

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

Beaded Wheels

No. 353 August/September 2018

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



VCC ON TOUR – IRISHMAN 2018

1972 MAZDA 808 COUPÉ



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



This early image comes from a collection supplied to *Beaded Wheels* by Bevars Binnie. It is copied from one of a number of a glass plate negatives found by the late Barry Stevens in the roof space of the *Christchurch Press* building.

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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FEATURES

- 14** A Matter of Precision
- 17** Irishman 2018
- 18** Behind the Wheel of
Jonny and Jo Price's 1974 Mazda 808 coupé
- 24** Good Old Days
- 26** What We Can Learn from some Data and Numbers
- 30** Rally Snippets
 - 31 Hadstock Gymkhana - Banks Peninsula
 - 32 Autumn Run - Canterbury
 - 32 Waikato Double 50 - Waikato



14



18



47



34

COLUMNS

- | | |
|------------------------------|--|
| 4 President's Message | 34 Brass Notes |
| 4 As We See It | 36 Mutterings of a Mature
Motorcyclist |
| 5 VCC Events | 37 Marketplace |
| 6 National Office | 42 Swap Meets & Rallies |
| 7 Mailbag | 47 Idle Torque |
| 10 Timelines | 59 Passing Lane |
| 10 50 Year Awards | |
| 12 The Way We Were | |

COVER

Irishman 2018. Top of the Hakataramea Pass, brief sunlight over and into the mist and hoar frost, brave souls topless in Austin 7, photo John McDonald. See page 17.



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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.



You will all have received your voting papers for the two Notices of Motion relating to Post 1980 eligibility and I hope that you took part in the democratic process and voted. The results will be announced at the Annual General Meeting being held this year in Napier on Saturday 4 August.

David Yorke has stood down from the Management Committee leaving a vacant position. I would like to thank David for his input over the time he has been on the Committee, particularly in regard to Health and Safety and the work he has done on introducing a flat fee for new members. This is a precursor to instituting an on-line membership application form. As no-one stood for the position the Management Committee will be looking to co-opt a suitable person to fill the vacancy. With the work-load of the Committee increasing, it is vital that we find someone with the necessary skills to take on this role.

When 50 year awards were introduced, it was decided that this would be the premier award for membership and presentations with a citation would be made by the National President at a special event to honour the recipient. Probably at the time it was not even considered that we would have many members who would

receive a 60 year award, let alone a 70 year one.

Currently members who have achieved 60 years membership receive an updated 60 year certificate to replace the 50 year certificate in the frame that they already have. These recipients had already been honoured at a special event and received the premier award and badge ten years earlier. It is now becoming more common for 60 year certificates to be issued. We have had feedback from some of our 60 year awardees who feel that this achievement should be honoured with more than just a certificate. This will be discussed at the forthcoming Executive Meeting on 3 August. I have asked branches to discuss with members the various options which include keeping the status quo or presenting a 60 year badge.

Planning is well underway for this year's VCC National Day – the Daffodil Rally for Cancer. A new poster has been designed and most branches are taking part (see advertisement in this issue). Once again there is a wide variety of events on offer around the country. Following our success in raising \$40,000 last year, I am confident that this August will see us substantially increase that figure. I urge all members to support their branch and the Club on the day and I thank those

branches that are participating for their enthusiasm and contribution to this event.

Sometimes we are reminded what it means to be a member of the Vintage Car Club and recently my family experienced first-hand the willingness and helpfulness of those who go out of their way to help their fellow members.

My daughter and son-in-law have been looking for a suitable club-eligible vehicle. Recently they found one, however the only problem was that it was in Nelson and they live in Hawke's Bay. We were unable to travel down to look at the car – so what to do? I made a call to the chairman of Nelson Branch, Jim Waring. "Not a problem" Jim said. Jim and Max Clarke from the branch did a thorough check of the vehicle, took it for a drive, and provided a very detailed report. The car was duly purchased and now takes pride of place in the family's garage and the Club has two more members.

Last month Geoff and I had the opportunity to cross something off our bucket list – attending Irishman Rally. It well and truly lived up to its reputation and we had such a great time. A highlight had to be travelling through a hoar frost on the Hakataramea Pass towards Tekapo. Once again the comradeship that we experienced from fellow

members was something that we will not forget. We would particularly like to thank John and Chris Coomber who despite very trying personal circumstances, lent us their vehicle. Thanks also to Brenda, Rebecca and Ernest George and Dave Inwood who looked after us so well. Also Jim Smylie for lending us his trailer which meant he had to drive his Model A a lot further than he had initially intended. While it is not everyone's cup of tea, the number of young men and women on the rally is evidence that this kind of event appeals to them (and some of us oldies as well).

**Diane Quarrie
VCCNZ
National
President**



AS WE SEE IT

In issue 350, February/March 2018 we made changes to the look of *Beaded Wheels* and this generated some feedback. It was positive, but some have experienced difficulty reading it with the altered font and size of the text. We have made some further changes and improvements to font sizes in the last issue (352) to rectify the problem. I hope that this makes it easier for those of us who are past the first flush of youth to read. I'm sure you will let me know!

I first became aware of the Vintage Car Club in 1965 when the Haast Rally was being held. I was an 22 year old impecunious

motor mechanic in Dunedin with a 1929 Chrysler 66 saloon as my daily driver. We didn't call them daily drivers back then. Most of us only had one car, or motorbike for that matter, and that was what we used for everything. I remember the *Otago Daily Times* covering the Haast rally extensively and I think I can recall some of the vehicles coming to Dunedin for tyres and other requirements. I realised then that the VCC was a big organization although it was many years later, in the mid '70s, that I became a member. I had returned from an overseas work stint of a few years and upon my return I resurrected my 1949 Matchless 500 for occasional use.

