Waikato	Club Run
22	Wellington	Remembrance Rally/Social Country Run
22	West Coast	July Club Run
26	Otago	Midweek Run
29	Canterbury	Winter Run
31	Gore	Tuesday Ramble

AUGUST

1	Wellsford/Wkwith	Midweek Cafe Run
4	Ashburton	Garage Raid
4	Canterbury	Around the Bays Motorcycle Run
11	Waikato	Club Run
11-12	Gore	Combined Rally
12	Nelson	History Run
12	Waikato	M/C Run
18	Canterbury	High Tea

VINTAGE CAR CLUB NATIONAL EVENTS

16 - 18 November 2018	National Veteran Rally, Nelson, Following on from Prince Henry Tour, post rally tour to Golden Bay. Hosted by Nelson Branch
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.

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

John L Goddard Trophy

A call for nominations was made in the last issue of *Beaded Wheels* and nominations are due to close on the 1 July. Is there someone you would like to nominate?

AGM REGISTRATION

The registration form for this year's AGM has been forwarded to all branches. Please contact your Branch Secretary for a copy or the Club's Website www.vcc.org.nz

All members are eligible to attend this meeting and speak and vote on matters discussed. For the hosting branch's assistance, you must lodge your intention of attending prior to the meeting. Registrations close 12 July 2018. Hosting Branch Email: Hawkesbay@vcc.org.nz

Executive Meetings And Management Meetings

All Branch Secretaries are forwarded a copy of the Minutes from Executive Meetings and

Management Committee Meetings. Should you wish to read any of these, please contact your Branch Secretary.

Fiva Vehicle Identity Card

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

Has Your Vehicle Identity Card Expired?

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

Note: I need a handful of members to contact me. Does your ID Card have the date produced of 17/3/2016? If so, can

IMPORTANT NOTICE FOR ALL VCCNZ MEMBERS

At the March 2018 Executive Meeting, the President highlighted that the Club Constitution stipulates that the Executive approve new members and the cessation of membership. It refers to membership being cancelled by the Executive if it is one month in arrears. As the Executive only meet in March and August, the reports can only be approved at those times.

The Constitution must apply. Members are invoiced in early September for payment by 31 October. If they have not paid by the March Executive Meeting where the approval of the Membership Status report is undertaken, then anyone who wishes to be reinstated after this time will be required to re-join and would lose any continuous service. This still allows late payments up until the March Meeting, which is six months after the initial invoice is distributed, and four months after the payment due date.

you please contact the National Office.

Club Website

Don't forget we have a website. www.vcc.org.nz A forum was set up in 2005 and can be accessed via our website. You can also download forms for ID cards, membership applications and *Beaded Wheels* subscription. A copy of the Branch Manual is also available.

100 Year Vehicle Badges

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



VCC SPEED EVENTS

If you are entering any VCC speed event you must hold current financial membership, a valid Vehicle ID Card and VCC Log Book for the vehicle you are using and a valid VCC Historic Racing Licence. If your licence has expired, complete a "HRL Renewal Form" - (Section 23S of the Branch Manual) and forward this, along with payment of \$23 to the National Office and a new one will be issued. This form is on our Website or you can contact your Branch or the National Office for a copy.



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National Office
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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*.

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.

Hyundai lives on

I was very intrigued to read Paul Elwell-Sutton's letter in the April/ May issue about the Lada Station wagon. Thank god it has now found an owner who is looking after it and appreciates the fact that it is now a very rare vehicle.

There are two reasons I am interested in Paul's little story. I recently purchased a car to semi-restore. Semi-restore because it is in remarkably good original condition. The interior in particular. The car in question is a 1982 Hyundai LTS 1200 three-door hatch. It is one of the last rear-wheel drive Hyundai produced. They used the Mitsubishi Mirage motor and, I presume, gearbox and diff. The car is only a three owner, two who were mother and son. Since purchase in November of 2016 I have discovered that it's a very rare model world-wide. To date I have not been able to locate the whereabouts of any Hyundai anywhere near this old in New Zealand. Research on the internet has revealed that there are four in Norway. I ask readers if they know of any parts or cars, complete on the road and being used or lying idle.

I purchased this vehicle as a kind of replacement for the 1970 Toyota KE11 Corolla two-door that I had had stored away for 16 years, ready to restore someday. That day came in June of 2010. When I arrived at the country address to trailer it home, I discovered that it had been stolen. It was there just two weeks before. Enquiries revealed that it had disappeared just three days before I arrived to take it home

**Trevor Stanley-Joblin
Amberley**

A bit rich?

I have just read the article on the South Island Time Trial run by Targa, it is over six days, and

we are being offered a hugely discounted price of \$2,875, that's nearly \$500 a day without accommodation or food. It is said it is to encourage young people to be interested in joining the VCC, how? Maybe a few of the young people from Parnell Auckland, but certainly not those who work for a living here in the south of the South Island. Maybe I am misinterpreting the word young, maybe young is meant to be read as 65 years young!

One of my grandsons has saved hard, and has just bought his first car, a 1996 Daihatsu Charade which cost him \$1500. Something like this Time Trial would only interest him as a spectator, like watching Formula One, great to watch but well out of his reach for competing in, and if you want the young to be interested they have to be able to compete.

The VCC has well organised events that are a joy to compete in, that don't cost a fortune to enter, The Irishman Rally at Fairlie, and the mud plugging at Banks Peninsula, to name only two. If you want to encourage young people like my grandson to join the VCC maybe you should come down to earth a bit.

I am sure there will be people who join in the Time Trials, and I wish them well, but I consider that it's priced well out of the reach of working Southlanders. On the other hand it might bring in overseas drivers.

This is just my opinion, I own a 1954 Ford Anglia and a 1937 Morris 8 Four seater tourer which is under restoration.

**Clive Blunden
North Otago**

Rambler information

Does anyone have information on my 1970 Rambler Rebel SST coupe, original plate number

DI2399, that I am currently in the process of a full ground up restoration on. Originally the car was dark blue and sold by Federal Motors in Christchurch to Rod Steel of Steel Brothers, Christchurch. Rod had three sons, Richard, Graham, and John. Does anyone have contact details for any of them?



In 1975 long time employee of Steel Brothers Eric Leary got the car. His son Paul Leary worked for the Sockburn Motors parts department. Does anyone know how to contact Paul? Any pictures or information about the car in the 1970s to early 1980s would be appreciated.

I think about twelve 1970 Rambler Ambassador coupes were sold in New Zealand and I know of seven that still exist . At least three Ambassador sedans were sold here as well. The picture was taken in 1985. At this stage it had a vinyl roof fitted (not original).

**Lindsay McKenzie, Oamaru
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Mem Sth Canterbury**

Looking for guards

Progress has slowed on my 1952 Commer Karrier with the search for replacement parts holding



centre stage. It was great to receive so many replies from fellow members. I have enclosed a picture to assist with model id. Replacement front guards are still very high on the list.

Don McLaren

Despairing reader

The last two issues of *Beaded Wheels* leave me in despair and wondering why on earth I remain a member of this Club. In the last issue Graham Taylor almost says what seems to have been covertly happening in some branches for years, throw out that old useless vintage and veteran stuff in the parts shed to make way for newer bits.

I have been a member for 25 years and throughout that time I have heard the same whining mantra - we must let in newer cheaper cars to attract new younger members. It didn't make any difference 25 years ago and it won't make any difference now.

Broadening the Club's eligibility criteria has watered down the Club's focus to the point where we are just the Automobile Association for anything a bit old and tired. Five percent of the New Zealand vehicle fleet was manufactured prior to 1988 and is eligible for use in the Club. On 2016 government statistics that is 181,552 registered vehicles or one out of every 20 registered vehicles. Availability of an eligible cheap car is not keeping anyone out of membership.

Our coverage is so broad that anyone turning up to a meeting or an event is unlikely to meet another member who is knowledgeable or interested in the type of vehicle the potential new member has. Our events are moderated to cover such a spread of vehicles as to be boring for all of them.

The barrier that keeps young people away from our Club is motivation. People (regardless of age) will only join if they will be part of something that is worth the effort; that is fun and interesting with a commonality of interest and purpose. Owning a form of transport with wheels

is common to over 90% of New Zealand households. That is not a focus of interest. You might as well try and form a national organisation of people who live in single storey houses.

The shining beacon in all of this is Irishman Rally, the most successful long running event in the Club. It has stuck to its eligibility criteria and runs in the middle of winter. It is not what it was, largely because of its own success and the numbers attending, but it remains in good heart with huge participation. It attracts newcomers and people who started out as passengers have bought vintage cars just so they can participate because it is challenging and fun.

I am interested in pre-war cars, motor-bikes and Edwardian aero-engines. I want to do fun things with people who share those interests. Sadly few that I know have any interest in our Club. I suspect that the owner of a Nissan Sunny, a C50 Honda or Curved Dash Oldsmobile would say the same thing. Ask yourself why and you might start to realise the answer does not lie in trying to include every not-new vehicle in existence into a single club that lets them all in but gives none of them what they really want. We are where we are with eligibility but don't let's keep looping the same loop. Let's look at what we do rather than keep widening the range of things we do it in.

Mike Crehan

Responding to Graham

In response to Graham Taylor's letter in *Beaded Wheels* April - May 2018, No 351 regarding whether his branch buy a hoist for members' general maintenance of their vehicles, I say a positive YES, do this. All branches who have clubrooms and parts sheds should plan to do this. Below is part of my presentation to the VCC AGM in 2015.

I have spent many years visiting branch club rooms and parts sheds and observed the fundraising and effort put into many parts sheds around the country. It still may be on-going in some branches.

I also have an eye on the future and wonder what will happen to all those facilities and parts when current members are too old to use them? I have observed the many branch experts and trades people that each branch has as members. I would estimate that VCC membership would have most of the trades needed for full vehicle restoration in most branches. We are now focussing on younger generations as it is a vital requirement for the club's sustainable future.

The New Zealand poly-techs and trade schools had panel beating and mechanical night classes that many VCC members attended. I know of some members who attended every week in term, for up to 20 years.

These are all gone now and there is no plan that I know of to

re-introduce them. The younger generation of enthusiasts need to acquire the skills to restore vehicles. They are not likely to have the financial resources to outsource restoration work. Where are they going to learn or get the skills required?

- Can the VCC assist with this need?
- Can we utilise our skilled members have as tutors?
- How can we turn this opportunity into club members and funding?

If some branches allocated some shed room at their clubrooms and equipped them they could run courses using skilled members to teach restoration techniques and work practices. This could be a fund raiser or be offered to interested members. Start to run topics like engine overhaul, get sponsorship for materials and sell the completed engine when finished.

There are many possibilities that could be examined to provide interested younger people with some basic restoration skills and provide extra club funds.

Fast forward 10 years. Will we still have the skills within our membership? Could our parts sheds be full of parts that only a few know how to fit, need or use? Will the membership decline?

Rod Brayshaw

Early Club History

Andrew Anderson's reminiscences have been eagerly

read, providing entertaining snapshots of the past, and the last one mentioning Halsey Logan as a laughing, legendary destroyer of vehicles caught my eye. He owned our Railton, which must have been before 1959 as the first name on the ownership record is one James Kerr. More about him later.

The late Ken Silke took great delight in regaling me with stories about Halsey thrashing the Railton in Nelson beach races, including getting sideswiped, which necessitated straightening the chassis when we recommissioned it in 2004. I have a lovely colour photo of the Railton complete with an added on long-range petrol tank, being slung onto an inter-island ship, about to take the Logan family on holiday in the North Island. Quite a car that could be racing one day and providing holiday transport the next. Obviously it's made of sterner stuff than Fords V8s.

As mentioned earlier, James Kerr of Moutere was a listed owner in 1959 and was still in the phone-book in 2006, which provided an incentive for Chris Railton and myself to contemplate a visit enroute to the Invercargill International. Phoning first to arrange the visit, his elderly wife explained there was no point as he had suffered a debilitating stroke a long time ago and he was unresponsive. Perhaps thoughtlessly, Chris and I decided to visit anyway and we received the same message on

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arriving, with the comment she had always imagined the car to be silver, not black. Mr Kerr was sitting in an armchair completely "out to it", and without permission or discussion, we took an arm each and propelled him over to the large bay-window fronting the circular drive-way. He had woken up, so I said "There's your old Railton Mr Kerr". Not expecting any response, we were gobsmacked when, with a very slow voice he said "Bloody awful second gear". Mrs Kerr, who was standing in close proximity, exclaimed "He hasn't spoken for many years"! It was my turn to be briefly speechless before I asked some more questions, including one about the car's colour, but there was no response which left us no option but to return him to his daily position in the chair. He was correct though, as the power transmitted through the tiny dog-teeth of second gear is a bit much.

As an aside Andy also made mention of Wally Scott who was the first owner of the Railton.

Finally Andy, I hope you have many more deposits in your memory bank and make lots more withdrawals.

Alastair Jones

Magazine Changes

When I received my magazine and sat down to read it I opened on the President's report and could not see it as the printing was so small. Further on I could see the print but couldn't read it. In the day light I could see the President's report but could not read it. I read the report on the Model A truck rebuild and suffered eye strain and if I

continued I would have suffered a migraine so have not read the rest of the magazine.

What has happened to the people who put this magazine together? This is not an improvement it is only a change which is not welcome. Do they not understand that the membership of this organisation is in its older years and that eye sight deteriorates as age progresses. Unfortunately I cannot stop my *Beaded Wheels* as it is part of my membership and I normally read it from front to back, but I am sure the retail sales will drop off. Is it worth sending reports any more, can members read them?

Graeme Duthie

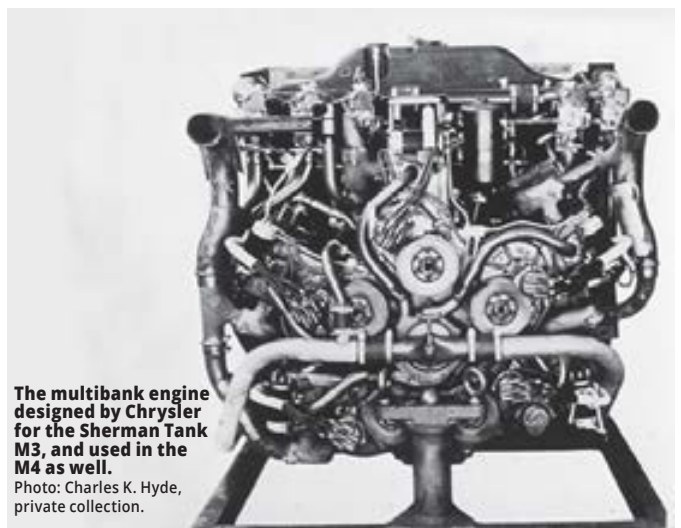
2CV

I am a member of the Taranaki/West Coast Citroen Car Club, and, along with my wife Cushla, own a 2CV. As a keen owner and one who likes to communicate with like minded owners and those with and interest in, we have set up a Facebook Group *2CVs and Friends NZ*.

To date we have 17 members and would like a lot more, already we are sharing photos and stories.

Another task I have set myself is to compile a register of 2CV and other "A" series vehicles throughout New Zealand. Owners can contact me on email 2cvsandfriendsnz@gmail.com. A form will be forwarded for the owner to fill in. All information provided will be kept private. The Citroen Car Club of New Zealand website nows carries information about the FB page.

Ross and Cushla Hollings
2cvsandfriendsnz@gmail.com



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

100 YEARS AGO June July 1918

The hybrid petrol-electric Owen-Magnetic was gearing up for production. Advertised as the car of a thousand speeds, drivers controlled progress with a small hand lever. With the patented Entz transmission there were no gears and no clutch. The engine drove a dynamo which supplied power to the electric motor which drove the rear wheels. Too complicated, too unusual and, at \$3000 to \$6000, too expensive.

50 YEARS AGO June July 1968

A new British Leyland allowed Donald Healey's marvellous Healey 3000 to die with no replacement in sight. Worse, 10 months after its October 1967 launch the Austin 3-litre, an unhappy mix of land crab mechanicals and elegant Wolseley 6/110 style furnishings, went into production. With its 2912cc straight six installed longitudinally, and with a lengthened boot, this was a sizable machine at 4.7 metres long. Just 10,000 were sold before production ended in 1971.



Graeme Rice

75 YEARS AGO June July 1943

Isolated from a Great Britain gearing up to fend off Hitler's 1940 invasion, New Zealand had to improvise its own armaments. The Chevrolet powered dual-drive (fold down wheels and tracks) four metre long Schofield Light Tank was built in GM's Petone workshops. An improved version featuring a QF 2-pounder gun and a BESA machine gun was completed in 1942 and shipped to Britain for evaluation in 1943. Nothing came of it.

30 YEARS AGO June July 1988

A welcome return of an all-British Morgan Plus 4 powered with the 138bhp, twin cam, four cylinder, 16 valve Rover M16 engine replacing the Fiat unit. Slotting between the 96bhp Ford engined 4/4 and the thundering 200bhp Rover V8 engined Plus 8 - now 20 years old, the Plus 4 offered some luxuries. Softer rear springs, a wider track and a fierce heater made the new Plus 4 seem almost civilised, but these were offset by heavy steering and the rain still finding its way onto the inside of the shallow windscreen.

errata

In *Beaded Wheels* 351 the article "I Suppose You Don't Own a Microwave Either?" was incorrectly attributed - the author was VCC member Malcolm Roy. Our apologies to Malcolm for this error.

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

HOW VICTORIA REGULATES VINTAGE MOTORING

Words Peter S. Cooper

As a follow-on from Andrew Turner's and Rod Brayshaw's thought-provoking piece, *The Future of Motoring*, in *Beaded Wheels* 351, I thought it would be worthwhile to look at what's happening across the Tasman. With the Australian state of Victoria's road rules often being adopted here, perhaps any future changes to local laws around vintage/historic vehicles might come from Melbourne.

CLUB PERMITS

According to the Australian Government ABLIS website, vehicles will be required to have a club permit if owners intend to use an historic vehicle, i.e. more than 25 years old, and do not need full vehicle registration.

The Victorian Club Permit scheme allows members of car clubs – including motorcycle, trailer/caravan and machinery clubs – that are recognised by the agency to make use of historic vehicles on the road network for a limited number of days per year.

Permits are available for:

- Veteran vehicles manufactured before 1 January 1919;
- Vintage vehicles manufactured after 31 December 1918 and before 1 January 1931;
- Classic and Historic vehicles manufactured after 31 December 1930, but more than 25 years before the date of the application for a club permit.

These categories can include trailers and modified vehicles such as street rods. Vehicles which are replicas of vehicles in the above mentioned categories may also be issued with a club permit.

Club Permit vehicles can be used at any time for any purpose other than for the carriage of goods or passengers for hire or reward.

Financial members of approved clubs are able to apply for either a 45 or 90 day

permit at one time, depending on how much they expect to use their vehicles. However, no one is able to have a Club Permit for longer than 90 days in each 12 month registration period.

ELIGIBILITY

According to the ABLIS website, applicants must be a member of a car club (including motorcycle, trailer/caravan and machinery clubs) that is recognised by VicRoads.

To apply for a Club Permit, owners will need to complete the application form and submit it together with either:

- Written verification by the club secretary (or person authorised by VicRoads) that the applicant for the club permit is a member of the car club; or
- In the case of a club historic vehicle that is not a street rod, a current certificate of roadworthiness or a

letter from a scrutineer authorised by the club, stating that the vehicle is safe for use on the road; or

- In the case an application made in respect of a street rod, a Street Rod Inspection Certificate issued by the Australian Street Rod Federation (ASRF), Technical Advisory Committee. Club scrutineers can assist in this requirement.

In New Zealand, the VCC's Vehicle Identity Card (VIC), a Warrant of Fitness, and in the case of specials, hot rods and other modified vehicles, a Low-Volume Vehicle Certificate would cover the bullet points above.

The Victorian State Government requires vehicles operated under the Club Permit Scheme to have a log book, which notes each day the vehicles are used. The rules state that where a vehicle is used more than once during that day and/or

by a multiple of drivers/riders, only the initial use needs to be logged.

Those vehicles wishing to be operated outside of Victoria can do so legally. Out-of-state vehicles holding their state's Club Permit, being used within Victoria, can do so, as long as there's insurance coverage for doing so.

Should New Zealand lawmakers decide on a similar scheme, it could be legislated in a manner to allow Kiwi vehicles to be used on Australian roads, as many VCC members enjoy motoring in Australia. Carnets and other current conditions for shipping a vehicle across the Tasman would apply.

Adapting the Australian model could be one avenue for the Vintage Car Club to consider, in anticipation of any possible changes to road user legislation in this country.

Sources:

<https://ablis.business.gov.au/service/vic/club-permit/24396>

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/car-club-permits>

This article represents the opinion of the author and in no way reflects the position of the Vintage Car Club of New Zealand. Contributions up to 800 words are very welcome to soapbox. Email beaded.wheels@vcc.org.nz



PHOTO JOHN KING



THE WAY WE WERE

Rob Shand's MG at Waimak lunch stop

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

Canterbury Car Club 200 mile Trial

These photos of the Canterbury Car Club 200 mile Trial are part of the foundations of *Beaded Wheels* itself. This in turn goes back to the 4 May 1947 VVA Expedition to a meeting at Coes Ford at which we discussed Trevor Wickham's hand written letter inviting us to attend a meeting to consider the formation of a NZ Sports and Racing Car Association. We did indeed become a foundation member of the Association of NZ Car Clubs Inc (ANZCC), forerunner to MANZ, which entrusted Trevor as secretary to get it all going as to rules, constitution and FIA accreditation. By July 1948 however, it was obvious that nothing much was happening and Trevor and many of the clubs were not getting on well at all! A Christchurch meeting on 24 July received Trevor's resignation and also an offer from Roy Cowan to produce and edit a national sporting motoring magazine. A motion to accept this offer was seconded by me for the VVA and duly carried.

Thus was born *Sportscar* and we gave it a lot of support and it indeed transformed the whole motor sporting scene under Roy's careful hand. Inter club squabbling died down and a truly national viewpoint seemed to arrive without too much authoritarianism from the ANZCC. Action was very quick – Roy had the first issue, with coverage of our first Kiwi Hillclimb, out in December 1948 and the January 1949 issue appeared spot on time. The Masthead simply said "Monthly magazine of the Association of NZ Car Clubs - Editor J R Cowan" at his home



▲ Lunch stop



▲ Bert Wheeler MG TB on the leaf mould.

address and this continued to July 1949, the masthead now adding "Publisher Edward G Beckett", editor still JR Cowan but adding "Published monthly at the office of Tower Press Co Ltd, Christchurch."

The sheer volume of work to produce a monthly high quality printed magazine together with substantial editorial contribution and drawings, plus editing and bullying

contributions from all and sundry, plus his primary job of editing the School Journal for the Ministry of Education and working on his (later Rob's) 1922 TT Sunbeam was obviously proving too much hence production was given over to commercial endeavour. The Ministry started to push Roy a lot harder and we find a Sept/Nov issue with a masthead showing "Editor Rob



Entry at Lake Coleridge Control.



Don Ransley on the leaf mould.

Shand” and an obvious fall off in production timing. December had its issue ok but January 1950 becomes January – February 1950, March arrives on time. However Rob’s employers push pretty hard too and April appears with no editor’s name on the masthead. On 29 May 1950 the last issue was published with an editorial on teething troubles!

The demise of *Sportscar* was indeed catastrophic to emerging motor sport, demonstrating clearly to Rob and I how vital an enthusiast produced journal was to any national endeavour and our joint push for a national vintage magazine even before the Club’s short recess and revival on my return from my OE.

At last we come to the photos themselves. *Sportscar* had carried a series of articles and correspondence on the importance of trials and what form they should take in New Zealand as distinct from UK ones. Canterbury Car Club decided upon a format combining speed, distance and heavy going and got a good entry. Roy asked me to cover this for *Sportscar* since Rob was competing and this we duly organised with a vintage team. Discarding Panhard Levassor for Father’s 1939 Mercury, Selwyn (Spud) Jackson and I enlisted Colin Keith for photos and Stan Gilbert as “runner” and we duly covered the whole event and our results, with a lovely drawing by Roy Cowan, under the headline of “Much winding through the Marsh” appeared in the July 1949 issue under my bye-line of JEHU. Of this only the finish needs quotation.

“While refuelling the vehicle and ourselves we were informed that Rob Shand had blown up somewhere in the wilderness and was calling (and Rob could certainly make himself heard) for succour. Our departure to his aid would have shamed a fire brigade and after some miles of dicing two figures loomed up out of the gloom, and



▲ Stan Gilbert’s brother’s Lea Francis on Porters.

on close examination it was revealed their charger had charged a rather larger boulder which had gathered large proportions of the MG sump. Continuing, we came to a strangely quiet MG standing beside a triumphant boulder crowned with aluminium and anointed with oil.

Since it was now getting dark, we hitched the MG and occupants to the rear bumper and departed to Methven at the high port, amid the hoots of the appreciative natives. The rest of the trial had left Highbank long before en route for Rakaia, Leeston and Tai Tapu, and the last car checked in at Christchurch at 8.21 pm, at which time we were still dicing merrily through the wilderness, snatches of certain ballads, rendered by five noisy tuneless voices, drifting back to the silent ignominious shadows at the other end of the rope.”



▲ *Sportscar* reporting team on Porters Pass (R to L) Self and Pa’s Mercury, Stan Gilbert, Colin Keith (photos) and Spud Jackson.



▲ Unidentifiable splash on the Lyndon Road.



▲ Gilbert’s Lea Francis going over the top of Porters.



▲ Don Ransley on the Lyndon Road.



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1960 KRTT 750 HARLEY-DAVIDSON

Words and photos Stuart Francis

Just across the floor plate from Burt Munro's World's Fastest Indian, in the E Hayes and Sons shop in Invercargill New Zealand, stands John Shand's 1960 KRTT 750 Harley-Davidson. One of only a couple of C class racers to be sold by the factory racing department outside North America.

The long racing history of this unique to New Zealand machine is well known, but what is intriguing is the story of the owners, one of whom shot his boss, while another was murdered on a remote outback track in Australia. The final mysteries are; who ordered a set of tuning parts from the factory racing department, and why did the factory send two complete sets of tuning parts?

The first owner of the machine was Alf Groves of Invercargill NZ, a contemporary of Burt Munro. Alf was a complex character, a talented racer and tuner who suffered from bouts of depression and had a very quick temper (possibly due to an

accident on a Harley-Davidson in the late 1940s). Alf worked for Tappers, the local motorcycle shop and Velocette agents. When Tappers bought a brand new Mk8 KTT Velocette Alf was their only mechanic who could set it up and get it running properly.

In 1952 Alf was sacked after losing his temper and throwing a spanner across the workshop at his irascible boss Alf Tapper. Having spent some time in the pub he returned later that day to pick up his wages. He also had his pistol with him, shooting and wounding Alf Tapper in the shoulder! After serving time "at Her Majesty's pleasure" he rebuilt his life

and by 1960 had enough money to buy and import a brand new Harley-Davidson KRTT 750.

Alf bought the KRTT to compete in the open classes in local club events, hill-climbs, sprints and beach racing. After some initial runs, he decided to do a bit of tuning with Burt Munro's help, adding a second magneto and a second spark plug to each cylinder head. The second magneto was fitted where the rev counter drive emerged from the timing chest. The cylinder head fins were drilled, whether to improve cooling or lighten them is not clear. In this form the machine was clocked at 118mph at a Christchurch meeting. However on a photograph taken at the time, Alf wrote "Twin plugs tried - no success". He later remarked that the twin magneto set up was no faster than the single mag. At a later Christchurch



▲ TT rear brake.



▲ Good advice!



▲ Alf Groves' modifications - the additional magneto and drilled cylinder heads.



▲ 1960 KRTT as modified and raced by Alf Groves.



▲ Mikuni carburettor fitted for ease of use.



▲ Alf Groves' modifications - twin plug cylinder heads.

meeting he achieved 125mph one way and a two way average of 122mph. Alf continued to race the KRTT through the 1960s occasionally buying updates from the factory.

After some years of racing the KRTT was getting rather long in the tooth and so was Alf, so he sold the machine to Haldanes, the Auckland dealership, who then sold it to Jack McKay of Auckland. The machine was registered for the first time in 1970 by Jack and was allocated plate number 73 NC. The next owner, Tim Thompson, came across the KRTT purely by chance. He had heard that Jack McKay had a 1947 Harley-Davidson 1200cc UL for sale, and flush after selling some land in Arrowtown, wanted to buy it. However Jack McKay didn't want to sell the UL until he had got rid of the other Harley he had, the KRTT. Tim bought them both. How long Jack McKay owned the machine is not completely clear. According

to the ownership papers it was sold to Tim Thompson in 1973. Although it is very likely that Tim owned it for some time before registering ownership and the registered address does not exist, all of which has a bearing on the next part of the story.

In 1972 Alf Groves (or somebody purporting to be him) contacted the Harley-Davidson race shop asking to buy the latest updates for the KRTT. As the machine had now been superseded by the XR750 they despatched two (yes two) complete sets of latest tuning parts, including the twin carb arrangement, special barrels, close ratio gear cluster, a complete selection of cams and a host of special parts, free of charge. The date of the request for the parts is strange as Alf had sold the machine more than two years earlier and seemingly had no contact with Jack McKay. However Tim Thompson did know Alf Groves and knew

of his previous contacts with the HD race department.

Tim Thompson was well known in Southland and Otago for wheeling and dealing in motorcycles and cars before his premature death. After being caught taking deer carcasses he did community service as a teacher, running a class at the local Intermediate School for deprived children. One of their projects was to rebuild a motorcycle he owned.

In 1978 Tim decided to take an extended working holiday in Australia with his friend Gordon Twaddle. Before leaving he told John Twaddle (Gordon's brother) that he had made a will, leaving him the KRTT and they joked about this. After touring northern Queensland, Tim, Gordon, and a lady Gordon met, went missing. Their bodies were found on the side of a bush-track in a remote settlement called Spear



▲ The KRTT as it arrived at John Shands.



▲ XR750



▲ John Shand inspecting the mountain of KRTT spares.



▲ John Twaddle on his 1960 KRTT.



▲ Twin plugs tried, no success!

Creek near Mount Isa. All three of them had been shot. The crime has never been solved despite circumstantial evidence as to who the murderer might be, and it is one of a number of unsolved murders and disappearances in that remote area.

Tim Thompson's bequest of the KRTT to John Twaddle was in recognition of all the hard work he had put in to the machine. John got it going again after Tim had bought it, mainly by returning it to its original factory specification. With a known baseline, John worked on improving and developing the machine for Tim to race. John was well placed to look after the machine as he had owned and repaired a number of Harley-Davidsons and worked at McIvor and Veitch in Dunedin, who subsequently became Harley-Davidson specialists. John competed successfully on the KRTT in hill-climbs, road races, BEARs, circuit and beach races until the mid-1990s. A knee injury forced him to stop riding it and eventually convinced him to sell the machine. It also took part in some road rallies, including a VCC national motorcycle rally, complete with open exhausts.

The current owner, John Shand, knew John Twaddle from his time at McIvor and Veitch, so when he found that the

machine was for sale he made John an offer he could not refuse. When John Shand picked up the machine he was amazed at the large number of unused spares that came with it, a number of which were still in their original black, red and white HD packaging. Unfortunately some parts could not be used as they were made for the later Lowboy framed twin carburettor KRTT. John had enough later spare parts to build a 1969 twin carb engine, which he put in an early XR750 frame (something the factory did). It is now on display in his front room.

Over the years the machine had been updated and modified so John Shand decided to return it to the state that Alf Groves raced it in in the early 1960s. Re-instating the twin magnetos, twin plug cylinder head and other period parts was relatively simple. The machine has been rebuilt for demonstration runs at events but it will not be raced. The only concession to modernity is a Mikuni carburettor, so much easier to live with than the capricious Linkerts and later Tillotsons.

AMA C CLASS RACING

In the 1920s and early 1930s the American factories spent small fortunes racing highly developed prototype machines. To reduce the cost of racing for ordinary riders and to try and level the playing field, the American Motorcycle Association (AMA) introduced Class C racing in 1933, based on production motorcycles. As the Great Depression hit home, and racing budgets were slashed, the factories moved into class C racing. It became the premier US racing class and fuelled an intense rivalry between Harley-Davidson and Indian.

Class C machines were production based side-valve engines with a maximum displacement of 750cc, or overhead valve engines with a maximum displacement of 500cc. The rules were amended in the early 1950s banning overhead camshaft machines after Norton successfully raced Manx at Daytona from 1948 to 1951.

The AMA Grand National Championship series featured four different types of races, the Mile and Half-mile held on oval dirt tracks, TT (turning track) also on dirt but with bends and jumps, and circuit racing on sealed courses. After the failure of Indian motorcycles, Harley-Davidson factory dominated

the series until the early 1960s. British manufacturers then got into their stride, with BSA and Triumph winning most of the national titles from 1963 to 1970. In 1969 new regulations were introduced allowing 750cc overhead valve engines.

KR SERIES HARLEY-DAVIDSON

Harley-Davidson introduced the middleweight K series in 1952 to counter the growing popularity of the lighter and faster British motorcycles. The 750cc side-valve K-series engine was based on the bottom end of the previous WL engines, with the same bore and stroke (2¾" x 3¹³/₁₆"), a compression ratio of 6.5 to 1 and aluminium cylinder heads. However the rest of the machine was a radical departure from its predecessor, the new unit construction crankcase housing a four speed, right hand foot change, gearbox and primary transmission. The all new frame had hydraulically damped swinging arm suspension and hydraulically damped telescopic front forks. Producing 30 horsepower in a bike weighing 400 pounds, first-year K-models were not much faster than Harley's 600-pound Panhead.

Harley-Davidson quickly introduced the KR and KR TT racing models to replace the ageing C Class WR racers. The factory KR

dirt track racer had a bolt-on rigid frame which allowed riders to switch back and forth for different types of track competition. The KR TT used a version of the new road going K series frame and cycle parts. Besides high-performance engine parts, hubs, rims, brakes and a six gallon tank were available as factory racing parts. The factory also produced two further KR variants, the KRM, a desert racer that was only made for a couple of years and the KHR an 883cc version for use in some events that allowed up to 900cc side-valves.