My mates told me about the great time they were going to have on a forthcoming VCC motorcycle rally, The Dunstan Dust-up, organised by Otago Branch member Jim Tall, and convinced me to join them. I did so and subsequently joined the Otago Branch of the VCC. The Dunstan Dust-up turned out to be all I was told it would be. The recipe then seemed to be riding the bike, stopping at suitable hostelrys, enjoying suitable libations at the campsite in the evening and end up eventually falling into a sleeping bag, which may or may not have been in a tent! All returned to home base on the Sunday to rest up ready for work on Monday. Maybe not so much has changed after all!

**Kevin Clarkson
Chairman,
Beaded Wheels**



VINTAGE CAR CLUB BRANCH EVENTS



North Otago Branch All British Day 2018.

AUGUST

7	E Bay of Plenty	Nobby's Nosh
11	Waikato	Club Run
11-12	Gore	Combined Rally
12	E Bay of Plenty	25 year & 35 year Badge Presentations
12	Nelson	History Run
12	Waikato	Motorcycle Run
13	Wairarapa	Rally
15	Auckland	Mid week Tourers
15	C. Hawke's Bay	Branch Dinner
15	Waikato	Wednesday Wander
16	Ashburton	Quizco vs Sth Cant
17-18	Bay of Plenty	60th Birtswghday
17	Banks Peninsula	Mid Year Dinner
18	Canterbury	High Tea
19	Auckland	Eddie Sim Motorcycle Rally
19	Manawatu	Sunday Run
19	Marlborough	Annual Mud Plug Trial
19	Taranaki	Brick Run
19	Taupo	Chairman's Run
20	Waimate	Daffodil Day
25	Rotorua	Sulphur City Rally
26	Ashburton	Show & Shine
26	Auckland	Club Run
26	Banks Peninsula	Garage Raid
26	E Bay of Plenty	Club Run
26	National Event	National Daffodil Rally for Cancer
		visit www.vcc.org.nz for details of your local event
28	Gore	Tuesday Ramble
29	Wellington	Colonial Cup Rally
30	Ashburton	Re-tyred Toilers
30	Otago	Midweek Run

SEPTEMBER

1	Waimate	Swap Meet
2	Banks Peninsula	Brooklands Levels
2	Sth Cant	Open Run
5	Ashburton	Jims Tucker Run
8	Wellington	Twilight Run
9	Ashburton	Opening Run
9	Auckland	PV/PW/P60 Rally
9	Canterbury	Combined Under 25 Drivers Rally and Women's Drivers Rally
9	C. Hawke's Bay	Daffodil Run
9	Wairarapa	Peter Smith Memorial Rally
14-15	Taranaki	Rubber Duckie Motorcycle Rally
14-16	E Bay of Plenty	Club Run To Paeroa
15	Far North	Look-in at Kerikeri
15	Manawatu	Vintage Rally
15	Otago	GM Night Rally
16	Canterbury	Motorcycle Rough Run & VICs

16	Central Otago	Sunday Run
16	Gore	Opening Run
16	Nelson	Club Run
16	Taupo	Club Run
19	Auckland	Mid Week Tourers
19	Waikato	Wednesday Wander
22	Auckland	Motorcycle Meeting
22	Canterbury	Awards Dinner
22	Central Otago	22nd Blossom Festival Rally
22	Nelson	Annual Outing for Blind
22-23	North Shore	Spring Tour
23	Ashburton	Spring Rally
23	Banks Peninsula	Opening Run
23	Canterbury	Motorcycle Rough Run and VICs
23	Otago	PW/P60/P80 Rally
23	Waikato	PV/PW/P60 Rally
24	Marlborough	Shiny Parts Auction
29	Canterbury	Night Trial & Dinner
30	Auckland	Ladies Run
30	Waikato	Shed Raid to BOP

OCTOBER

5-7	Marlborough	Biennial Rally
6	Manawatu	Swap Meet
6-7	Otago	Dunvegan Motorcycle Rally
6	Southland	Vintage/PV Rally
12-14	Canterbury	Swap Meet
13	Far North	Working Bee
13-14	Wairarapa	50th Anniversary
14	Banks Peninsula	Peninsula Run
14	Central Otago	Sunday Run
14	Waikato	Motorcycle Country Run
14	Wairarapa	Rally
19-22	Hawke's Bay	Safari

VINTAGE CAR CLUB NATIONAL EVENTS

26 August 2018	National Daffodil Rally for Cancer
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.

National Annual General Meeting

The Club's Annual General Meeting and Executive Meeting took place in Napier on 3/4 August 2018. The Executive also met on 4/5 August. The executive is made up of one delegate from each branch plus the Management Committee. Your delegate will report on the proceedings. The minutes for the Executive Meeting are distributed to each branch secretary and all members will receive minutes of the AGM, branch office details and a calendar of events as an insert in the October/November issue of *Beaded Wheels*.

Branch Annual General Meetings

Branches around the country have held their annual general meetings and as a result there are a number of new committee members. I would like to welcome all the new committees, and thank all those who stood down for their assistance over the past years. The work that the committees put in to running the branches and assisting with the work undertaken by the National Office is greatly appreciated.

Branch Transfer

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

VCC Speed Events

It is compulsory for any member entering a VCC Speed Event

to hold a current VCC Historic Racing Licence and VCC Log Book for the vehicle they are using.

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

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

VCC ID Cards Renewals

Please note that all VCC ID Cards expire upon change of ownership, or 10 years after the issue date (whichever comes first). The VCC National Office will send a renewal advice out to owners of vehicles who have VICs due to expire.

Membership Sub Changes

Renewal invoices will be sent out to all members in September 2018 for the period 1 November 2018 to 31 October 2019.

To receive the discount of \$11.50, payment must be received by the National Office no later than 20 October 2018. If you don't receive your invoice then please let your branch secretary know before the end of September so they can advise the National Office. You don't want to miss out on the discount because the postman delayed your mail!

Members who have not paid by 1 November 2018 will show as unfinancial. One reminder

IMPORTANT NOTICE FOR 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.

notice will be forwarded and the \$11.50 will be payable. If the subscription payment is not received by the March Executive Meeting, those people will be required to re-join and lose any previous continuous service.

The option is given for payment direct into the Club's bank account. Please include your membership number as the reference for the payment. This is *extremely* important!