The road going K series was superseded by the OHV 888cc Sportster in 1957, but production of the race-only KR-models continued until 1969. The race department built small batches of machines each year, keeping some for themselves and selling the rest to sponsored riders and dealerships. There was always a shortage of new machines so how Alf Groves in New Zealand was allocated one is a real mystery.

Over its 18 year factory racing career the KR engine was gradually developed, with improvements being made available to riders each year to keep pace with the smaller OHV opposition. Dick O'Brien, head of the Harley-Davidson racing shop, recruited tuner and camshaft expert Tom

... production of the race-only KR-models continued until 1969. The race department built small batches of machines each year, keeping some for themselves and selling the rest to sponsored riders and dealerships. There was always a shortage of new machines so how Alf Groves in New Zealand was allocated one is a real mystery ...

Sifton, gas-flow guru Jerry Branch and others to help develop the engine out of all recognition. The factory even developed different camshafts to suit each of the racing disciplines. The factory also issued a handbook detailing how to bring the machine up to the latest standard, and recommendations on how to set up the machine for each of the disciplines.

The final factory version of the KR TT for 1968 and '69 had a new Lowboy road racing frame and twin carburettor conversion. Dick O'Brien has stated the greatest power they ever achieved was 58bhp, despite wild rumours of much higher power outputs. In 1964 the AMA lifted a ban on fairings in road racing. The factory eventually produced an excellent road racing fairing and streamlined seat for the Lowboy frame that added 6mph to the top speed over the previous fairing. The new fairing and seat were painted in the distinctive Harley-Davidson orange, black and white colour scheme that is still used to this day.

The KR 750 was superseded by the XR750 in 1970 but the KR TT remained competitive in road racing whilst the early iron engine XR750s were redesigned with better aluminium heads and barrels. Cal Rayborn rode an outdated KR 750 Lowboy in the 1972 Trans-Atlantic Match Races against some of the finest riders in the world on their latest factory machines. With no experience of the English tracks Cal won three of the six rounds and tied for the overall title.

I am indebted to John Shand, John Twaddle, Ashley Bell and Ray Sharp for their help in compiling this article and helping to sort out the facts from the fiction that surround this machine and its owners.

|BW



▲ John Twaddle Dunedin Festival Road Race Revival, 1984.



▲ John Twaddle on the starting line.



▲ Alf Groves and Burt Munro.

CHELSEA SWAN SONG?

Words and photographs: John King

Nobody in the Waitemata Branch wants to actually say it outright, but the 41-year-old tradition of its annual hillclimb in the park-like grounds of the Chelsea Sugar Refinery, one of the country's prime vintage motor sport venues, is under threat.

Chelsea is rare in having a city backdrop, at least in its upper reaches. Terry Roycroft makes his last, and fastest at 33.15 seconds, run in the Type 35A Bugatti.

It's that age-old problem of popularity. Aucklanders have always been welcome to stroll Chelsea's immaculately maintained park on the northern shore of the Waitemata Harbour, and a select few Waitemata Branch committee members have had the delicate task of negotiating the use of its private drive once a year.

But now that Auckland City owns the park itself, the negotiating team has had to take further steps and deal with a higher level. So far it's worked, but now there's another factor, one which could well make a difference to the availability of the branch's prized piece of suburban sealed road.

Plans have been announced to establish a café in the sugar works. That wouldn't normally be thought to pose a threat—until the increase in road traffic on any given Sunday is taken into account. So far nobody has said anything definite, but it's certainly a case of holding the collective breath.

Perhaps because of this threat entries for the November 2017 Chelsea WALSH hillclimb were strong, with 30 listed. Minor complications within this saw father and son Kevin and Hamish Andrew sharing the family 1931 Wolseley Hornet, one run by Steve Aldersley in Anne Thompson's D-type Jaguar replica (in which he was polite enough not to beat the owner's time), and the star of the show which was limited to demonstration runs only.

But what demonstrations. Lionel Rogers's Type 59 Bugatti, powered by 4.9-litre Type 50B engine, has come into being thanks to the VCC's far-seeing Authentic Reproduction Vehicle (ARV) category.

"What a superb piece of machinery," reported Kevin Beesley in *Phoenix*, the Waitemata Branch newsletter, "the culmination of 10 years' effort on Lionel's part, showing what can be achieved with passion, commitment and the skills available here. Apart from running up on the dyno this was the T59's first time out, and Lionel tells us the list of issues arising is pleasingly short and of no great consequence."

That was quite possibly the reason for Lionel's absence from his usual position, manning the replica hockey stick on the start line. Nobody seemed to mind.

Despite a pessimistic weather forecast, conditions remained dry and partly cloudy all day, ideal for a miscellany of cars and motorcycles ranging in age from 1923 to 1960 and in engine size from 125cc to 3.8 litres, to pound up the hill through Chelsea's very scenic park.

They didn't include the 6,125cc of Robert McNair's Riley-Gipsy Major special, the only car to have cracked the 30-second barrier. Robert was there, however, just in case his record came under serious threat, but FTD for 2017 went to Craig Laing in his 1958 Buckler DD2 at 30.47 seconds on his second run.

Close behind him at 30.65 on his last run, half a second faster than last year and with only a second's difference between his slowest and fastest times, was Ray Ferner in the 1931 V-twin BSA that Ralph Watson campaigned and developed for so many years, ultimately with his own design of rotary valve heads. This is one of New Zealand's more interesting historic racing cars and has

► Photos from top to bottom.

An entirely vintage aspect of the start line is provided by Lea Francis M Type, Wolseley Hornet and Chevrolet, with Riley-Gipsy Major sitting out the day in the foreground.

Open cars are good for watching the whites of the drivers' knuckles, in this case Neil Moore in his Jowett Jupiter.

No still photo can hope to do justice to the volume of sound and gases emanating from 5.9 litres of supercharged Bugatti engine. Robert McNair runs up Lionel Rogers' Type 59/50B.

Les Harris aboard his Bantam, one of the more reliable Chelsea contestants, hasn't let age slow him noticeably.



The Formula Juniors of the early 1960s turned out some good-looking cars, and Nigel Russell's Stanguellini, while managing third FTD, was also the noisiest.



graced Chelsea since 1989, at first driven by Ralph himself and consistently under 35 seconds.

Third was also a small-engine car, Nigel Russell's 1100 cc Stanguellini, one of those neat little Formula Juniors closely styled on their big brothers and suspected of making just as much noise. Its 31.46 was a full second quicker than the fastest of the big guns, the D-type Jaguar, itself ahead of Anthony Bushell in his Lotus Eleven replica with more Jaguar engine devices nipping at its heels.

At the bottom end of engine size was a brace of BSA Bantams, ridden by the day's extremes in age—Louis McNair at 20 and Les Harris well into his 90s. Les was rather faster at 39.33 seconds on this third run with Louis trailing by some 6 seconds, but Louis can take comfort in the thought that he has until around 2090 to match Les's age and opportunity to develop his little Bantam.

Presumably closer spaced in driver age were the Andrews, father and son. It seemed that age and low cunning couldn't quite beat youth and enthusiasm, 38.63 to 38.45, even with slight power-to-weight ratio advantage. The Wolseley stayed pleasantly on song through all 14 ascents.

An unusual sight this year was Lawrence Poolman driving his own 1931 MG C Type Montlhery Midget instead of lending it to Diane Humphreys and manning a marshal post. His 39.09 beat her best 2016 time, too, by a whisker short of two seconds.

Not quite as fast as last year was Terry Roycroft in his Type 35A Bugatti-Jaguar at 33.15, and the same applied to Brian King in the Jaguar-engine Alfriston Special at 33.31.

Mike Courtney thought something should be done about the recent woeful lack of Austin Sevens, once making up a large percentage of Chelsea entries, but his little car must have felt lonely or embarrassed at representing an entire marque and retired after one run with a slipping clutch. Also retired was Keith Humphreys Model A Ford with a rear axle malady, earning him the hard luck trophy. Still, it demonstrated the advantages of staging a hillclimb within easy reach of home, and Lionel's Type 59 trailer was borrowed, without noticeable embarrassment, for the occasion.

The sun shone, the breezes were light, and a good time was had by all drivers, marshals and spectators. The John Simpson Memorial Trophy for having the most fun went to Bevan Redpath in his Morris 8 special, and the Waitemata Branch sits with firmly crossed fingers for the prospects of continuing the series of Chelsea hillclimbs.

|BW



Kevin Andrew does his best to uphold family seniority in the 1931 Wolseley Hornet, a mere 0.18 seconds behind son Hamish.



Bruce ready to take the finished truck home.



▲ Colin putting new decking on the truck.

▼ Morris truck with original canopy.



KEEPING IT IN THE FAMILY

1950 MORRIS COMMERCIAL TRUCK

Words and photos Colin Wiseman

This 1950 model Morris Commercial LC3 30cwt truck was first registered on 29 September 1950 to a Mr Ronald Wilson. Subsequently it was purchased by a green-grocer in Otorohanga. A canopy was fitted over the tray enabling the owner to drive to the markets in Hamilton to purchase vegetables for his shop. After 12 months the owner gave up the shop and the truck was put on the market.

Charlie Wiseman purchased it for £800 to use it on his farm. Many years of work transporting milk to the Hautapu Dairy Factory and returning with a load

of whey (for pig feed), moving baled hay and delivering loads of super phosphate caused deterioration in the chassis which needed reinforcing. Eventually the truck was passed over to Charlie's sons, Ray and Colin, and carried on with general duties. It now belongs to Colin's son Bruce who has restored it. With the advent of tanker's the truck has been retired from farm duties but now makes regular appearances at machinery memorabilia shows, sometimes with a Farmall A tractor on the tray. The longest trip taken so far is from Wanganui

to Cambridge and back with a load of furniture.

The truck has had numerous running repairs including a valve grind, modified water pump and new tyres and tray fitted. Current mileage stands at around 54,000 miles. The engine is an A70. Notable are the wheel nuts which are unusual as one side they are right hand thread and the other is left hand thread. We are aiming for many more years of motoring in this reliable piece of motoring history from our family.

|BW



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2018 NATIONAL NORTH ISLAND EASTER RALLY

Words by Cazna Payne Photographs Cazna Payne,
Gordon Dearlove and Graham Boswell



The Waikato Branch started to celebrate their milestone 60th year in style at this year's North Island Easter Rally 30 March - 1 April. Principle sponsors Vero and Radius Care looked after us well with amazing rally packs including a rally plaque, first aid kit, and numerous other goodies and munchies that had us feeling like real VIPs.

The rally base at the Waikato Branch clubrooms was the starting point to explore Waikato's amazing attractions.

We arrived on Friday for the twilight run on a summery evening where we were introduced to the orange-hatted rally crew. It was the most amazing run. We've never been on a rally that had two, yes only two, instructions for the whole run! Firstly, the overriding instructions said "ignore no exit roads and ignore Queen Street". OK. The next instruction said "keep left". Well, we did that, and what do you know, we arrived at checkpoints manned by two very cheerful Easter bunnies and managed to navigate through Cambridge, on and off the expressway, through winding countryside, and back to the Waikato clubrooms on a 45 minute drive! Who would have thought "keep left" would have provided a whole run? An additional challenge for navigators was to create as many words out of "North

Island Easter Rally" as they could before the finish. The winners compiled 125 words.

Rally Saturday was a misty but promising morning, and we arrived to an amazing array of varied and beautiful automobiles. More bunnies were roaming around and lots of hot cross buns. I spied one particular rabbit that morning, Kaaren Smylie (North Island Club Captain) complete in rabbit costume who was gracious enough to be snapped in David Nordell's Bugatti with my favourite children's rabbit book. It was great to see two veterans, a 1915 Model T and a 1917 Grant Six, right through to a 1977 Ford Fairmont GXL. Substantial nourishment was on offer in the clubrooms, and the Parts Shed saw lots of visitors seeking out treasures.

There were three rally routes, short, medium and long. Vehicles were allocated a route depending on the class of vehicle. All routes arrived at the same lunch venue and occasionally converged during the rally.

▼ Wairarapa Trophy winners Colin and Pam Bell (Auck) and Bryan and Lorraine Cossey (Waik).



▼ Maxwell Trophy winners, Auckland - Colin and Pam Bell, Ken and Annette Foot, Alan and Shaaran Price, and Stephen and Tracey Winterbottom.



▼ Sun Alliance Trophy winners South Waikato - Pieter and Johanna Deutz-Ebeling, Mike and Lesley Adams with NI Club Captain Kaaren Smylie.



We were on the long route that took us through the rolling hills of Kairangi hillclimb country, over the Karapiro dam and into Hobbiton country. After lunch at Tatuani, we drove to Morrinsville, where it was out of the car and on foot to locate seven of the bovine creations that populate the town centre. There were some very cryptic cow descriptions that we had to find answers to. I'm sure Morrinsville has not seen so many manic tourists at the same time before.

Off we mov'ed again, (sorry, some bovine humour here) towards Tauwhare, Te Miro and over the picturesque Maungakawa Road before reaching the clubrooms for a deserved afternoon tea and catch up with other crews. We meandered off to prepare for an evening at the Oasis Retreat for the evening function and it was time to get dancing shoes on for the Model As band.

Sunday – We decided to change cars today as the rally book advised we were on a historic short tour on our way to lunch. We fuelled up the vintage Triumph Super 7 and invited the dog along for a ride. Off we set, following instructions that took us around Cambridge viewing some reminders of Cambridge's historic past, some lovely old homesteads that are obviously loved and cared for. Part of the route included a retirement village where the residents were out in force giving us smiles and waves on our way. After that, we joined the Hamilton Expressway, our one opportunity to finally do 110 kph legally. Such a shame that the Super 7 really only likes doing 35 mph. We were passed by everything, including the Austin Chummy looking awfully smug as they burned past us. Nevertheless, it was a really pleasant drive through to the beautiful Hamilton Gardens where we had a scenic and convivial lunch looking out on to Turtle Lake. The cars drew a lot of attention from international visitors and we also had the extra challenge of a tour sheet, on foot this time, exploring the impressive gardens. The evening prize giving and dinner was at Gail's of Tamahere with more kicking up of the heels. This rally is likely to be remembered for the availability of delicious hot cross buns. Time to say goodbye to our VCC friends, old and new, before heading off home.

Thank you Waikato – you're all Good Eggs! |BW



Nothing like a Bugatti to get the crowd talking.



▲ Bunny Kaaren starting Les and Lesley Webster in their 1915 Ford Model T tourer.



▲ Two big bunnies at a check point.

2018 NORTH ISLAND EASTER RALLY RESULTS

Veteran:	Lesley Webster, Waikato	1915 Ford Model T towncar
Slow Vintage:	Joe Bruntlett, Carey-Ann Ward, Waikato	1928 Plymouth 4
Fast Vintage:	Bob and Jillian Hayton, Waikato	1929 Dodge DA deluxe
Post Vintage:	Colin and Pam Bell, Auckland	1939 Chevrolet coupe
Post War:	Bryan and Lorraine Cossey, Waikato	1954 Ford Customline
Post 60:	Alan and Shaaran Price, Auckland	1965 Vauxhall VX 4/90
Commercial:	Chris and Vicki Casier, Bay of Plenty	1929 Ford Model A pickup

Maxwell Trophy Teams Trophy

Auckland 38 points lost: Colin and Pam Bell, Ken and Annette Foot, Alan and Shaaran Price, Stephen and Tracey Winterbottom

Wairarapa Trophy Sun Alliance Trophy

1= Colin and Pam Bell, Auckland; Bryan and Lorraine Cossey, Waikato Branch with highest percentage of entrants outside of the hosting branch South Waikato: Pieter and Johanna Deutz- Ebeling, Mike and Lesley Adams



Lineup of entrants vehicles.



1938 Ford V8 Coupe driven
by Ray McCulloch.

2018 NATIONAL SOUTH ISLAND EASTER RALLY

**Words Glenys McKenzie,
Rally Coordinator
photos Glenys McKenzie,**

Having participated in a number of South Island Easter Rallies all over the South Island the opportunity to host one here in Southland was too good to miss. Mindful that we wanted as many people as possible to be able to attend we worked hard to keep the entry fee at the same cost as previous rallies. Having good sponsors, including VERO, certainly helped. We also wanted to make the rally an attraction so designed a programme which allowed entrants sufficient time to visit some of our motoring attractions, including Bill Richardson Transport World, the Classic Motorcycle Mecca, and E Hayes & Sons, home of the World's Fastest Indian motorcycle. One hundred and twenty eight vehicles were entered with 10 veterans, 26 vintage, 17 post vintage, 24 post war, 44 post '60s and two post '80s vehicles competing.

A gloriously warm day welcomed entrants to Stadium Southland for registration on the Friday evening.

Our three rally routes were timed from start to finish and took in the beautiful countryside of Western Southland converging at the Winton racecourse for lunch. During the morning navigators had not only to keep their drivers on the correct rally route but to answer

a series of questions and find a flax pod as part of our evaluation process for determining the best junior and senior navigators. Navigators deserve recognition for the sterling work they do in making drivers look as competent as possible. Congratulations to Joan Pearce, the best senior navigator, and to Lucas Nicoll who won the junior navigator award. To be a junior navigator (and make it a competitive event) you needed to be aged less than 50 years old and in a reflection of our aging membership there were only 10 junior navigators. Full credit must go to Lucas as the second youngest teenage navigator participating.

The four field tests after lunch were designed to test both driver and navigator and caused much merriment with the spectators who watched with interest their fellow drivers' efforts to incur as few penalties as possible. With an increasing number of left hand drive vehicles participating we had endeavoured to ensure that the field tests accommodated both left and right hand drive. Catering to two and three wheeled vehicles is more of a challenge, especially with only two motorcycle entries.

The day concluded with a casual dinner at the Southland Branch clubrooms where everyone was treated to a hearty Southland winter warmer and an opportunity to catch up with friends from far and near. For many the optional oyster entrée (cooked

or raw) was their first taste of Bluff oysters for this season and they went down a treat.

Sunny weather greeted us on Sunday as we put our vehicles on public display at Surrey Park and provided the public with the opportunity to vote for their favourite vehicle. While almost every vehicle received at least one public vote a very discerning public chose as their favourite the winner of the Townshend Trophy for Concours the McCulloch family's newly restored 1938 Ford V8 coupe entered by Janet and Ray McCulloch.

Putting the spotlight firmly on family and youth members a team of the four youngest drivers challenged the four oldest drivers to see which team could do the best over the Sunday Pennzoil field tests. The seniors were no match for the enthusiastic juniors who came away with a convincing win. The seniors had a combined age of 327 years with the juniors managing 94 years. On finding that both the Southland and South Canterbury branches each had four members of a same family on the rally, a family team challenge was issued and keen competition saw the Jenkins family prevail over the Manchester family from South Canterbury.

Four branches contested the Pennzoil Trophy with Canterbury taking the honours with Southland in second place. Judging from the plaques on the actual shield it appears that Canterbury can claim to have the monopoly as winners of



1947 Plymouth P15C driven by Dave Williams of Taranaki.

this prized trophy. The public enjoyed not just seeing our vehicles on display but also those in action over the field tests.

The awards dinner on the Sunday evening provided a fitting formal conclusion to a great weekend. In first place overall were 26 year olds Isabel Tait and Andrew Vialoux in their 1950 Austin pick-up, followed by Gerry and Margaret Pethick in their 1957 Humber 80, with 20 year old Matthew Jenkins third in a 1935 Austin Ascot 12/4.

Entrants from both the Easter Rally and Club Captain's Tour were hosted to morning tea on Monday at the Southland Branch clubrooms with the opportunity to rifle through the parts shed, peruse a range of motoring handbooks on sale, and try on an assortment of clothing from various periods in time at the pop up vintage clothing shop. We look forward to seeing you all in Ashburton during Easter 2019.

|BW

2018 NATIONAL SOUTH ISLAND EASTER RALLY

Veteran - Field Tests

Colin Pearce 1914 Sunbeam 12/16

Veteran - Road Test

Paul Herron 1911 Ford Model T

Veteran - Overall

Colin Pearce 1914 Sunbeam 12/16

Vintage - Field Tests

Alan Weir 1930 Ford Model A sedan

Vintage - Road Test

John Campbell 1930 Chev AD sports

Vintage - Overall

John Campbell 1930 Chev AD sports

PV - Field Tests

Matthew Jenkins 1935 Austin 12/4 Ascot

PV - Road Test -

Les Wenlock 1939 Chev Master Deluxe

PV - Overall

Matthew Jenkins 1935 Austin 12/4 Ascot

PWV - Field Tests

Andrew Vialoux 1950 Austin A40 pick up

PWV - Road Test

Gerry Pethick 1957 Humber 80

PWV - Overall

Andrew Vialoux 1950 Austin A40 pick up

P60 Category - Field Tests

Tony Meikle 1980 Toyota Cressida

P60 - Road Test

Kevin Manchester

Esmev Fletcher

1970 Renault R10

1963 Hillman Super

Minx convertible

P60 - Overall

Kevin Manchester 1970 Renault R10

P80 - Field Tests -

Alon Mayhew Ford Cortina Mk 5

Jim McFadzien 1981 BMW 320

P80 - Road Test

Jim McFadzien 1981 BMW 320

P80 - Overall Winner

1st Equal

Alon Mayhew Ford Cortina Mk 5

Jim McFadzien 1981 BMW 320

Pennzoil Inter Branch Challenge

Canterbury Branch: Peter Yeatman 1928 Rugby

Roadster Coupe 4R; John Coomber - 1957 Bentley

S1, Tony Meikle - 1980 Toyota Cressida, Jim Miles

-1938 Morris 8 sports

Townshend Trophy Concours

Janet and Ray McCulloch,

Southland 1938 Ford V8 coupe

PPG Trophy Overall Winner

Isabel Tait and Andrew Vialoux

Southland

1950 Austin A40 pick up

▼ Alex Nicoll, youngest navigator.



▼ 1950 Austin pick up



▼ 1934 Austin Ascot 12/4 driven by Matthew Jenkins Southland.





RETURN OF THE POM

Words Michael Williams Photos John McDonald

After a four year absence, Banks Peninsula Branch decided to revive that most British of motoring events, the Pomeroy Trophy.

Laurence Pomeroy Jnr thought of the magic formula to find the ideal touring car in the late 1930s, but WWII and petrol rationing intervened. It wasn't until 1952 that the VSCC ran the first Pom, which was won by a Vauxhall 30/98, a most suitable winner given that Pomeroy senior had been a seminal figure in Vauxhall history. Young Laurence had some interesting ideas about what an ideal touring car needed. Firstly, since one was going to be touring, one had to be able to carry two suitcases of a certain size, and of course have a hood to erect when it rained. A long wheel base was seen as giving a suitable ride, so the distance between the clutch pedal and the back axle was very important. An engine of about 2 – 3 litres was desirable, and two or four-wheel brakes were also part of the equation. Speed, agility and braking were the key for Mr Pomeroy, and he devised a series of driving tests to prove this. Pom competitors have to do a standing quarter mile sprint, a flying quarter mile, a wiggle woggle and a braking test. When the results of those tests are collated,

competitors have to complete a certain number of laps of their local circuit in 20 minutes. All competitors must of course drive to the event, and at the conclusion of the event, drive their car to the nearest hostelry for prize giving.

In 1978, when the Banks Peninsula Branch was formed, two young enthusiastic members, Gavin Bain and Peter Croft decided it would be an ideal event for the new branch and thus wrote to the suitable VSCC chaps in Blighty to find out if the arcane secrets could be transferred to the colonies. They were successful and the first Pom in New Zealand was run at Ruapuna in 1978, the winner being Gavin Bain in his 1924 Bentley. Over the years, Bentley has been the most successful marque, with six wins, followed by Fiat with five wins, MG and Citroen with three wins and Bugatti, Triumph and Daimler with two wins each. Other winning marques include Rover, Jensen-Healey, Bond, Vauxhall, Riley, Ferrari and Alvis. What a wonderfully diverse range of cars and drivers the list represents.

Understanding the intricacies of the Pom scoring and handicapping system is a gift given to few. The handicapping figure, for example, is $H = 70CY/L$ and the

wiggle woggle equation is $F = T + 0.013H$. For those of us who found School Cert maths a bit of a struggle it's incomprehensible, but surprisingly, there are one or two quite bright people in our branch who have mastered the dark art. So when 22 entrants lined up at Ruapuna, expectations were high. The driving tests were a bit of a challenge because the track was wet, so caution had to be applied at the end of the flying quarter and wiggle woggle, as braking hard in the wet at the end of the straight can have some wonderful outcomes. However all were sensible, and the same could be said of the braking test, which has been the graveyard of expectation in the past.

Understanding the intricacies of the Pom scoring and handicapping system is a gift given to few.

Overall winner Michael Williams (Citroen D Super) leading David Provan (MG TF). David won the B Class award, (the Michael Haggitt Trophy), and the "Best British Car" trophy.



The formula for the Pomeroy ensures contestant variety. MG VA of Rick Jones fronts Lotus 23B replica of Sandra Cloudsley.



- ▲ Originals both, Gavin Bain and the D type Jaguar during the Regularity section.
- ▶ The very original Austin 12/4 of Brenda Yates circulated regularly and unobtrusively for the Regularity section. Brenda deservedly won the Sharp Family Trophy, for representing "the spirit of the event".
- ▶ Winner of the 2018 Pomeroy Trophy (Michael Williams) is delighted with his success, post event displaying Citroen regalia suggesting Works sponsorship. There were no protests on this occasion.
- ▼ Austin 12/4 dashboard sports impressive dials with the surprising omission of a tachometer.

For many, the 20 minute reliability trial is the highlight, and the field was sensibly split into slower and faster cars, both heats using the short and very technical circuit. The two extremes of entrants were represented by the Yates family, with Russell driving the incredibly fast Mustang and Brenda driving the incredibly slow vintage Austin. The Austin was rumoured to have reached 60kph in the flying quarter. Heady stuff. Russell got to 160kph, mostly sideways. In the slower field there were some great battles with the Citroen D holding off a gaggle of MGs and a Mini Cooper. It's interesting to see what a well sorted French saloon can achieve against British sports cars. It was a joy to see Donald Williamson and Wayne O'Donnell in a pair of very original MkII 3.4 Jags. Both basically barn finds, they were in lovely original order (like their owners), with fabulous patina, were not red and did not have wire wheels. Donald bought the car from the original owner and both car and driver did remarkably well considering the car hadn't run for many years. Wayne's car got hot and bothered and starting leaking water all over the track, as distinct from the oil that Jags usually leak all over the track, they are one of the few cars that



Don Gerrard displays a more brutal approach to stopping astride the line.

The great irony of the Pom is that the fastest car is not the winner, because in Mr Pomeroy's world, size doesn't matter.

can boast internal and external lubrication.

It was marvellous to see Gavin Bain out in the D type again, and Lynn Scott was going very well in the TR7, complete with original tartan upholstery. The Sunbeam Alpine of Baden Reilly was circulating well, and the two 944 Porsches looked ominous. Peter Croft in the Bond showed admirable

respect for the foibles of Triumph rear suspension, and Tim Palmer's Morgan Plus 8 sounded superb. A pleasing feature of both races was the courtesy and sensible track manners shown by all competitors

The great irony of the Pom is that the fastest car is not the winner, because in Mr Pomeroy's world, size doesn't matter. and so it was that Russell Yates in the vast and fast 6 litre Mustang was beaten on handicap by Georg Kear's 1 litre Mini Cooper, and Tim Palmer's Morgan plus 8 3.5 litre was beaten on handicap by Rick Jones' lovely pre-war MG VA saloon of 1.5 litres. All great character-forming stuff for the very competitive. Three trophies were presented. The most splendid, and certainly the largest is the Sharpe Family Trophy, presented to the branch by the late Gordon Sharpe of Dunedin. It's for "The Spirit of the Event" and is an enormous carburettor from a 6 litre Bentley. The clear and popular winner was Brenda Yates. Driving a vintage Austin anywhere is inherently foolhardy, but to drive one on the track really is the supreme sacrifice.

Another trophy was a bit of an oxymoron this year. It was presented to the branch by the jolly decent chaps from the VSCC of Great Britain and is for "The Top Scoring English Car". This was won by Dave Provan in his very fast super-charged MG TF. Dave also won the B class trophy, the Haggitt Trophy, donated by the late Michael Haggitt from Dunedin. Well done Dave! And so on to the Pomeroy Trophy itself, which can only be won by a car of over 1950cc, another of the many anomalies in the scoring system. So in a stunning reversal of Crecy, Poitiers, Agincourt, Trafalgar, Waterloo and other battles where France came a narrow second, French guile, cunning and esprit de corps carried the day and the coveted trophy was presented to Michael Williams, driving a Citroen D Super. Mr Pomeroy would say that the winner has the Ideal Touring Car. On ne peut guere le nier (One cannot deny it).

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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 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

Our lucky winners of the Beaded Wheels caps for this issue are Jan Baker and John King

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Quadruple Bike Pass: Oreti Beach - scene of many of Burt Munro's exploits. Photo Ashley Blair.

RALLY SNIPPETS



West Coast: Rally entrants traverse the Birchfield Coal open cast mine.

VCC members are an intrepid bunch ... from Oreti Beach, West Coast Coal Mines to North Taranaki, vehicle and bikes have been taking to the roads in ever increasing numbers.

2018 QUADRUPLE BIKE PASS

Words and photos Ashley Blair

Rain, wind, snow, sunshine – but no hail. This was the weather ten Wellington VCC riders encountered on a ten day motorcycle tour of the South Island. Aaron Janes organises a tour each year for Wellington riders alternating between the North and South Islands. This year's tour in March was dubbed the Quadruple Bike Pass because of the four passes we rode over. There was some debate as to whether Shenandoah merited being on the corporate shirts instead of Porters Pass but this did not detract from the great experience we all had. Each day's adventures and mishaps were reviewed with the award of a fluffy green troll called DOD – Dick of the Day -- which had to be prominently displayed on the recipient's motorcycle.

We began with a 5pm sailing to Picton and a ride in the dark to Blenheim to give us an early start for next day's 261 mile ride to Rangiora over Lewis Pass. Brief stops were made to fill tanks and tummies. The third day was only 190 miles which enabled us to linger in Geraldine looking for something, anything green, to celebrate St Patrick's day at Oamaru. Day four was a 220 mile run to Invercargill via the Catlins with stops at Moeraki, Owaka and Curio Bay. Invercargill was our base for the next three days.

During our stay there we made the mandatory ride to Bluff and Oreti Beach. At Bluff a bus load of ladies from Shanghai were very interested in having photos taken of themselves with the bikes. We also visited Transport World and Classic Motorcycle Mecca, this last visit shortened by an evacuation caused by builders' dust triggering the fire alarm. We managed to fit in visits to Gore and Riverton. Day eight was a 255 mile ride to Haast. We rode up the steep side of the Crown Range where the rain turned to snow some way from the highest point. It was only four degrees and still snowing when we left Cardrona Hotel. Fortunately the weather improved significantly for the ride over Haast Pass. The next day's 178 mile ride to Hokitika had only light rain and we passed many Tour Aotearoa cyclists making their way to Bluff from Cape Reinga. Day ten was a short run of 160 miles over Arthur's Pass and back to Rangiora. The steepest section of the Pass was a real struggle for the 350cc BSA B31. While crossing the Bealey Bridge we were startled by the sight of 30 or so completely naked young people crossing the Waimakariri River.

The final day's run of 186 miles to Picton was a revelation to those who had not travelled that way after the earthquake. Firstly there was the devastation itself and then the incredible work that has gone into restoring the highway. Another memorable tour of just under 2,000 miles with only two motorcycles having brief spells in the back-up van.



▲ Quadruple Bike Pass: Brief rest at Arthur's Pass.



▲ Quadruple Bike Pass: Trevor with some new friends at Bluff.



▲ Quadruple Bike Pass: 1936 Brough Superior SS80 and Steib Sidecar – one of six Broughs at Classic Motorcycle Mecca.

THE COAL TRAIL RALLY 2018

**Words and photos Lyn and John Rothery
West Coast Branch - 38th Annual Event 17 March 2018**

In true West Coast tradition despite a gloomy start to the day, we survived without rain all day and at drinks in Shantytown before dinner, people were in short sleeves outside, enjoying the twilight.

After a short briefing by Branch Chairman Allan Giles the cavalcade of 110 cars set off in four groups to get the quiz questions out of the way. Two groups went to the south side of the Grey River beside the airport and the other two went to the north side by the Cobden breakwater. An efficient means of getting through a lot of entrants quickly. The rally instructions took effect from the north end of the Cobden Bridge, where the route took us up the western side of the Grey River.

At the drivers' briefing, Stewart Nimmo (a really acclaimed photographer who has taken many great photos of vintage cars at our annual event over many years) made the statement that he intends to be an entrant in next year's event. He has nearly finished the restoration of his late father's car "Aunt Bee", a 1923 Buick. We are looking forward to seeing her back on the road.

Just up the road, by the local kart track, we saw the first bonnet up – Club Captain Colin Peacock's Rover's overdrive wasn't kicking in. Huge problem.

We passed through Taylorville on our way to Blackball, site of many events including the birth of the the labour movement in New Zealand, coal mining, the manufacture and sale of the famous salami of the same name and The Blackball Hilton Hotel now known as "Formerly the Blackball Hilton". The famous flyer and sailor Sir Francis Chichester worked for a time in one of the early underground mines here. He also planted a pine plantation nearby.

From Blackball we travelled further north to pass the road into the infamous Pike River Mine. Many stopped and had quiet thoughts at the Memorial to the Miners at the road junction.

Carrying on from here we rejoined the main road north to Reefton at Ikamatua which was to have been the transition point from truck to rail of coal from Pike to Christchurch.