Membership cards will be forwarded to financial members in November.

If you wish to resign please notify the National Office by 31 October 2018.

Change of Address

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

Vehicle Identity Card (VIC) and Authenticity Statement Requirements

Applications for a Vehicle Identity Card or Authenticity Statement must be submitted to your branch. The only exception is a straight change of ownership with no alterations to a vehicle. In this case, ask your branch secretary for a VIC change of ownership form, complete this and return it to the National Office.

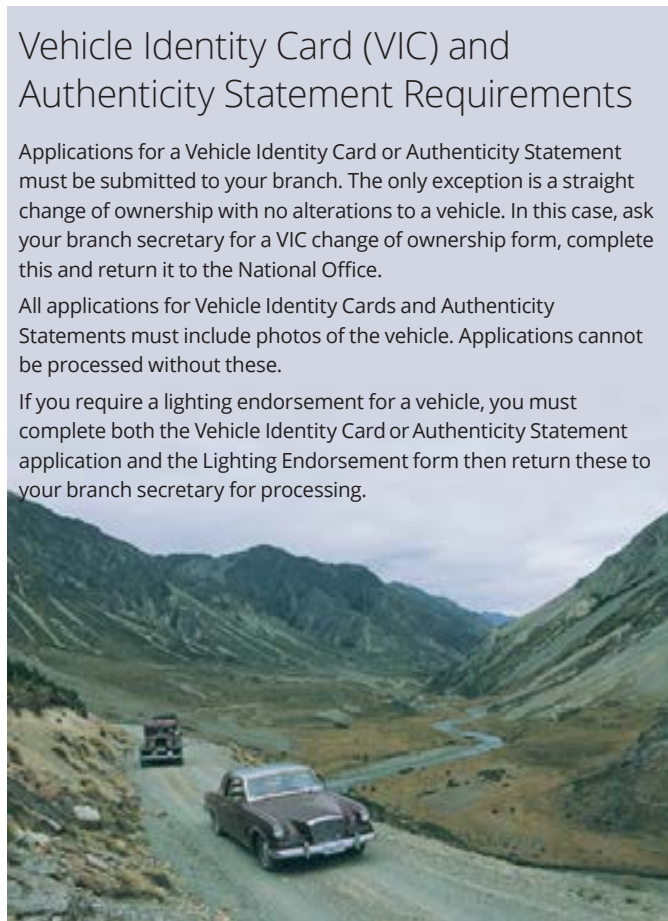
All applications for Vehicle Identity Cards and Authenticity Statements must include photos of the vehicle. Applications cannot be processed without these.

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



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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.

National Service

I hope this photo is of some interest to readers.



It is of myself, during my national service as a dispatch rider RASC in West Germany in the year 1959 riding a BSA M20 motorcycle.

JC Boyle
Dargaville

Back on the Road

In October 2011 I brought a 1923 Hupmobile 4 door tourer, it had been stored in a basement since 1963.

The car came into New Zealand in early 1924 and was sold in Christchurch by sole agents, NZ Farmers Co-op Assn of Canterbury Ltd, to Tom Hewitson in the Motueka area.

He used the car until 1941 when it was barn stored until 1953. A Mr Perry brought the car in 1953 and used it until 1963 then he drove it into his basement

where it remained until I bought the car.

Being a joiner all my life I



thought there would be a lot of woodwork to do. On getting it home and beginning disassembly I uncovered only two small pieces of rust. The only wood to replace was two straight pieces in the front seat and three in the back. Other work included a motor rebore, two ball joints on the steering and the front wheel bearings.



The gearbox and diff were good. Seats and doors were reupholstered with leather, roof and curtains in canvas. New glass, tyres, tubes and paint job to complete. Now on the road.

Grahame Ellery

Appreciation

Just a note of appreciation of your *Beaded Wheels* magazine. I am not a member but a friend/member from Kawhia gives me

a magazine to read every issue and, being a motor car nutter from early days, I really enjoy reading it.

I have had a keen interest in the motor trade since the early 1950s and own old vehicles. As a business operator, it became obvious that a tow truck was necessary so I found an ex-WWII 4wd Bedford QL in a coal mine at Ohura. I restored and modernized parts of it, fitted a conventional cab and it is still operating today. It has done just so many amazing jobs over the years. On page 9 of the April/May magazine there is a picture of a family sitting beside a 1926 Hudson Model O. My father bought one in 1939, but as a farmer, a truck was necessary so the car was converted by a Hamilton firm and blacksmith/spring maker A D Morris Ltd.

The photo here, circa 1945, is the Hudson truck at a post-church



get together at Kimohaku. I am the child on the top left. Also on page 56 Peter Woods is restoring a Marquette coupe. Dad later purchase a 1930

Marquette sedan in addition to the Hudson truck.

The second photo is the Marquette taking me to



boarding school in 1949. I also personally acquired a Marquette as an early motor apprentice in Kawhia, but it was short lived.

Jim Emmett

In Praise of Club Captains

Christine and I were looking forward to hosting Diane and Geoff Quarrie on their first trip to our Irishman Rally. After weeks of preparing the Plymouth for the trip, I was rushed to hospital the day before the trip to have my appendix out. The Quarries duly arrived and set off in the Plymouth for Oamaru without us. Diane sent me a series of photo texts over the weekend to keep us up to date with progress and it was clear that they were really enjoying the rally. All went quiet on Sunday afternoon and the next day they arrived back at our place with the Plymouth on a car trailer. The gearbox, which has served me well for nearly 50 years had fallen apart while they forded a river.

I am told that the event was a really enjoyable one with record attendance. I would like to record our gratitude to two Club Captains for the assistance they

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*.

gave to the Quarries and to us. Canterbury Branch Club Captain, Dave Inwood, was assisting in running the event, and acting as backup. He arranged to get the car back to Fairlie, and on Monday towed the car on a trailer and brought it and the Quarries back to us. North Island Club Captain Kaaren Smylie and husband Jim had trailered their Model A down to Irishman. They lent their trailer to Dave, and Jim had to drive the Model A back to Christchurch. Thanks to both of you for your support and generosity. This is not the first time one of our vehicles has let the Quarries down on a rally. Undeterred by this event, the Quarries have booked the accommodation for all of us to return for the 2019 Irishman.

John Coomber
Canterbury Branch

Asbestos

I read the June/July issue of *Beaded Wheels* and, with interest, Peter Cooper's article on vintage motoring in Victoria.

I note in the penultimate paragraph of his article that he has not included anything about the antics of the Customs Department now called the Australian Quarantine inspection Service (AQIS), and of the Australian Taxation Office (ATO). All I can say is don't try to import a vehicle into the Western Isle unless you have a certificate by an Australian certified asbestos inspector to say the vehicle is absolutely asbestos free.

AQIS regulate the importation of goods into Australia, and some pretty horrific stories are emerging about vandalism to classic vehicles that are being imported. This occurs during a hunt for asbestos in brake linings, clutch plates and head and exhaust gaskets. They even rip your sound deadening compound off the floor of the car. Of course they don't bother to repair the damage they have done so the owner is faced with a substantial repair bill and, of course, the inspection fees.

Then the ATO get in on the act. Irrespective of whether the car is

being imported permanently or just visiting for a rally, you may be hit for duties and GST.

If your car is worth over \$65,000, including the aforementioned taxes, then there is Luxury Car Tax of 33% of the value of the car including duties, taxes, freight and wharfage fees.

So if you are thinking of taking a car to Australia for a rally do your homework beforehand.

C Pike
Avid follower of Beaded Wheels

Editorial Response: Sending Vehicles To Australia To Sell or Enter Motoring Events

An Australia-wide ban on the use of all types of asbestos took effect on 31 December 2003. Work Health and Safety (WHS) and environment laws in all States and Territories prohibit the unauthorised supply, transport, use (including manufacturing), or handling of asbestos.

A zero tolerance has applied since July 2017.

To support the domestic ban:

Importing fibrous forms of asbestos or goods containing asbestos into Australia is prohibited, unless a permission or exemption has been granted or a lawful exception applies, pursuant to Regulation 4C of the Customs (Prohibited Imports) Regulations 1956.

Similarly exporting asbestos or certain goods containing asbestos from Australia is prohibited, unless a permission or exemption has been granted or a lawful exception applies, pursuant to Regulation 4 of the Customs (Prohibited Exports) Regulations 1958.

Australia is one of the few countries in the Asia/Pacific region that has a comprehensive ban on all six types of asbestos. In many countries, despite the known threat to human health, local standards allow low levels of particular types of asbestos to be used for manufacturing. Goods manufactured outside Australia might be labelled "asbestos free" and still contain low levels of asbestos. Such goods will not be permitted for import into



Vehicle ID needed

I am enquiring whether any reader is able to identify the vehicle in this old photograph. It was taken on the roadside between Auckland and Hamilton during a Sunday church trip in the 1930s.

The man in the photo is Andrew Reid, the founder of General Equipment Company in the 1950s, with his wife (Phyllis) on his right and my mother Betty Reid on his left with her friend Maisie Collins. All dressed up for church.

Denis Martin
125 Hauiti Drive, Warkworth 0910
Ph 09 4250259
denismartin@xtra.co.nz

Australia, except in very limited circumstances.

Australian border controls

The Australian Border Force (ABF) targets both imported and exported goods, considered to be at high risk of containing asbestos. A list of high risk goods is available from the Department of Immigration and Border Protection's (the Department's) website <http://www.border.gov.au/Busi/Impo/Proh/Asbestos>. Any unauthorised goods found to contain asbestos will be seized and the importer may face penalties and/or prosecution

What types of asbestos are prohibited?

The importation and exportation of fibrous forms of asbestos is prohibited. This includes the following mineral silicates:

Serpentine Group:

- chrysotile asbestos (white asbestos)

Amphibole Group:

- actinolite asbestos
- amosite asbestos (brown and grey asbestos)
- anthophyllite asbestos
- crocidolite (blue asbestos)
- tremolite asbestos

I have been preparing an MG TF 1500 for export to Australia. We have had to fit non-asbestos brake shoes, clutch plate and engine gaskets. We engaged an occupational health analyst consultant in Auckland who laboratory tested all the new components as listed above, and took samples of all the Bakelite products that are fitted to the MG.

The tests were completed to AS 4964 (2004) by Qualitative Identification of Asbestos in Bulk Samples.

Rod Brayshaw
VCCNZ Registrar

1968 Earl's Court GT6

When Richard (Dick) Izard was in England in the late '60s he had some involvement with Triumphs rally effort with the 2000 saloons. While there he purchased the Mk1 GT6 which Triumph had exhibited at the 1968 Earl's Court Motor Show. This stunning little car didn't just come off the assembly line, its presentation was immaculate in every detail. Trim and panel fit was perfection and detail under the bonnet was enhanced by non-standard chroming of

the tappet cover, air cleaner assembly and fan, even the body of the Delco tachometer drive distributor was chrome. Upon Dick's purchase of the GT6 it went to the factory's race prep workshop where the engine was blueprinted, balanced, the cylinder head received attention and a special camshaft was fitted. On completion it was shipped to Te Awamutu where Dick was co-franchise holder in the Standard Triumph agency. It had been Dick's intention to use the car in competition but his business partner, the other half of Goile & Izard, had intentions of expanding the business. This led Dick to the hard decision to sell the GT6 to help fund his part of the business plan. At the time it was necessary to have overseas funds to obtain a new car and as a new car you could not charge more than list price for it. A further requirement was you were not permitted to sell for a minimum of 12 months. This was a period in time where

bad debts or bankruptcy brought personal shame and if you didn't stand good to your word you didn't deserve to draw breath. A gentleman's agreement was binding. My father paid the list price of \$3,800 but although the car was in his possession he would not have legal ownership for 12 months. This deal would in due course benefit my father greatly as after 20 months of exuberant driving and having bought only a new set of tyres he received \$6,500 for the GT6. Testament to the demand for new or low mileage vehicles in this country at that time. Registered DF3968 I wonder if this Mk1GT6 still exists and if its current owner is aware of its history. Over the years I have driven a number of GT6s of varying years but I have encountered none that had the ability to push the speedo needle over 120mph like this example.