All entrants stopped at the Maimai Valley Road a few miles north of Ikamatua. We had a briefing from the representatives of Birchfield Coal Ltd who were to take us 14km up the road to their big opencast mine. For safety reasons we had utes with flashing lights front and rear of the big convoy. If you weren't there at the appointed time you missed out. I don't think anybody was left behind. The first half on tar-seal went past dairy farms and the last half on a gravel road through native bush, a big, big two lane road to accommodate the large coal trucks. (The scribe first went into this mine in the early '80s to survey the sites for some boreholes for the geological survey – the mine was operating, though a much smaller site than now. On the drive in then, the road was very narrow and at one stage we followed three fallow deer which appeared to be quite comfortable with vehicles).

Another briefing took place at the weigh-bridge where amongst other items we were warned not to get too close to the tops of the benches in the pit as they were about 30 plus feet high. At the end of this briefing we had a group photo of everyone on the weigh-bridge, some 200 plus people at 17140 kilograms – an average of 85.7 kg.

Everybody then went back to their vehicles and we drove around the big opencast pit in a long snaky procession. The first cars got back to the start of the haul road, while the last cars were only half way round. This looked quite spectacular, the little dots of cars becoming quite insignificant. The mine had to have been a geologist's nightmare when mining first commenced – multiple seams with numerous faults with most leads about 30 – 40 degrees off the vertical.

When leaving the mine road to head for Reefton, a well known Model A man Brendon Wiltshire was seen emerging from the interior of his vehicle with a couple of spanners in his hands. On being told "Should have bought British old chap", the reply was well worthy of a grumpy old colonial.

A bit closer to Reefton we saw a guy's legs sticking out from underneath a Mercedes convertible – Jack Burridge. Apparently a petrol line came loose and the visible trail of fuel and the smell was noticed by the vehicle behind. Was only a couple of clips loose. It could have been disastrous

Lunch and field tests were held at the Reefton Race Course. A good venue and very sociable.

The sojourn at the racecourse was the finish of the written instructions so the field then made its way back to Greymouth.

All the people I spoke with really enjoyed the format of the day – the route, questions, field trials, the laid back atmosphere along with the highlight of the day, the mine site. Over 190 people enjoyed the prize giving and meal.

Vehicles - 42 different makes were on the entry list. Ford the most common with 26, Chevrolet and Austin were next with eight each. What a sight. Even one motorcycle – Branch Chairman Allan zipping around keeping an eye on things. Entrants came from 15 locations throughout New Zealand from Auckland to Invercargill there were 13 vehicles from the North Island, 35 vehicles from Westland with the balance from the rest of the South Island. The Branch would like to say a big thank you to all those who came to our rally. It was a pleasure to host you.

The local newspaper, the *Grey Star*, published three articles about the rally. One during the week prior to the event, then on Monday 19 March they had a large photo of half a dozen cars in the centre of the front page and then the next day there was a full page of photos of rally entrants. Great publicity for the Vintage Car Club of New Zealand on the West Coast.

Coal Trail Rally Results 2018

1 Carrol and Terry Stretch, Canterbury	1930 Ford Model A pickup
2 Ray Dawe, Canterbury	1935 Ford Fordor
3 Mary and John Tremaine, Gore	1966 Chrysler Valiant
Field Trials – Gordon Thrower, Canterbury	1930 Ford Model A
1st local – Donna Lee	1967 Impala

The hard luck prize went to Tim McDowell, from Nelson in a 1938 Austin Big 7 who ran a big end on the way to Greymouth.



Taranaki: The first four entrants to arrive at Camp Okoki for the lunch stop. Morris Crowley van, Ford model T, Willy's Knight and Nash Tourer.



▲ Taranaki: John Muters 1923 Darracq leading the line up coming into the Okoki camp for the Maunga Moana lunch stop.



▲ Taranaki: The lunch stop at the Okoki Camp nestled in the beautiful North Taranaki Okoki valley after the morning section of the Maunga-Moana rally.

53RD ANNUAL MAUNGA MOANA RALLY 2018

Text and Photos by Colin Johnston

It was to be a great back of beyond rally this time using some of the fabulous North Taranaki back country roads incorporating old road tunnels and seldom-used roads with grass growing in the middle and a metal surface that reminds the driver just what it would be like if you had been travelling in the 1920s. These are winding, hilly roads with spectacular views of hidden valleys with native bush clad hills and the Tasman sea in the distance.

A total entry of 66 vehicles, including 21 vintage and one veteran, was received this year for the 53rd annual Maunga Moana Rally. With all classes covered, the scene was set with a route that had written instructions for a 130 mile rally to give entrants an interesting and enjoyable view of the countryside, and silent checks to make sure all were on course. This year the organisers wanted entrants to enjoy a rally where they did not have to stop at manned checks and with no silent checks in the timed sections of the road

run. This was a first for our branch and was a success, using a computer input with correct information to complete the results produced a very professional and precise result sheet, accurately timed right down to seconds for the entrants.

This year the rally base was the Quality Hotel Plymouth International and this venue provided all that was needed for the rally. The car park around the hotel was used for the start and finish of the rally. The lunch stop was the Okoki Camp in North Taranaki. It is an old school dating from the early 1900s that has been saved by a trust and still has some of the old school seating which entrants used. There is camping, a swimming pool and a large grassed area which was ideal for the 66 vehicles to park on. The area is accessible along the Uruti, Kaka, and Okoki roads in North Taranaki off SH3.

Congratulations to this years overall winner, Greg and Jane Oliver driving a 1973 MGB GT.



**CANTERBURY BRANCH
ANZAC RUN**



ANZAC RUN

Canterbury Branch

Words Jan Baker and photos Kieran McGibbon

A cool and clear morning in Darfield set the scene for the inaugural Dutton Garage Malvern ANZAC Run. What an amazing sight to see 65 veteran, vintage, PV and PWV vehicles assembled at the Darfield Recreation Centre for the public viewing and rally at the start of a wonderful day's motoring and remembrance. Everyone there in some way felt personally connected by the deep meaning of ANZAC and the love of motoring. What a superb idea to combine these two in such a meaningful manner. Many of the public took the opportunity to see such a large display of vehicles assembled, many commenting on the models and age of some they didn't know still existed or had even seen before. The organiser of the rally Malcolm McGibbon, who is a local Darfield resident and Canterbury Branch member, had done an outstanding job in bringing this event together, proudly supported by his family. In recognition of the importance of the 15 veteran cars aged 100 years plus sponsor Roydon Mauger of Dutton Garage presented each driver of these vehicles with a special commemorative badge. These included Colin and Jenny Hey's 1912 Wolseley 12/16 proudly driven by their son Matthew. Don and Judy Bennett's 1912 Albion truck which was the type frequently used in WWI for troop transport, several Model Ts, a 1913 Empire, a 1914 Nazzaro and a 1914 Renault.

After welcomes from event organiser Malcolm McGibbon, Terry Hutchinson, Secretary of the local RSA, and Roydon Mauger of Dutton Garage, John Coomber Canterbury Branch Chairman, flagged away the veteran vehicles led by Don and Judy Bennetts with selected Darfield High School pupils as passengers. Our rally route was designed around five War Memorials in the Malvern district which we were encouraged to visit and pay our respects. The first of these was the Darfield War Memorial then onto Sheffield, Hororata, Glenroy and Glentunnel memorials. Each site was strewn with numerous red poppies and wreaths laid at their respective district's dawn services. We were encouraged to lay our own poppies as a token of respect, which many did. Where practicable the run was planned around the area's scenic route to avoid traffic snarl ups. The beautiful autumn colours made this day a sight to behold. For some, the days run didn't go so well with numerous breakdowns and misadventures along the way, which was understandable with the age of some of the vehicles.

The conclusion was a lunch held at the Hororata Golf Club. It was a nice way to end the day's run overlooking the picturesque golf course. Many thanks to each and everyone of you who were involved, it was a great motoring and remembrance day paying our total respect to those who fought so gallantly for us.



44TH MOTORCYCLE RALLY

South Otago Branch

Words and photo John Cook

Roger Smaill and his team put together an excellent 44th motorcycle rally. After morning tea, a welcome and a briefing we hopped on our bikes, kicked them in the guts, and started on our timed section.

The route took us to Nugget Point Lighthouse where the timed section ended. We then travelled through Karora Creek and to Owaka. A wonderful scenic ride down through the Catlins to the Whistling Frog for lunch.

Despite a small panic (the back up car, which was carrying the extra fuel for our journey, broke down), it was back to Balclutha. Thankfully Alan Budge came to the rescue and all ended well. Prize-giving was held back at the clubrooms.

Overall winner was Malcolm McIvor: 1950 Matchless

Runner up was Ken Pledger: 1953 BSA.



South Otago: Entrants prepare for the 44th Annual Motorcycle Rally.

|BW

BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross



Bevars and Lois Binnie had their 1913 Hupmobile in Ashburton recently. After travelling many miles in Australia (including the 2014 Adelaide to Darwin Veteran Rally) they bought it with them when they moved back to New Zealand. It had an unknown number of owners in Australia before being sold at auction to a friend of the Binnies for a low amount following a misunderstanding between the owner and the selling agent over the reserve price. In early 2014 it joined the Binnie family. Judging by the date on the tyres it may have been restored in the early '90s, but it has a replacement radiator core of the pattern that was last around in the '50s, so may have been restored earlier.

A faithful old dear which has now traveled some 6000 km in New Zealand, including taking part in the 2015/16 Irishman Rallies.

David Taylor in Central Otago is working on the ex Barry Walker 1912 Clement Bayard. The body is being painted and he hopes to have it on the road within a year.

From the same area Murray and Jenny Pryde's de Dion restoration is progressing. The body is finished, the seats are made. A bonnet is the next project. The Prydes are planning a UK trip to find some of the more elusive parts still needed.

The 1918 Chevrolet that was owned by Brett O'Rourke in Rangiora is now in Auckland with new owner Rob Webster. A well used veteran car restored by Mike Courtney, it then moved into the hands of Lindsay De Groot before Brett took ownership and used it most days to take him to work. Brett is now working on the 1905 Siddeley 18hp, 4 cylinder project that he got from the late Alan Roberts. The remains included an axle, radiator and motor. He was lucky to find a suitable chassis in the Canterbury Branch parts shed and is now on the hunt for a gearbox. If anyone out there can help we'd love to hear from you. He understands the car was originally from Feilding.

I have already been asked, "What's on next season?" by a couple of veteran enthusiasts. I know the Nelson Branch are pulling out all stops to make the National Veteran Rally in

November one that won't be forgotten. Ray and Glenis Miller (1918 Hudson) are going out next month to plot the Prince Henry Tour travelling from Ashburton which will finish in Nelson a couple of days before the rally.

My own branch in Ashburton is holding the 2019 National South Island Easter Rally to celebrate their 50th Anniversary. A special rally route to suit early and fragile veterans will be available as part of the rally. We look forward to veteran owners' support to prove that slow vehicles can be catered for as part of larger events and to honour the vehicles of the past that were there when it all began.

In January the Otago Branch are planning to celebrate the 65th Brighton Rally and anticipate a good entry. |BW



I am always happy to receive historic or restoration articles and updates on veteran vehicles as it is only by readers' input that this column can continue.

Email your veteran stories to me at randross@kinect.co.nz

Diane Ross



MUTTERINGS OF A MATURE MOTORCYCLIST



In the last issue of Brass Notes I included a photograph received from Harvey Isherwood asking for information.

I've since found out that it was the first car owned by John W. Andrew who, alongside his two brothers-in-law, established the Ford dealership in Auckland in 1907. The family also ran a grain and chaff cutting business in the late 19th century. This was five years after the first motor car made an appearance in Auckland. John Andrew purchased the French car in the photograph for the tidy sum of £5 before becoming the owner of one of the early Ford T cars when they arrived in New Zealand.

In 1911 they temporarily obtained the agency for American Chase trucks. Business was slow and only 36 trucks were sold in the following five years. In 1917 John W. Andrew became a full Ford dealer as demand for the product grew.



The old fashioned British observed trial goes back a very long way in the history of motorcycling and the scoring system was quite simple. In case you have never been to see, or ridden in, a mud trial I will try to explain the madness of the sport. A section or hazard is laid out marked with tapes or pegs and the rider has to ride through this non-stop and try to ride feet up all the way. When the front wheel spindle passes the end marker he is finished the section. The Brit system was quite simply one mark lost for one foot (a dab) three for more than one, five for a stop. Non-stop with no feet grounded was a "clean" with no marks lost. I very rarely scored anything better than a three but mostly I fell off for a five. Why did we do it? Because it was yet another of those winter games in the mud that you could do and not belong to a team. It was always fun, and in the '50s and early '60s when I rode there was always a lot of cross country riding around farm tracks and the country lanes. Most of us rode to and from the event and the bike was often our ride-to-work transport. So it was a long ride to the start, around 60-70 miles on the trial and home in the dusk on Bobby Dodger bicycle lamps with fading batteries. Those were the days when most of the machines were 350cc and 500cc bangers from Norton, Matchless, AJS, BSA and of course Royal Enfield, who were the first to introduce swing arm rear

ends. I rode a 500cc Norton that seemed to hate me because it landed on me so often but what a lovely beast to ride through deep mud. It pulled like a steam engine and would have gone anywhere if I'd been a better rider. Of course there was a sidecar class as well but this was for real certifiable loonies. They did have a lot of fun and always found a pub for lunch.

The only time I did a little trail riding in England was once when I borrowed a clapped-out two stroke trials bike to ride home late one night. It had no rego and only token lights, but I figured as the street lights went off at 10pm I was safe from the law at 1am - wrong again! A copper on an LE Velocette shouted at me to stop but I didn't and the number plate was, I hoped, unreadable. It must have qualified as the daftest chase in police history as we neither of us had the power to do much over 35mph. At least I had local knowledge on my side and knew the alley ways and through the church yard away across the park in the pouring rain. Thank you Mr Dunlop for your excellent trials tyre at least it had more grip than the Bobby's machine and I lost him in the dark. I had to go miles out of my way before I could go home and the post was closely scrutinised for some weeks afterwards.

No that wasn't the reason I was sent to the colonies, I came of my own free will. Thanks for having me.

|BW

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2018 NOTICES OF MOTION

NOTICE OF MOTION

PROPOSED: ROD BRAYSHAW (04/01822)
SECONDER: TONY BARTLETT (06/01474)

CURRENT WORDING

Clause 3.1 (f) Motor Vehicles constructed after 1st January 1981 provided that no vehicle is accepted for this class until January 1st of the year that is thirty years after its original year of construction, such vehicles to be known as Post 1980 Vehicles.

AMEND TO

Clause 3.1 (f) Motor Vehicles constructed on or after the 1st January 1981 provided that no vehicle is deemed eligible for this category until the day immediately following the 30th anniversary of its original date of construction as determined in accordance with Section 2 of the Club Vehicle Technical Code, such vehicles to be known as Post 1980 Vehicles. (Refer By-laws)

EXPLANATION

It has always been the intent of the VCC Executive, that a vehicle shall be deemed Club-eligible when it is 30 years of age or older. This intent is on record and has been reflected by the application of policy and practice as endorsed by the Executive.

This Notice of Motion does not change the intent of the Constitution as determined by the Executive.

It simply seeks to remove the ambiguity that has become apparent in the way that the current wording may be interpreted by anyone who is not conversant with that intent. The proposed amended clause also refers to Section 2 of the Club Vehicle Technical Code, where the default dating steps are described that are used in sequence when the actual date of manufacture of a vehicle is unknown.

Consistent with our Notice of Motion to amend Clause 3.1(f), we are lodging a Remit in accordance with the Club's By-laws, proposing to insert the clause below entitled "Vehicle Eligibility" into the By-laws, which are appended to the constitution. The clause describes the default steps followed to determine the date of construction of a vehicle. If the Executive passes the remit, the dating process will be readily available for the members to refer to and will complement our Notice of Motion above.

Our remit also proposes to include in the By-laws the definition of the term "Historic Vehicle", consistent with the meaning that is being accepted worldwide by historic vehicle clubs and by governing authorities. Once again, if the Executive passes the remit the definition will be more readily available for referral. We see greater appreciation of this as being important in future.

Text of remit for inclusion in the Club By-laws

[i.e. The part coincidental to the Notice of Motion to amend clause 3.1(f)]:

Vehicle Eligibility

Vehicles shall be club-eligible when they are 30 years of age or older. The date of construction of a vehicle shall be determined in accordance with Section 2 of the Club Vehicle Technical Code, by establishing the first available proven date commencing with;

- (a) Date of availability from the manufacturer if documented; then
- (b) Date of shipping or leaving the place of manufacture if documented; then
- (c) Date of delivery (which could also be the date of first registration in the country delivered to); then
- (d) Date of completion (if the vehicle has been significantly modified or altered); then
- (e) If none of the above dates can be established, a vehicle shall be deemed to be Club-eligible after the 31st December of the year that is 30 years after its determined 'year of manufacture'.

Firstly: the number plate frames - for sale by the North Otago Branch

Are they as depicted below?



No, not quite!

Matters to note

The branch does have number plate frames for sale, but they respect the VCC's 30 year rule.

Yes, the VCC has a 30 year rule for club-eligible vehicles and has done for many years.

- Our 30 year rule is consistent with the definition of 'historic vehicle' that is agreed between the VCC and FIVA, the worldwide federation for historic

vehicles which the VCC is the appointed agent for.