Don Ammon
Nelson Member



The GT6 in my father's possession at Kaiaua on a very foggy morning.

PS: Readers may find Richard Izard's background of interest.

A very successful businessman with an interest in cars and aeroplanes, his home outside of Te Awamutu had an airstrip and hangars. He went on to develop tungstan-tipped saw blades and a successful exporting manufacturing business. He amassed a small fortune, sold up and moved to North Auckland to a beautiful property

with its own airfield and hangers. He made his airfield available to the Historic Racing and Sportscar Club and others to use for Standing ¼ mile sprints. At one event he asked if he could put his car through the timed quarter. He returned moments later with a Bentley Flying Spur, switched off the overriding controls and executed a 12.5 second pass - not bad in a 2½ ton car.

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50 YEAR AWARDS

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Jones, Alvan	South Canterbury
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Washington, DC, 1918. General John J Pershing, US Army Photo: Harris & Ewing Collection glass negative. shorpy.com

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

100 YEARS AGO

August September 1918

General John Pershing, previously a great advocate of the Dodge brothers' fine products in his Texan and Mexican campaigns, was now commanding American troops in France, where he had upgraded to a specially-built \$2600 Cadillac sedan. More than 2000 of the big 5146cc, 70bhp V-8s were in use in France during the latter part of the war.

75 YEARS AGO

August September 1943

A case of what might have been as Standard abandoned their WVEE two wheel drive 12hp Jeep look-alike. Photos show a lack of any creature comforts. A fold flat windscreen, doorless bodywork, a tiny instrument panel, beefy mud grip rear tyres and a hood frame minus a canvas covering. With American Jeeps pouring into the country the Standard never reached production, but one can't help wondering if Land Rover would have taken off if the cross-country Standard had got a foothold.

50 YEARS AGO

August September 1968

Controversy over the fate of cars salvaged from the TEV *Wahine*. Many were judged to be good only for their glass and tyres. The Chairman of the Retail Motor Trade Association claimed that it would be wicked for anyone to drive one of these cars again. On the other hand the Chief Automotive Engineer of the Department of Transport claimed that if someone bought one of the TEV *Wahine* cars and doctored it up to Warrant of Fitness standard the government couldn't intervene and prevent it being driven on the road.

30 YEARS AGO

August September 1988

Finally a Japanese car which gave the traditional Police and Ministry of Transport Falcons and Commodores more than a run for their money. Mitsubishi's potent V3000 had plenty of performance at the cost of a healthy thirst. Interestingly this was a New Zealand-only model until 1991. It was given some added visual appeal with its alloy wheels and chrome grille.



Graeme Rice



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kind of vehicle
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THE WAY WE WERE



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

Here's a really evocative shot of Frank with the OM, stripped of its bodywork, in full throated action during a paper chase event organized by Spud Jackson and Rob Shand. The back road to Tai Tapu was our usual competition license testing ground and a favourite escape road from the Transport Department gendarmes of the day, mounted as they were, on '36 and '37 V8 Ford coupes that didn't stand a chance of catching us on that sort of terrain!

Bottom photo is self evident with the Panhard, as usual, as my daily transport. It is however of supreme importance as a first step towards that branch structure that we have today.

Issue 339 April/May 2016 carried a letter from me in response to some interesting correspondence on the M3 tank and is worth quoting in full as further background to this photo.

THE HONEY AND THE VCC OF NZ*

To follow up Kevin Casey and Rick Murray's correspondence on the M3 Stuart, I would beg your indulgence for some space on that weird vehicle's imprint on the history of our club.

Rob and I always considered ourselves as members of a lucky generation in our later life but at the time of the Club's foundation we were all subconsciously disappointed at missing out on the "great adventure" of the war. Not surprisingly, at the announcement of the return of the



▲ November 1949 - Frank and John Blandford on the back road to Tai Tapu.

Territorial Army in 1947, we promptly showed up at the King Edward Barracks as founder recruits of the NZ Scottish Regiment which, appropriately for us, was to be an armoured car outfit. Flat feet defeated Rob but I was in as a trooper, and rose to Acting Sergeant in charge of Christchurch squadron's driving maintenance. We finally got some Series I Landrovers and the occasional loan of Daimler scout cars; fun!

Winters saw us in Annual Camp at Waiouru, under canvas no less. We met up with our contemporaries from all over New Zealand and thus (surprise surprise) all sorts of characters with an interest in vintage machinery. Roy Ferens of Dunedin, Peter Maxwell of Auckland prominent amongst them and others whose names, after some 68 years, now escape me.

The whole point of the exercise was to introduce us all to real armoured machinery and principally the M3 Stuart tank (commonly known as The Honey) that was fast and comparable in performance to the armoured car, of which the country had very few at the time. Waiouru had quite a number of the tanks and could thus give us all a lot of time with them.



▲ Leaving Burnham Camp on completion of 1949 OTC. Andrew Anderson and Garth Gould.

The M3 was a great team builder especially at start up as the big radial engine sported no starter and ran on Av-gas. Thus the drill was;

1. The most fast moving and resilient crew member took the driver's position right at the bottom front end of the machine
2. Two further members grabbed the vast unwieldy crankhandle
3. The rest stood around the open engine doors with fire extinguishers. In event of a very likely backfire during cranking procedure then, 1, the tank captain would give a mighty yell, 2, the driver exited his very cramped position very quickly indeed, 3, the extinguishers hopefully killed the resulting Av-gas fire. Any failure or lack of speed in all this had pretty devastating consequences!

Though one of the tallest and least flexible team members, my driving experiences were numerous and I was very thankful for the team experience and exercise that the whole business engendered. And the driving was fun. The tank could do a genuine 50mph with all crew aboard, including a fully armed turret with Captain on top, the gun layer in position and an engineer alongside. Memories of

driving include a rather sudden-death cone clutch and a remarkably nice crash gearbox with the lever coming in over ones shoulder, steering levers nicely to hand, though somewhat restricted vision through the slot, and large slices of the volcanic plateau to hammer over.

Long discussion about our vintage machinery and photo swapping, a new range of membership and a lot of careful thought as to how to make it work for everyone all helped by that vital teamwork only close and dangerous associations with the Honeys could ensure.

Regiments didn't give leave of absence so on arranging to take my overseas experience I had to resign but fortunately the contacts made endured and could be called on again on my return. It is ultimately that branch structure that has ensured our success.

*This letter was first published in *Beaded Wheels* Issue 339 April/May 2016.



Andrew Anderson
VCCNZ
Founding Member

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A MATTER OF PRECISION

Words and photos Frank Metcalfe

Purchasing a motorcycle is little different from purchasing a car or, for that matter, any common consumer good. Research of one kind or another will lead the purchaser to a decision based upon their requirements and expectations. In the case of a motorcycle the choice in the end comes down to the brand name. And in most cases that is a one word name, or widely recognised logo, artistically inscribed on the fuel tank and elsewhere. Decision made, so search for the brand, and then the model, required.

However, it wasn't always quite so easy, particularly in the very early years of motorcycling, where brand names came and went virtually overnight. And where the brand name did not necessarily mean that the whole machine was built by the same manufacturer. It was common, for example, for an engine builder to be supplying his product to a range of manufacturers, small and large, who incorporated the engine into their two wheeled product. The engine brand would not normally be included in the

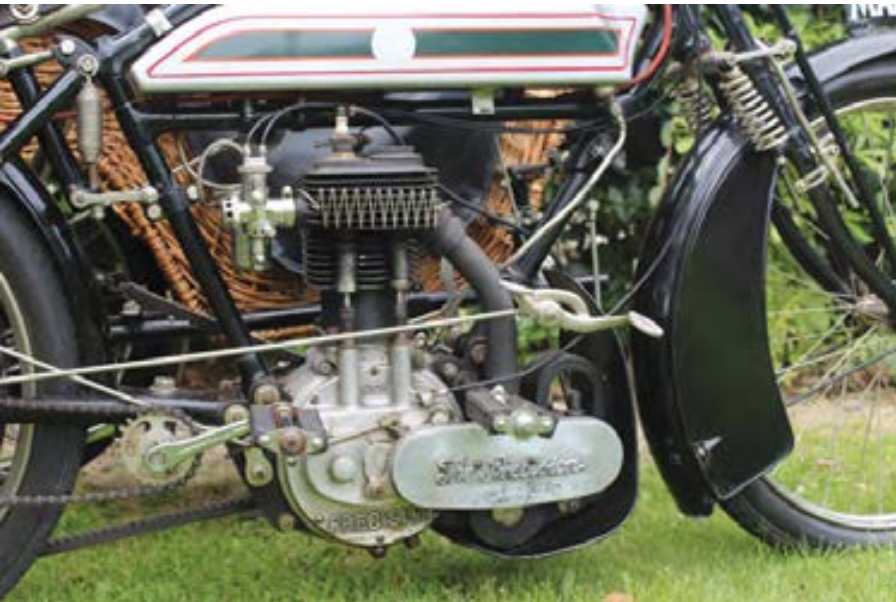
machines brand name. There were, and are, of course, exceptions.

And it is exactly because of any lack of precision in product branding that we find ourselves with a puzzle. And the puzzle is a motorcycle. A motorcycle that is quite possibly the only one remaining worldwide and one that lives quietly in the club museum of the Marlborough Branch of the Vintage Car Club of New Zealand. What is it? Stated precisely: It is a Precision.

Well you might say, and justifiably so, there are quite a few Precision engineered

motorcycles around the world. True enough; and they carried branding such as Radium Precision, Lewis Precision, Victoria Precision, Sun Precision, Hobart Precision and Beardmore Precision. However, the machine we have here has never carried any such branding. The timing cover on this bike carries the words 'The Precision' and nothing on the tank. The others listed above could normally be identified by one of those brands being inscribed on the timing cover and on the fuel tank. That in itself is odd. Why no name on the tank of our machine. There is though an empty circle on the tank, and we'll recognise the likely purpose later.

A bit of history. The name Precision arises from the engineering and manufacturing business owned by one Frank E Baker. Baker had spent some years in the USA early in the 20th century studying engineering and working in the fledgling



Reproduction of a drawing of the Precision Logo.

motorcycle industry. He returned to England prior to WWI and set up his business, initially making bicycle parts. However his dream was to enter the motorcycle industry and by 1910 he had secured a place in the market for his motorcycle engines. The records show that for the 1911 Olympia Motor Show there were 95 bikes powered by Precision engines. There was a range of engines, 2 stroke and 4, but it was the 4 strokes that he concentrated on. The so called 'Big Four' is the focus of our attention. The Big Four name arises, apparently, from the distinctive square shape of the finned cylinder. It is unusual in appearance but distinctly square. According to various reports from the period the Big 4 came in a range of capacities beginning in the 400+ cc range and up to 554cc, which was the original specified capacity of the Blenheim machine. Clearly Baker was a successful engine builder, but he actually

wanted to manufacture his own machines. He was astute enough though to recognise that his engine market would disappear if he were to bring his own brand to the market, so he concentrated on maintaining his British and European position while thinking about how he might break into other markets with his own brand.

To New Zealand. In September 1913 Marlborough resident HWG Wyatt purchased a Precision motorcycle from Nairn Brothers, motorcycle dealers in Blenheim. The machine was new but had allegedly been shipped to New Zealand from Australia. The cost to Mr Wyatt was approximately £50. Little is recorded as to the use of the machine in its early years but a sidecar was attached. In about 1928 Mr Wyatt purchased a car and the Precision went into a shed. It remained in the shed until 1934 when Wyatt's son Lew retrieved the machine and got it running again,

using it until 1938 when it went back into the shed. In 1977 Lew, now resident in Levin, was determined that he would now undertake the restoration. He reclaimed it from Alan Healy (who had undertaken to restore it in 1970). So the restoration eventually began in September 1978, and from that date Lew Wyatt maintained a detailed diary of the restoration process and all of the records of his attempts to clearly identify the bike.