- The VCC is also recognised by the authorities as the Historic Vehicle Authority of New Zealand, and our 30 year rule for vehicle eligibility is acknowledged and respected by these New Zealand agencies.
- The VCC enjoys a partnership with Vero insurance in a vehicle insurance scheme, one facet of which is Vero's understanding that our club-eligible vehicles insured by them are 30 years old or more.

Background to the introduction of the post 1980 vehicle category:

In 2002, members of the Eastern Bay of Plenty Branch proposed a notice of motion regarding the wording of the Post 1980 Vehicle Category that is in our constitution. The 'intent' of the proposers is recorded in the minutes of the March 2002 Executive Mtg, where the EBOP Branch Delegate addressed the meeting as follows; "The motion was being put... to make sure vehicles were at least 30 years old before they became Club-eligible." As usual, branch delegates on the Executive were asked to go back to their branches and share the information.

A notice of motion to correct an anomaly in our constitution:

The Post 1980 Vehicle Category (P80V) came into the Club's constitution at the Club's AGM in August 2002, and the Club and its management have been applying eligibility to the category as 'intended' by the Executive. However, without full appreciation of the 'intent' as it was discussed and understood by the Executive, it has been asserted that the current wording of the P80V Category in the constitution can and should be read and applied by our Club Registrar in a way that would result in some vehicles less than 30 yrs old being accepted.

The Club Registrar, Rod Brayshaw, has proposed a Notice of Motion to clarify the wording and eliminate the likelihood of any unintended interpretation, but, conversely, another Notice of Motion on the matter seeks to change the wording in a way that removes the ability to apply the clause as the 2002 Executive intended!

Below, is a quick assessment of our notice of motion for members to consider:

1. Does the NoM take into account the Executive's intent in 2002? Yes
2. Is the NoM consistent with the Club's 30 Year Rule for eligibility? Yes
3. Will the NoM help us retain the respect of the authorities we deal with? Yes
4. Is the NoM worded so members can find and refer to the dating process? Yes
5. Has the NoM been endorsed by the Management Committee? Yes

The motoring environment is changing and we need to be precise with our 30 year rule. Our motion achieves that, and minimises vulnerability. Members are asked to vote only "for the motion that is in the best interests of the club."

NOTICE OF MOTION

PROPOSED: DAVID C HARRIS (17/11727))
 SECONDER: GERRY T PETHICK (17/02977)

CURRENT WORDING

Clause 3.1 (f)
 Motor Vehicles constructed after 1st January 1981 provided that no vehicle is accepted for this class until January 1st of the year that is thirty years after its original year of construction, such vehicles to be known as Post 1980 Vehicles"

AMEND TO

Clause 3.1 (f)
 Motor Vehicles constructed after 1st January 1981 provided that no vehicle is accepted for this class until January 1st of the year during which the vehicle becomes 30 years old, such vehicles to be known as Post 1980 Vehicles

EXPLANATION

This notice of motion does not actually change the meaning of the constitution it simply makes it impossible for the constitution to be incorrectly interpreted as is the case at the present time.

The present wording used in the P80 class eligibility statement actually dates back to 2002 when it was introduced for the P60 class. The explanation that came with the 2002 notice of motion said, "This notice of motion is simply to ensure that vehicles qualifying for this class become 30 years old during the year of acceptance instead of 29 under the present rule". This is plain and simple and in no way suggested a vehicle is not eligible until the 1st January of the year after it reaches 30 years of age".

Cars are generally not talked about being x years old like people, they are aged by

year. When you look at the advertisements in *Beaded Wheels* none of the cars are listed as x years old they are listed by year. With a new car, it becomes "last year's model" as soon as the new year arrives, even if the car was built late in the year. In most people's minds it is then a year old. This happens on the 1st January and the present VCC constitution and this notice of motion use that same analogy.

Also having cars becoming eligible during the years creates issues for event organisers in that they will not know when a car is actually eligible during its year of eligibility. With the 1st January eligibility they know exactly when it is eligible.

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50 YEAR AWARDS

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

Armstrong, John	Taranaki
Brenstrum, Michael	Northland
Godfrey, Ian	Northland
Godfrey, Keven	Northland
Godfrey, Errol	Northland
Jupp, George Alfred	Taranaki
Muter, John	Taranaki
Tressler, Raymond	Gore



HELP US KEEP THE RECORD STRAIGHT

Please advise National Office of any changes of address or sales/purchases of vehicles.
Email admin@vcc.org.nz or post details to VCCNZ, PO Box 2546, Christchurch 8140

IS YOUR VIC UP TO DATE?

VIC Cards are compulsory for all VCCNZ National Calendar Events

Captain's Log

It was very satisfying that the final count of entrants for the North Island Easter Rally reached 67 after a bit of a slow start. The feedback I received from members who attended from the 12 different branches was indeed most encouraging.

Not only did we have proud trophy winners departing after the long weekend but they were armed with prizes I don't think there were too many other entrants who went home without a packet or two of hot cross buns tucked under their arm. Congratulations Waikato Branch.

Events such as these contribute to historic motoring being a whole lot of fun. It is the opinion of many that it is essential we should encourage our younger people to learn and appreciate what our historic vehicles are all about. Currently we have the support of the public as we motor about New Zealand. If we lose this support it will be at our peril, so offering our cars to the likes of schools and fundraising ventures should be at the forefront of future events. We need to grab any and every opportunity we can to display our cars where the public will be in attendance.

I did assure members several months ago that Jim and I would be visiting all branches in the North Island. A brief update; we are making our way around the country with visits, so if we haven't already seen you by now, we are still coming.

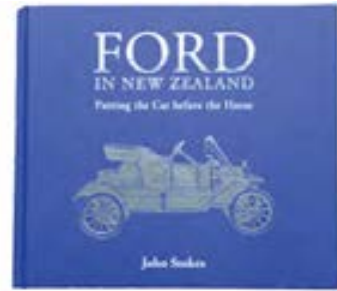
I am looking forward to attending Irishman Rally, and a planned visit to the Auckland Branch in July. Attending the Manawatu Branch and Central Hawke's Bay Branch Annual combined meetings are pencilled in for September.

At present I am working with the Taupo, Rotorua and Bay of Plenty branches to organise an interbranch event to be held later this year. I am very eager to get together and discuss with other branches the viability of doing the same thing with them. Club Captains please do get in contact with me if you are a starter.

Happy Motoring



Kaaren Smylie
North Island Club Captain



Book Review

FORD in New Zealand
John Stokes
Hard Cover, 225 pages, \$49.99
Published by New Holland Publishers

In giving us a history of Ford in New Zealand the author has of necessity given us some very good information about Ford in USA, Canada and even a little about Ford in England and Australia. This story gives us a reminder of how things were back in the turn of the 20th century. The author takes us from the very beginning of the motor car up to the introduction of the Ford V8 motor in the early '30s.

The book is liberally sprinkled with photographs, most of which were taken in New Zealand, and there are many examples of early advertising, sales aids and pricing charts. I particularly enjoyed the photograph on page four which shows the South Canterbury town of Geraldine in 1925. The text says that "of 14 identifiable vehicles, seven are Fords. A lone horse, confined to his yard, forlornly peers into the street that it is no longer part of."

The book's seven chapters follow a logical progression which make it easy to read and follow. Far from being a history lesson the author has produced a very well written and interesting book which any car buff would find well worth while reading (or owning) even if they were not Ford enthusiasts. I like the by-line for the book "Putting the car before the horse". It may not mean much to younger folk but to my generation it is an amusing play on words. The author is well versed in "Fordology" and his research has been extensive. The result is a very worthwhile book. Highly recommended.



Kevin Clarkson
Beaded Wheels Editorial Committee Chairman



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Horizontal ¼ Page	\$270	\$216

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1908 DE DION CATALOGUE of all models with body styles, chassis details and competition successes. 39 pages \$35 including postage. Available Southland Branch from R Mclvor Email russdiane@xtra.co.nz

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MEM

COACHWORK For all your coachwork, woodwork

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1924 MAXWELL TOURER RESTORATION PROJECT. 95% complete. Good metal panels - needs wood done. Many spare parts. \$3,500 ono. Ph 027 280 4856

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AUTOMOBILE YEARBOOK from 1955 (No. 3 to No. 35) Number 24 is missing. 1955/56 to 1987/88 From my father's vintage and veteran book collection. The sale is for the full set only. There are no pages missing as far as I am aware, but the older dust covers show use. Numbers 3 - 10 are rarer as fewer copies were originally printed. \$1800 ono Collection Tauranga or Auckland. Ph 0275 490 404

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@actrix.co.nz.

DODGE BROS TOURER 1924 project. Car is disassembled but mostly complete. Reg has lapsed. \$2,000. Car in Hamilton. Phone 07 843 6277 evenings.

MEM WAIKATO

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

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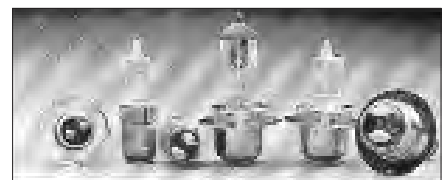
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VINTAGE & CLASSIC QUARTZ halogen bulbs. Replace your existing bulbs without rewiring the headlamp assemblies. Up to 100% brighter than your existing Tungsten bulbs. Will fit most reflectors fitted to Pre & Post war cars and motorbikes. Also available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



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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**



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MEM MANAWATU



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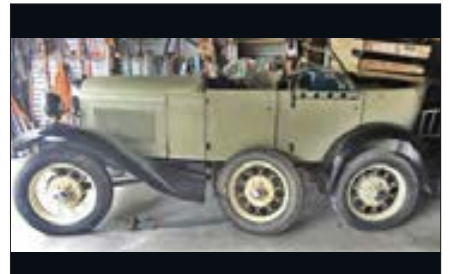


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Classified advertising in Beaded Wheels magazine is free ***for all current financial members of the Vintage Car Club of New Zealand Inc** buying or selling club eligible vehicles or parts. Our standard advertising charges apply for all non-members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

Email your advertisement to beadedwheels@vcc.org.nz 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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- 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.

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1906 REO RUNABOUT Single cylinder 8hp. Two forward and reverse. Good reliable Veteran. Present owner 41 years. POA. Phone Bob Taylor 07 552 6592. **MEM BAY OF PLENTY**



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MEM HOROWHENUA

MK1 MORRIS MINI HORN PUSH WANTED, with/without steering wheel. Horn push is red and has the letter M. Ph Peter 0211 930 948, email pandjlovatt@gmail.com.
MEM NORTHLAND

MORRIS 8 SERIES 1 hand brake cable, also 500/525x16 wofable tyres. blunden@slingshot.co.nz or 03 439 5207 Oamaru.
MEM NORTH OTAGO

NORTH EAST MAGNETO to suit 1920s 4 cylinder Dodge motor. Any condition. Phone or text Peter 021 059 0800.
MEM WANGANUI

ROVER SD1 VITESSE LATTICE TYPE ALLOY WHEELS, any condition considered. reindoodle@gmail.com or phone/txt Reinhardt 027 217 9907.
MEM MANAWATU

VALIANT FULL GLASS FRONT DOOR required for VJ VK CM CL sedan. I am wanting to delete the quarter windows on my VH sedan so am looking for the door internals to achieve this. Ph Howard Tiddy 027 236 8386
MEM WAIKATO

WANTED ONE USED TYRE AND TUBE if possible 650 or 700 x 17 inch suitable for spare on small truck. Phone Graham 027 443 9121
MEM ROTORUA

WANTED TO BUY DOOR HINGES for 1929 Buick tourer. Either tourer or roadster hinges will do. Anything considered. Phone Neil 06 273 4366 carter.435@hotmail.com
MEM TARANAKI

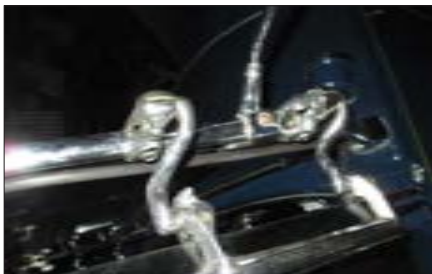
1924 BUICK 4 CYL HEADLIGHTS OR PARTS. Has Osgood lenses, twist on rims. Also need distributor. Phone Russ 021 024 57984.
MEM BAY OF PLENTY



1933/34 VAUXHALL LAMPS or pieces of as pictured, rusty or anything for use as a pattern would be helpful and appreciated. kimhunter22@nowmail.co.nz or 027 446 1986



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MEM NORTH



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MEM AUCKLAND



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The grille was used on the GeeCeeEss in 1951 and was unfortunately lost about twenty years ago. A comprehensive refurbishment of the car is about to commence and any information that could assist in recovery of the grille would be greatly appreciated.

It would help in enabling this great car to be returned to an original format.

Any photos of the GeeCeeEss cockpit, dashboard and engine would be of great assistance and I would also like to acquire a NZMRDA badge (as shown in the photos).

CONTACT ROGER HERRICK
 herrick@rherrick.nz

Telephone 021 670690 or 09 418 0182

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Newsletter No.2 has been published with many event details for the Rally Weekend and the pre & post rally Tours. If you haven't received one Please email: jimnkyra@xtra.co.nz

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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
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Auckland: Colin and Pam Bell's 1939 Chev coupe.



▲ Ashburton: Vehicles lined up at Millstream Rest Home ready to take residents for a ride.

▼ Auckland: Martin Seay's 1927 Indian Chief.



IDLE TORQUE

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

ASHBURTON OWEN WILSON

We welcome new members Peter and Judith McMullan, 1974 Holden HQ and Mark and Nicky Robinson, 1930 Model A Ford.

On 18 March our run to Diamond Harbour left Ashburton Hotel at 9am for Leeston and morning tea before heading to Springston, Tai Tapu, Gebbies Pass and on to John, Clare and Megan Stewart's Diamond Harbour holiday home which has a great view of Lyttelton Harbour and its activities

On 8 April a group of us went to Radius Millstream Rest Home to give the residents a ride. On arrival we were presented with morning tea, then we took them out through Tinwald to the domain and to the Plains Railway before returning the passengers home.

Our swap meet is on Saturday 5 May and the bookings for sites are good if not better than last year. The whole branch is gearing up to give a hand.

Four Ashburton members attended the Southland Branch's South Island

Easter Rally in Invercargill and thoroughly enjoyed the well organised run and weekend.

The reason I mention this is that next Easter, 2019, Ashburton Branch is holding the Easter Rally. It is 50 years since we formed our own branch, although we were going before this but under the umbrella of Canterbury Branch

So please mark this on your calendar. Book accommodation. Come join the party. Ashburton would love to have you come and help celebrate our birthday.

AUCKLAND JOHN STOKES

Motorcycles: Martin Seay displayed his 1927 Indian Chief restoration at our March section meeting. A re-joining motorcycle member is Brenton Lee with a 1926 AJS, 1925 BSA, and 1971 Norton. He has an Austin Healey 100/6 as well. At least 15 motorcycle members displayed their bikes at the Brit/Euro car show in Pakuranga. About 17 members went to the Mooloo Meander and several won prizes

Veteran: At the March section meeting the location of the Auckland Veteran Run was discussed, a majority favouring a South Auckland/Franklin start and finish. We welcomed Tony Barnes, the owner of the late Bill Shear's 1917 Moon. Phil Henley took his 1906 Cadillac to the Art Deco event. Terry Jenkins scored some Dodge 4 headlight lenses at the Wellsford Swap Meet and your reporter obtained a 1914 Model 79 Overland chassis plate at Pukekohe Swap Meet. Terry Jenkins and George Urquhart both did the HCCNZ's

Brass Era Tour and covered significant mileage. Denis Lowe's Curved Dash Oldsmobile and the Renault charabanc will be seen in a Whittakers chocolate commercial.

PV: Colin and Pam Bell, '39 Chev Coupe, were overall winners at the North Island Easter Rally. They were also part of the Auckland team that won the Maxwell Trophy. George Urquhart has sold his 1933 Rolls Royce 20/25.

Classic: We welcome new members; William Tweed, 1949 Buick Roadmaster, 1948 Chrysler New Yorker, 1956 DeSoto Diplomat and 1960 Matchless. Andy McLarin, 1983 Ford Cortina. Colin Bell, 1956 Vauxhall Cresta.

Commercial: We welcome new member Desmond Longville, 1947 International KB1.

Library: Bruce McDonald donated several copies of the English *Autocar* and *Motor* magazines dating from 1910 to 1933. We also have a large number of *Autocar* road tests from 1933 to 1940.

General: We had a health and safety presentation for our March club night. March Midweek Tourers went to visit Brian and Sandra Strickland's vehicle collection at Wainui. Twenty five vehicles turned up for the March club run to the Bruce McLaren Heritage Centre at Hampton Downs. Leslie Dewhurst won the event in a 1962 Mk II Jaguar.

BAY OF PLENTY DONN WHITE

Mid March saw a wide range of vehicles congregate at Greerton in Tauranga

for the running of the second Greerton Village Vintage and Retro Fayre. A barn find, a 1960 Austin Mini 850, which once belonged to Denny Hulme, was on display at the event and this generated a great deal of interest. Custodian of the Mini these days, Denny's sister Anita Hulme, explained that her brother, the 1967 World Formula One Champion, did not race this Mini but it served the useful purpose of being his daily driver while he was making an impact on the world stage of motor racing.