The late Lew Wyatt must be commended for the detailed records and correspondence that he kept. For it is those records which enable us now to be reasonably confident as to the true identity of The Precision. He must be commended too for honouring his father's wish that the machine be passed to the Marlborough Branch. And with it went the accumulated records assembled by Lew.



▲ The Precision before restoration 1977.

In starting the restoration Lew also embarked upon a search for knowledge and then to establish the bike's true identity. The real problem was that no one knew anything about the machine and through letters to organisations and individuals in England it soon became apparent that no one in England knew much either.

The National Motor Museum at Beaulieu, in responding to a letter from Lew in 1981, stated that they had no records of Precision engines of the size quoted by Lew being made before the first war. Subsequently, in 1983, upon receiving photographs from Lew the Museum wrote that they could find no reference to the machine or to any record of Precision as a complete manufacturer before WWI. An individual correspondent to Lew suggested that the machine was probably a Hobart Precision and Lew, noting the reference to Hobart and that the machine had been shipped new to New Zealand from Australia, actually had the bike registered as Hobart Precision, but changed that to Precision in 1982. (The Hobart was a make in its own right manufactured in England from 1901 to 1923. No known connection with Hobart, Tasmania). In 1984 *The Classic Motor Cycle* magazine offered new hope. The editor wrote, "I do know that machines were sold as Precision especially in Australia, and it is probable that these were actually manufactured for them at the adjacent Sun Works." And the Vintage Motor Cycle Club, having initially stated to Lew that the machine was 'anonymous' wrote in 1984, "The experts are certain that your machine is 1912-1913, and that it is a Precision. Apparently the Precision Company did manufacture machines

► Precision V-Twin 1913 by FE Baker. Photo Grace's Guide to British Industrial History.

especially for the Australian market...." An Australian web site 'Sheldon's Emu' offers similar information, stating that Big 4 machines were manufactured by Precision especially for the Australian market.

Finally, as part of his search for information, Lew Wyatt received a copy of the Precision Trade Mark and it is believed that it should fill the empty circle on the fuel tank.

And so to conclude this tale of the unknown, the assembled evidence, gathered relentlessly by Lew Wyatt, suggests quite convincingly that Frank Baker wanted to make his own brand of motorcycle. He recognised that his profitable engine building business would suffer if he were to launch The Precision on the local market. Ninety-five machines carrying Precision engines at the 1911 Olympia Motor Show is pretty convincing. Thus, it seems highly likely that Baker did a deal with Sun where they would build the frames and he would supply the engines,

The National Motor Museum at Beaulieu ... wrote that they could find no reference to the machine or to any record of Precision as a complete manufacturer before WWI.

perhaps exclusively the Big 4, and that the resultant branded Precision motorcycles would be exported overseas, notably to Australia and South Africa.

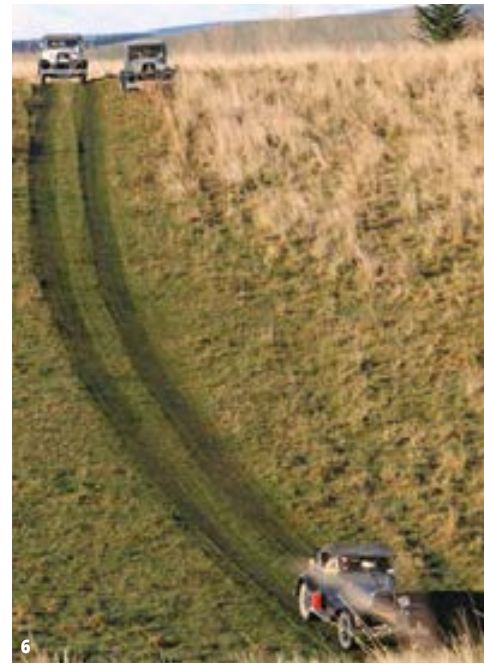
Assuming this information to be correct it is an easy step to arrive at the conclusion that one or more of the new and crated machines arrived in New Zealand. How many were built and are there any others in existence? I doubt that those questions will ever be accurately answered although rumours suggest that there may be one or two. But I think the evidence is compelling enough to conclude that when Mr Wyatt purchased his Precision motorcycle in 1913 it had the circular trade mark emblazoned on its fuel tank and it was one of a very few made to carry the Precision name as its own. It may well be the only survivor.

Visitors to Marlborough for the 26th National Motorcycle Rally in February 2019 will have the opportunity to have a good look at the machine so carefully restored by Lew Wyatt between 1978 and 1982. |BW



IRISHMAN 2018

Photos John McDonald



- 1 On top of the world. Airstrip at Bluecliffs Station.
- 2 Always a frosty start for the Sunday run.
- 3 Bruce Miles Model A radiator dripping with patina.
- 4 Russell Yates Model A venting.
- 5 Advantage taken of receding mist. Top of the Hakataramea Pass.
- 6 Paper road inland of Oamaru.
- 7 Destination Kurow following tracks less travelled.





Jonny and Jo Price's

1974 MAZDA 808 COUPE

Words and photographs Greg Price

In *Beaded Wheels* 350, writer Peter Cooper identified a number of potential classic cars that were club eligible, in that they were 30-plus years old, and would not break the bank in terms of acquisition costs. Among the cars he identified were the Hillman Hunter and some variants which included the Hillman Avenger. Interestingly enough the Hillman Avenger was the first set of wheels for the owner of this little Japanese gem that belongs to the writer's son and daughter-in-law. This little red Mazda has managed to remain unmolested since new primarily because it remained in one family's ownership off the proverbial radar for some 36 years in Christchurch.



DE

It may well have remained secreted longer had it not been for the NZTA deciding to route the new Southern Motorway directly through the old farm shed in which it more recently languished as accommodation for an often wet and dirty long-haired retriever.