Full marks to Alan Pram for all the hard work that went into the End of the Summer Wine run which took in some interesting back roads from Tauranga to Whanganui. Sixteen crews were quickly booked in for this event which over-nighted at The Chateau and then at The Grande in Whanganui. So popular are weekend runs such as these that Alan found that he had a substantial list of reserve entries. One of the highlights of this year's trip was travelling on the remote roads on the western side of the Whanganui River taking in the likes of settlements such as Jerusalem and Pipiriki. The visit to Ed Boyd's Auto Barn Museum also proved popular.

On 18 April we put on a New Members evening which was well attended at the club rooms. Chris Cole delivered an informative presentation about club activities and what newly joined up members can expect to experience on a local and national scale.

CANTERBURY TONY BECKER

Twelve Canterbury Branch couples trundled off to Southland in support of the 2018 National South Island Easter Rally and came home jubilant having won the big prize. The Penzoil Trophy had eluded Canterbury for at least 10 years. Eight certificates were presented for successes in Field and Time Trials. The Penzoil Trophy win covered four VCC categories; Vintage, Post Vintage, Postwar and Post 1960. The winners were the Yeatmans (V), Miles (PV), Coomers (PW) and Meikles (P60). Congratulations to all.

The Branch Annual Rally, Back Country Run, Rear Wheel Brake and P Group rallies, together with monthly subsection activity, successfully rounded off our long summer program. Motorcycles, mopeds, scooters, clip-ons and commercials also enjoyed one of Canterbury's fairest summers ever recorded. Fun of a different kind sent the branch fire engine crew scrambling when their Dennis engine-bay burst into flame

while homeward bound from the Annual Commercial Rally. Although damaged, the Dennis was able to be returned home to Cutler Park. Another serious classic car fire occurred a day before our 9-90s group visit to Daniel Smith's Rangiora collection in March. Total loss of two Chevrolet Corvettes plus other damage was caused by an electrical fault in the building. Daniel is soon to build a significant classics museum complex and is seeking hundreds more rare vehicles for display. Preferred years are the '50s on. The well supported Annual Rally on a pleasant day at relaxed venues made this another very social VCC event, as was the Rear Wheel Brake Rally.

CENTRAL HAWKE'S BAY JOHN FOOT

Thirty-two members and 16 cars took part in the February event which took us to Dave's Den, a large model collection, in Dannevirke for a visit. Our next visit was to a large collection of motorcycles near Woodville, followed by some refreshments and a chat in Dannevirke on the way home. A small number of members met up with the Model T Great Divide Rally from Waikato and had dinner with them. The following day several of us met with the group that were doing the Ford Model T World tour. We had a barbeque dinner with these folk and they gave a very informative talk on their tour to date. The March club run attracted 19 cars and 40 people. We gathered at Limerock Winery where we were given a very informative talk about the vineyard and the grapes. From here we visited a lady sculptor who works with Oamaru stone, and also the home that was built by her great grandfather in 1892. Following this visit we travelled to the Tukituki River to take a look at the new swing bridge that has been built across the river to link up the cycle trail. Three cars and six members took part in the Easter Rally. Two cars and three members went to Heritage Day 2018 at Todd Park. Two members took their car to the Studebaker Nationals at Rotorua.

EBOP PETER DONOVAN

On 18 March eight cars lined up at McDonald's Road for the Minginui Run. The first stop was Lake Aniwhenua for a regroup then to Te Whaiti, another village that progress has left diminished. Mangamate Falls for lunch, a great spot for a picnic with the river winding past, the sound of the falls and a dozen or so horses wandering about. Here we had a quiz with

lots of banter and a little cheating. On to Minginui Village where we have the hope that the proposed development of the native tree nursery comes to fruition. On to Murupara, over the Matahina Dam and home.

On 7 April a few of our members responded to the car display request at Whakatane's Have a Heart Expo and Family Festival. A lovely day with hangi, sausages and music.

On Sunday 15 April 14 cars left Edgecumbe on a tour designed to highlight some of the local countryside, ending up in a long driveway to suddenly arrive at an imposing log mansion. Steve and Lesley McCann had moved this house, log by log, from a site on flat land to place it looking down on their hilly farmland, dotted with native trees and partial native bush. The house is energy self-contained with Steve's unique hydro generation unit. An AGA ensures constant warmth inside the home. In keeping with the log house theme there are a number of fine pelts on display while a couple of Lesley's framed prints of traditional Red Indian portraits feature on a main wall. After afternoon tea and farewells we wound our way down the twisting driveway while reflecting on a remarkable visit and experience.

FAR NORTH DAVE DUIRS

In February 30 vehicles took part in our annual Three Rivers Rally. This year we travelled to Tiniroto via Doneraille Park and Ruakaka Road, returning via the Parikanapa Road.

February also saw our Canadian friends Chris Bamford and Michelle Belanger join us for a few days, during which time Mark and Sue Dunn in a 1915 Ford T tourer and the writer in a 1927 Chevrolet Capitol roadster took them on a three-day jaunt around the East Coast, overnighing at Te Puia and Te Kaha. Our club run later in the month found us at the Rere Rockslide where Chris had his first taste of guiding a body board down the slide with Mark and Sue.

March saw the world-touring Model T Ford overnight in town before also touring the East Coast on their way to Auckland where they shipped the car to Brisbane to commence a four-month tour of Australia. Our end-of-month run saw 10 vehicles travel out through Patutahi to Te Karaka and return, stopping at a layby for afternoon tea.

Our April run was the Neil Peterson Trophy Run which this year commenced



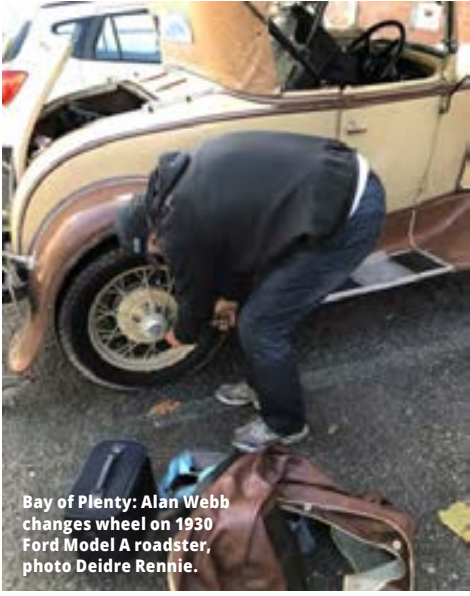
Central Hawke's Bay: Branch members at North Island Easter Rally



Canterbury: Canterbury Branch Annual Rally March 2018.



- ▲ Bay of Plenty: Tony Fraser dressed for the conditions in the 1934 Railton owned by Alistair and Gwen Jones, photo Deidre Rennie
- ▶ Far North: First time paint effort!
- ◀ Auckland: Overland chassis plate.



Bay of Plenty: Alan Webb changes wheel on 1930 Ford Model A roadster, photo Deidre Rennie.



Bay of Plenty: 1960 Austin Mini once owned by Denny Hulme, photo Donn White.



Horowhenua: Classic kiwi motoring, nearing Apari



▲ Nelson: Nicky and Nathan winners of the Ladies Rally.



▲ Hawke's Bay: March Club Run. Lunch stop at Dolce Vista Winery. Out of the drizzly weather.



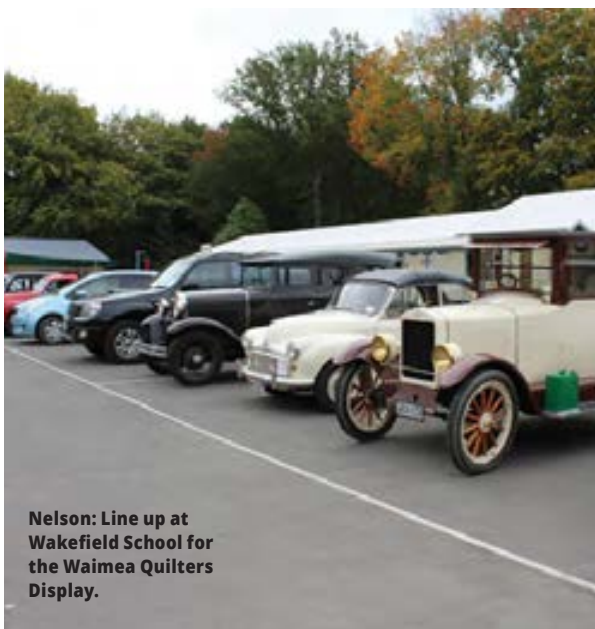
▲ Hawke's Bay: 50 year recipients, Wayne Evans, Jim Sawers, Doug Bixley, Colin Campbell.



▲ Marlborough: Boat trip - arriving at Te Puru.

▼ Ivan Benge - 60 year badge coming up.

▼ Marlborough: Recent 50 year recipient, Don Register.



Nelson: Line up at Wakefield School for the Waimea Quilters Display.



at Morere and travelled via Mahanga to Mahia where we visited a property sited not too far from the rocket launch site at the end of Mahia Peninsula. We then visited our host's home at Mahia Beach. This was formerly the lighthouse keeper's house on Portland Island and was moved to the mainland several years ago.

HAWKE'S BAY ESTHER SMITH

We recently had our 50 year awards lunch for Wayne Evans, Doug Bixley, Jim Sawers and Colin Campbell. The awards were presented by National President Diane Quarrie.

At our March club run we had an 8 o'clock start for a catered breakfast on the Napier foreshore. After a visit to the Farmers Market for lunch goodies there was a final stop at a small boutique winery, Dolce Vista, specialising in Italian grape varieties.

We have been revamping our Club nights into a more casual format with great results. Last month we had a 1926 Chrysler belonging to one of our newer members, Richard Matthews, in the clubrooms. Richard told us about Grandpa's car and how the grandchildren had fond memories of visiting their grandparents' farm at Cust in North Canterbury. Richard and family recently bought the car back and the intention is to tidy it up rather than restore it.

HOROWHENUA PETER NIGHTINGALE

The weather was with us on swap meet day with the gates already busy at 7am. The three acre paddock next to the clubrooms was filled up by 9am with buyers and sellers doing deals. It was interesting asking "what are you looking for?" only to get a reply "oh I only came to catch up with everyone." However a great many deals were made, the day was very successful and we were well rewarded for the all the hard work put in by organisers Pete Collins and Rex Williams. The catering team also did an outstanding job feeding the multitudes.

Don McLaren and I went on the Model T run held in the Manawatu this year. Two other Branch members also attended; Andrew Heffey and Dave Collins. Dave in his 1914 brass T and Andrew in his 1915 T tourer. I tagged along in Matilda, a 1930 A. I was a bit upset that on some of the hills Andrew with his Ruckstell diff slowly pulled away from me. The run of 130 miles left Palmerston North club rooms and zig

zagged its way to Apiti for a pub lunch then across and down the Pohangana valley road back to Palmerston North. A great run, very scenic, some metal and a few hills.

Fifty year badges for three members will be presented at the mid-winter dinner and I understand one 60 year certificate.

MARLBOROUGH CARROLL WIBLIN

We welcome new members Gerry and Jeannine Roodakker - 1962 Rover 80 sedan, Alan and Margaret McGreevy - 1959 Morris Minor sedan, Nigel and Lisa Washer - 1929 Model A Ford roadster, Martin and Gail Goyne - 1934 Austin 10/4, 1934 Austin Ruby, 1962 Jaguar 3.8 and a 1994 Rolls-Royce Silver Spirit, Martin and Trish Day - 1974 Rover, Peter Simmons and Alan Brace.

We have been providing cars for a display when the cruise ships come in and the Marlborough Flyer is running. It has been a great way to showcase our cars and let people know what we are all about. We get to meet some very interesting people and photos of the cars go all around the world.

There was a trip to Te Puru Bay in the outer sounds where Don Register was presented with his 50 year badge. This trip was so popular that it was repeated in April.

The South Pacific Packard Club of NZ paid a visit to Brayshaw Park while in town in March. I think they were suitably impressed with our facilities within the park. It is always a pleasure to welcome other groups.

The motorcycle section continue to have good turnouts for their runs. Some of them have been away to various rallies and it is good to see them getting out and about. They are also in the planning stages for the National Motorcycle Rally next year and are making good progress with the rally routes, entry forms and other requirements. I know it will be a great success.

NELSON RAY ROBERTSON

Nelson members who attended the West Coast Scenicland Coal Trail Rally felt that this was one of the best they have experienced.

Branch Secretary Mike Bryan saw the opportunity to wave our flag at a recent Tasman District Council Positive Ageing Expo with seven of our members displaying their cars and chatting to retirees about the benefits of the club. Well worthwhile

as we may have enticed the owners of a '39 Dodge, A30 and Morris Minors to rekindle their interest by joining the branch. Chairman Jim Wareing also picked up a few leads on veterans which may turn into entries for the National Veteran Rally in November.

Club night saw Roy West present a very witty and enlightening talk and slide show on his recent month long trip to the Antarctica on a Russian research ship. Roy considers one of the highlights to be standing in the middle of Captain Robert Scott's hut and taking in everything just as it was 106 years ago, complete with the still frozen seal meat in the pantry.

Many thanks to last year's winner Merilyn and Max Clarke for their organisation of this year's Ladies Rally. Start time was 1pm at the club rooms. Entrants arrived and, after a little chit chat, the instructions were given and we sent the cars off. We met up at the Waimea Quilt Show and then headed back to the clubrooms for the prize giving. This year's winners were Nicky and Nathan Clarke.

NORTHLAND BRUCE COSSON

The Northland Branch has been scorching along in Autumn Overdrive. The combined Swap Meet at Heritage Park was in full swing at the crack of dawn as usual. I have no idea why these torch-wielding early-birders start the meet in dairy farmers hours. But they do it without me. Good swaps and sales, excellent tucker, and crowds of happy car buffs ensured the day would be a total success.

A Sunday at the end of April had been set aside for a special branch ceremony. The occasion was to applaud and give recognition to our 25 and 50 years continuous membership people. National President, Dianne Quarrie swooped in to the airport to ride the chauffeur-driven Ron Anderson Nash to the event centre which was packed out and looking splendid. Dianne moved through the formalities with absolute style and ease. Thanks Dianne.

NORTH OTAGO KATHLEEN PERRY

Mid-Month Runs have become popular and many interesting venues have been used for a visit. In March and April participants visited a newly opened Kurow café and a Waimate winery and café.

On a warm Anzac Day afternoon our annual Regularity Trials were held on the streets of Weston. The second run was driven in reverse order of the first



▲ Northland: National President, Dianne Quarrie leads the cake cutting ceremony with 50 year award-winning recipients.

◀ Northland: This beautifully restored 1954 Citroen Light 15 was seen here at the Dargaville airfield on a recent rally. This lovely car is proudly owned by Michael and Janice Benstrum.

instructions and participants had to work out the reverse order as they drove. This, coupled with vehicles meeting each other going in different directions, created some hilarity. Vehicles were then driven to Gemmells Crossing for Field Tests.

“Taking a Carburettor to India” was the title of the talk given by David A. Wilson at our May club night and it was a 1936 Austin carburettor that he took. David, who is well known for his life and work here in Oamaru and also as a penny farthing cyclist, gave a presentation about his heritage and community work in India.

Our very successful Homestead Run had an ‘Early Mothers’ Day Twist’. Questions were asked and sweets were given out at checkpoints. There was a competition for entrants’ prettiest fine china cup and saucer or favourite mug and for a china teapot. We visited Tokarahi Homestead which is now in private ownership.

NORTH SHORE RICHARD BAMPTON

The March Posh Picnic took members via a circuitous route to Silverdale Pioneer Village where new members Jim and Barbara Masson were declared the winners. It was believed that their pie contributed to the result, but maybe it was the Fiat.

Our April calendar event, the Northern Raid, was supported by our friends from Auckland and Wellsford/Warkworth Branches who enjoyed the competitive morning session, well plotted by Kevin Lord. The 67 attendees then enjoyed a lunch at the clubrooms before the two afternoon visits to an Alfa-Romeo replica

builder and an interesting vintage radio collection. After the evening dinner Arnold and Marika Van Zon were presented with the winner’s trophy – the first time North Shore have won their own rally for some years.

The committee are seeking quotations for a new five-bay shed to house club vehicles and extend the restoration facilities, and a 20ft container has been donated which will allow the spares department more space.

OTAGO GRAEME DUTHIE

We welcome new members Matthew McLeary and Laura Arras with their 1976 Triumph and 1954 Austin, also Gary and Sara Winter with their collection of motorcycles and 1938 Morris 8. Gary is a third generation member.

The Vintage Venture was run in conjunction with the Otago Classic Motoring Club and the Rootes Group Club. We toured the city and suburbs covering Corstorphine and the Kaikorai Valley to North Dunedin, travelling up Leith Valley through the native bush toward Waitati. At the bottom of the hill we arrived at a yard hidden away in the bush. The collection was huge and ranged from dilapidated machinery to a great collection of Bedford trucks that have been restored and some still awaiting attention.

Sparkoholics. As our organiser has passed away and the push is on to keep it going, a meeting was organised with quite a number of members arriving along with Barry’s wife and we have managed to fill the next two months.

The monthly afternoon runs are still on, so join the crowd on the last Thursday of the month at 1pm with your afternoon tea.

A number of members helped with manning check points at both the recent Best of British Rally and the Otago Rally.

ROTORUA RONALD MAYES

We have recently welcomed several new members with a variety of cars, ranging from a 1936 Ford V8 to a 1957 Vauxhall Velox, 1963 Jaguar Mk II 3.8 and 1967 Jaguar E-Type 2+2. One long-time member, and dedicated American Ford enthusiast, has lashed out on an English Ford, an ohv 1961 Prefect. Another has bought a 1965 Ford Mustang, and our chairman has just come home with another Rolls-Royce, a 1933 20/25.

Long-time member Peter Stanaway joined the Auckland branch in 1965 and as his work took him about, the Waikato branch, Auckland again and finally, Rotorua. He has held committee positions in all three branches. Over the years a large number of mostly American cars have attracted his attention, but more recently he rescued an Austin Maxi from a wrecker’s yard and proceeded to get it roadworthy. It has now been sold and he says that his next car will definitely be an American one. North Island Club Captain Kaaren Smylie presented him with his 50 year membership badge at the March meeting to much acclaim.

The Studebaker club’s national gathering was held in Rotorua in early April, with events organised by our member Neville Harper. The cars and commercials were displayed on the



▲ North Shore: Jim and Barbara Masson, Posh Picnic winners with their Fiat.



▲ Rotorua: Studebaker Nationals judging Kevin Scott.

▼ Rotorua: Peter Stanaway being applauded after receiving his 50 year badge from Kaeren Smylie.

▼ Rotorua: Studebaker Nationals judging -Jim Maud.



▲ North Shore: Arnold and Marika's Northern Raid winning 1929 Packard 640 Victoria.

▼ South Canterbury: Free vintage car rides proved a popular choice for many attendees of 'Anzac in Action', held at Rangitata Island Aerodrome.



▼ Rotorua: Studebaker Nationals judging - Roger Nelson



▼ South Canterbury: Cars crossing the Pareora River Ford on the South Canterbury Branch Mid Island Rally - Bill and Shona Weir's 1959 Chevrolet Impala in foreground.



▼ South Canterbury: Robert Bray's 1952 Packard 200 on display at 'Anzac in Action', Rangitata Island Aerodrome.



South Canterbury: Grant Mehrtens 1959 Ford Skyliner shows its 'party trick', on display at the annual Caroline Bay 'Rock and Hop'.

lakefront Village Green and club members Jim Maud, Roger Nelson and Kevin Scott were conscripted to undertake the demanding task of judging the vehicles. I understand that they vanished from the scene before the results were announced!

Coming up will be the annual swapmeet in July, vital to provide the funds to run the branch, and the Sulphur City Rally in August.

SOUTHLAND RUSSELL MCIVOR

We welcome new members: Isabel Tait, Anna-Lee Fitzgerald, Louise Clearwater, Thomas Jenkins, Mark Thomson and Matthew Jenkins.

Our branch's 1906 Darracq Service Car performed well in the South Island Easter Rally. To make it more user friendly, the cooling and oiling has been improved, with an electric starter fitted. This is a comfortable vehicle to travel in with adequate seating.

Tony Warren is making good progress on his 1912 Vulcan, with his father Arthur building the body in Southland Beech.

Club members at Transport World have been motoring the ex-Australian Chrysler Airflow.

Our monthly Wednesday runs are popular with members. Generally about 25 members travel to places of interest in Southland. Our motorcycle on show last meeting night was Ray McCulloch's Triumph Speed Twin.

There are many collections of motorcycles around Southland privately and in museums. We are still finding them and restoring. Except for electrics a quality job on bikes can be done locally.

The Targa event organised by the Vintage Car Club leaves from Invercargill in October with local support from our branch, Invercargill Licensing Trust and City Council. Our clubrooms are open on Saturday with the opportunity to look through the parts shed, library and partake in the social side. A Regularity Trial is coming up at Teretonga Park for competition drivers, date to be announced.

SOUTH CANTERBURY

SHANNON STEVENSON

The 50th Mystery Ramble, organized by Joan Paul, took place on 4 March. Participants were taken behind the scenes of the Timaru Theatre Royal and the former Majestic picture theatre. Further visits were made to Pleasant Point Museum and Railway, and Strathearn Farm near

Temuka. Joan Paul was presented with a print of her and late husband Russell's vintage vehicles as recognition of their efforts organizing the Mystery Rambles over the last 50 years.

The Mid-island Rally was held on 11 March. Attracting 59 entries this rally took participants south west of Timaru over several routes, one involving gravel sections and river fords. The lunchstop was at the former Lyalldale School (closed 1929), while presentations took place at Makikihi Hotel.

A number of our members supported the annual Caroline Bay Rock and Hop over the weekend of 17 and 18 March, an event organized by Hospice South Canterbury that attracted over 900 vehicles to Timaru.

The Annual Swapmeet at Winchester took place on 24 March 24, attracting several thousand people over the day, a fair few eagerly hunting hard to find parts.

At our April Noggin and Natter Grant Mitchell gave an enlightening talk and video presentation of early Timaru and its port – the films were discovered in a deceased estate and have not been shown in public before.

The Mid Week runs have re-commenced for 2018, with the first of these taking place on 12 April.

SOUTH OTAGO JOHN COOK

Back in January Wayne and Jan Batts' picnic run to Wyndham via Venlaw, the area where Wayne grew up, was a good drive, finishing with lunch at the Wyndham race course. Wayne and Jan have recently purchased a very tidy 1967 Singer Vogue.

In March John and Jan Cook attended West Coast Branch's Scenicland Coal Trail Rally in their 1963 Vanguard Six. What an excellent rally this was. It was our third visit to Greymouth attending their rallies and they never disappoint.

A fortnight later Robin and Margaret McCall, 1938 Plymouth, Devon and Jeanette Baird, 1929 Model A and John and Jan Cook, 1963 Vanguard Six, attended the South Island Easter Rally hosted by the Southland Branch and had a very enjoyable weekend.

The Wednesday Rambles are getting out and about with a couple of visits to the Gore area recently to look at various car collections and Jaguar D Type replica being built.

The Branch's Weekender, held in April, was based in Dunedin and had a small number attend. Over the weekend they

visited the Early Settlers Museum and Orokonui Wildlife Sanctuary.

Three South Otago Branch members and their partners attended the South Island Club Captain's Tour, joining in at Balclutha and finishing at Ashburton. They thoroughly enjoyed it and are looking forward to next year's one.

The Blue Smoke and Pedals recently attended a Moped and Scooter Rally at Roxburgh held by the Central Otago Branch. They had an interesting day touring around the Teviot Valley.

TARANAKI COLIN JOHNSTON

We welcome new member William Goble of New Plymouth. Bill Durling has purchased a 1951 Sunbeam Talbot from the Palmerston North area. The car had been in storage for about ten years and it still had the original paint work. The registration was on hold. A small amount of work was needed to have it back on the road quickly and he was able to enter our Maunga Moana Rally. Geoff and Marlane Blackburn have purchased a 1939 Plymouth sedan.

Our 53rd annual Maunga Moana Rally held on 21 April attracted 66 entries. See write up in Rally Snippets. At the rally presentation dinner three members were presented with their 50 year badges and certificates by National President Diane Quarrie. They were George Jupp, John Muter and John Armstrong. Congratulations to these three members for obtaining this special recognition.

We now have a ride on mower to keep our clubrooms section mown and in a presentable order. The committee made a very wise decision to apply for a grant from our local TSB bank and was successful in obtaining funding. We also added a new petrol weed eater to the work tools and this has made it far easier to keep everything in trim by our clubroom groundsman Les Bognuda.

It is with sadness that I report the passing of branch member Rodney Oliver. We send our deepest condolences to June and all the family, most of who are members of our branch. Rodney will always be remembered for his willingness to help others and his dedication to his restoring and other jobs he undertook.

TAUPO GREG NATTRASS

March saw us running the Terrys Tyres Taupo Rally. A report on the rally was in *Beaded Wheels* no 351. Club night,



Southland: The Southland Branch 1906 Darracq Service Car performed solidly during the 2018 South Island Easter Rally



▲ North Otago: Annie Baxter & Peter Fulton-Beevers with their picnic behind Annie's 1937 Austin.



▲ Taranaki: Groundsman Iles Bognuda mowing the clubroom lawns on our new ride on mower funded by TSB Bank.



▲ Taranaki: Brian Morris's new restoration. A very rare 1931 Vauxhall VX Tourer. On its first rally in New Plymouth.



▲ Wairarapa: Francis and Gaye Pointon's Essex Coupe.

▼ Wairarapa: stylish Euro ... Tony and Myrna Lane's 1973 Mercedes-Benz.

▼ Waikato: Ladies Rally.



Wairarapa: Dapper dudes ... Alec and Simon O'Hara prepared for an outing in the Austin 7.



▲ Wairarapa: Beached ... Simon and Andrea Burn stuck in their Armstrong Siddeley during the Rex Porter Rally.



▲ Wairarapa: Classic English ... Graham and Annette Clark in their 1947 Hillman.

▼ Wanganui: Charlotte Hardy (ex chairman Peter's granddaughter)...just practising.



▼ Wellington:



a training evening was held for those who were interested in learning about straight line navigation. This was presented by members Brent Davidson and Kelvin Trim to get the members up to speed. At the end of the evening we went out on the streets to try the new skills. Later in the month we participated in another of our community events, this being a morning at the local hospice. The patients at the hospice have time with us to admire and reminisce about our cars before they have a ride if they wish.

Club night in April saw a continuation of the straight line navigation course. Another night well attended by members. Club run was an outing to the Wairakei steam field, where club captain Tony Manningtons' son Warren, who's occupation is the reservoir strategy manager for Contact energy, explained the steam field to all present. From there we headed to Totara lodge, a farm owned by members Bob and Margaret Deadman's son Stuart. The lodge is set up as a pheasant hunting retreat. A great afternoon for all who attended.

We were saddened by the loss of member Peter Ransley during April. Peter and Maureen had been members for a number of years, both current committee members and were keen supporters of our events.

WAIKATO GAYNOR TERRILL

March began with the Ladies Rally with 10 vehicles taking part. The rally started in Tirau, with lunch in Matamata and back to the clubrooms for the prize giving afternoon tea. On route the ladies visited Infused with Nature, a business that uses calendula flowers to make soaps and lotions. Jillian Hayton and Pat Holmes were declared the winners.

This event was followed by the Vintage Venture. Prior to starting, entrants enjoyed a shared lunch at the clubrooms. On route there was a refreshment stop at Matamata's Firth Tower and finally back to the clubrooms for afternoon tea and prize giving. David and Mary Thompson driving their Model A were this year's winners.

The branch hosted the Mooloo Meander motorcycle rally in early April with 65 entries. The original instigators of the event were Kelvin and Christine Davis and Janice and Les Diez. Kelvin, Christine, Janice and son Sam were guests of honour at the prize giving dinner held at the home of cycling in the Waikato, the Avanti Drome.

Later in April the Twilight Rally was held with a good turnout of vehicles starting from the clubrooms and ending at Classic Car Museum for dinner. This year's event was a Poker Run, with winners being decided on who held the best poker hand. Graham and Heather Boswell proved to be the aces in this event.

We also hosted the North Island Easter Rally, which you may read about elsewhere in this magazine.

May is looking relatively quiet with the major event being the training day before the annual Double Fifty Rally at Queen's Birthday weekend. This is being organised this year by two of our younger members, Tracey and Wayne Hayward. We look forward to seeing you there.

WAIRARAPA KEVIN BALL

An historic rally car, that rumour has it was once swapped for a cow, will be a feature at celebrations marking the 50th anniversary of the Wairarapa branch. The car, a Torana XU-1 driven by Wairarapa couple Hugh and Heather Armstrong in the 1977 Heatway Rally under the banner Spirit of Wairarapa, had been restored to factory specifications and then stored for 20 years. It was recently purchased by Auckland Bob Ballantyne, who is keen to put it on show at the public display in Masterton on October 14. Bob is unsure about the cow swap story, but notes that at one time the value of these Aussie supercars slumped, hence the low value put on his one. "Today it's probably worth 100 cows," he reckons.

The branch has had two major rallies in recent months. The Rex Porter Memorial is the highlight of the branches year. Gary Wall was first overall and first Post War, with brother Frank navigator. Barry Wells was second overall and first Post 60 motorcycle. Third were Jeff and Christine Percy in their Nash Rambler (also best GM vehicle and 2nd Post 60). The only bit of drama saw Simon and Andrea Burn stranded in a ford in their Armstrong Siddeley. Back pressure from water in the exhaust prevented it restarting until the car was hauled clear.

The Club Captain's Run saw cars sent up no-exit roads and some territory not often experienced. The run was held in fine weather, ending with a picnic lunch at Mt Holdsworth. There was a good turnout of cars.

Finally, some members made their cars available for a projected film series, which resulted in a \$500 donation to the branch

WANGANUI FAY CHAMBERLAIN

The public of Wanganui have taken old cars to heart. And coverage by the local press has made the annual vintage weekend one of the highlights of our year. The annual Burma Rally is becoming a huge part of the weekend, with all motels and accommodation fully booked.

For the second year there's been a River City Park Up held on the college grounds of the Wanganui Boys College. (Over 600 vehicles of all types, but mostly vintage of some sort. Sunday runs have been well attended, the most recent being a scatter run, very much enjoyed.

We welcome seven new members to the branch, some quite young too. Entry forms for the Annual Rally (Queens Birthday in June), are now circulating and a working bee is planned for Saturday 20 May.

Club nights are bringing along 45-50 members. The "most interesting speaker we've ever had" was a phrase used to describe the local commercial fisherman Murray Watson. He also gave a display of filleting a snapper or two.

May's club night promises to be interesting. Geoff Lawson, a local member with many and varied interests will be talking.

WELLINGTON CLAIRE BENGE

Our March Sunday Run saw seven cars attending the Mangaroa School Annual Fair to be on display. Then came the gymkhana with all the fun of zooming around a field in Stokes Valley. This is always a great fun day.

Some of the members travelled further afield to the Horewhenua run to the Mangahao Power Station, opened in 1924 and still working, before driving up into the Tararuas to see the three dams that feed it. Others greatly enjoyed the West Coast Scenicland Coal Trail Rally, the highlight being a visit to an open cast coal mine, followed by dinner at Shanty Town. The motorcycle contingent had their annual run (the Quadruple By Pass Tour) down the South Island, around the Catlins to Invercargill and Bluff then back up through various passes to home.

In April several of our members, who owned or had owned associated cars over the years, attended the Mitsubishi Todd Park Heritage Day which ended up at Southwards Museum for a tour and a public display.

The Club Night talk was a fascinating presentation by Mike Pattison who gave a revealing insight into the organisation behind the New Zealand Pavilions in the



West Coast: Ron Coleman with his 1967 MKII Jaguar S type.

▼ Wellington: Quadruple Bike Pass team at Bluff. Photo Peter Simpson



▼ Wellington: Some of Dave Patten's hubcaps.



▼ Wellington: Ashley and B31 at Crown Range lookout.



last few World Expos and feeding the crew and visitors for a couple of the America's Cup Yachting New Zealand Campaign

The Dawn Breaker run is at the end of the month and hopefully the temperature will have not dropped too much by then as the top of the Rimutuka Hill Road is not warm at dawn.

WEST COAST JUNE CAMPBELL

We welcome new members Linsey and Deborah Bennington from Greymouth with their 1973 Leyland P76. Nick Harrison has transferred from Nelson Branch to reside in Reefton, he owns a 1926 Chevrolet Superior K. We look forward to meeting up with you all on our Club events.

Sadly, Bob Baxter passed away in March after an illness and as I write we have learned of the passing of Norm Lawrence who recently transferred from Auckland Branch. Our condolences to the families of both these members.

Our Senicland Coal Trail Rally this year attracted 110 entrants from all around the country. We appreciate the interest

that this event generates and are thrilled with the feedback we have had from many people. What a wonderful selection of vehicles in the town for the weekend.

Lance Braid of Hokitika has recently purchased a 1928 Model A phaeton and Nigel and Steffan McKay of Reefton are pleased to announce the arrival of a 1929 Ford sedan. Our Chairman Allan Giles is all set for the forthcoming Sporting Trials as he now has an Austin 7. He also now has a TAKA 100cc farm bike to remind him of his youth. The Rosco trials will kick the season off on 17 June and the way the weather has changed recently, mud shouldn't be a problem for participants.

Vehicles were also on display at Shantytown's annual Heritage Day which was held in April.

PASSING LANE

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



Bray, Robert	South Canterbury
Brown, George	Southland
Baxter, Bob	West Coast
Edgar, Franz	Wellsford/Warkworth
Everett, Miles	Nelson
Fowler, Des	Canterbury
Honey, Yvonne	Gisborne
Inwood, Frank	Nelson
Irving, Les	South Canterbur
Lawrence, Norm	West Coast
McGibbon, John	Southland
Parris, Alan	Canterbury
Ransley, Peter	Taupo
Stephens, Michael (Mike)	Nelson

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

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