Those readers whose memories still function properly will recall that in 1974 New Zealand was in the midst of what was then known as the no-remittance scheme for purchases of new cars, which around that time were in very short supply. Such were the very tight import controls in place at that time prospective new car buyers had to have overseas funds in order to purchase

a new car. Overseas funds generally meant that one had money lodged in an overseas bank account – usually Great Britain. Most franchised car dealers also used to insist on a trade-in, which invariably was passed to the dealer at considerably less than its true retail value (as indicated by the dealers' Red Book), but then sold at a considerable profit. The sale price in most, if not all instances, being far in excess of the price of the new car being sold. Prospective new car buyers could have their names on the dealers' waiting lists for, in many instances, several years before managing to get their hands on a brand new model. Quite often there was no choice of colour

or even body style. My recollections are that the country's farmers all must have had overseas funds, as many of them seemingly acquired a new car every year. It was common knowledge that many car dealers made lots of money in what was described as a racket. However having said that I recall contacting a franchise dealer and masqueraded as a cash buyer for a new model and had I been genuine I could have bought one off the showroom floor. Unfortunately a lack of the necessary folding stuff prevented the transaction proceeding past the initial phone call.

In 1974, when this little Mazda first rolled off the assembly line in Japan, my

... I then found out what fathers are useful for – providing ready cash no-interest loans for spur-of-the-minute car purchases by cash-strapped children.

son hadn't even been born, but of course he subsequently grew up with a Dad who was into cars (none of which were Japanese, I might add) and Jonny even came home from the maternity ward in my 1936 Ford V8 – no seat belts either. Everyday transport for our family at the time was a 1953 Ford Zephyr, so there was no real hope of Jonny developing into anything other than a car enthusiast. By the time he was a teenager Japanese cars were generally the vehicle of choice for teenage car owners and especially the performance aficionados, although the rotary Mazdas were the most sought after, namely the RX3s and RX7s. The Mazda 808s were however easily modified with the replacement of the front end to look like an RX3 – with or without the rotary engine. Cash flow necessitated that Jonny's vehicle ownership had to commence with a particularly nice Hillman Avenger that had belonged to another family member, but a ditch and some scrub suddenly happened out from the side of the road one night and that was the end of the Avenger. A quick but uninsurable Honda CRX, which his insurance company had described to me as 'a coffin on wheels', was also short-lived. But Jonny still lusted after a Mazda.

His first Mazda 808, purchased in 1995, was a 4-door sedan that was, to be frank, already well past its best-by date at the time of its acquisition, and had a termination date on the horizon – and on the windscreen too, if the pink sticker was any indication. So much so that it spent most of its time parked in the driveway desperately needing some attention, not to mention registration and a warrant of fitness. These Mazdas were

prone to terminal rust, (as identified by Peter Cooper in his article) and "Mr Boggy", as Jonny's car was affectionately christened, for reasons which would become obvious upon closer inspection, was already living on borrowed time, so it wasn't long before it was dispatched to the local wrecker's yard.

Once some more of the essential folding stuff had been accumulated, Jonny bought his second Mazda 808 which was a really tidy 4-door sedan albeit in the lack-lustre average brown/orange colour with green upholstery. (Yeuch.) Jonny was as proud as punch with this choice little Mazda. As was becoming evident around that time Mazda 808s and other sought-after Japanese cars were also the vehicle of choice for car thieves and unfortunately for Jonny his dream car was stolen in broad daylight whilst momentarily parked in Takapuna. Suffice to say that Jonny was gutted. Shortly after this he departed to the UK for a lengthy OE that lasted some eight years during which he got married to the lovely Jo and eventually returned to New Zealand. In late 2010, and being an avid watcher of on-line auctions with Mazda 808 as one of his popular searches, Jonny spotted this one listed for sale in Christchurch. Surprisingly there was just the one un-flattering photo of it in the listing, and the seller seemed reluctant to add more photos for some reason, despite several requests to do so. Dad was summarily dispatched to inspect it on a rural property in the south west of Christchurch.

One would have expected that the seller might have at least cleaned it before putting it up for sale. The dull red paint desperately needed a good cut and polish, and the black interior and even the headlining was very dirty with evidence that a long-haired retriever dog or something similar had been cooped (no pun intended) up in it over time. This evidence included a chewed gear knob, the rear carpet was worn through in places whereas the front carpets looked very good. There were hairs on the hood lining, seats, carpets and everywhere in between. There was evidence that the factory-fitted plastic covering had only recently been removed – probably by the dog. I envisioned the dog having had a good run on the farm paddocks in the winter mud and then leaping into the car and shaking itself. You get the picture. Despite this the upholstery appeared to still be in very good condition. After removing the vintage tennis racquet collection from the boot, a quick inspection under the mat revealed that there

was no rust in the boot or spare wheel well recess – apparently an area of concern with these old Mazdas, but lo and behold there was the original factory Bridgestone white-wall-tyre spare wheel, and the original tool kit.

As it turned out the owner was the seller's sister-in-law, who had inherited the car from her father. When she moved to Australia, her brother-in-law was left with the task of selling the Mazda. Seemingly it had been 'on the market' for some time (at a much higher price) and I gathered from the discussions I had with him that there had been several requests for a trade/swap of some sort from potential buyers, not to mention various time-payment plans, but as is the norm, particularly for the boy-racer / bogan category buyer, folding stuff is not always immediately available, or a purchase must first be funded by the sale of their existing set of wheels.

After a thorough inspection of the car I decided that it certainly had potential, and drove very well considering it was Japanese (my prejudice). Although I wasn't a great fan I thought that it was certainly worth a punt. On conveying my evaluation to Jonny he seemed at first a little reluctant to commit to the purchase, despite my having negotiated what I thought was a very reasonable price. In an attempt to persuade him to buy it, I made an aside comment to the effect that if he didn't buy it, I would. I then found out what fathers are useful for – providing ready cash no-interest loans for spur-of-the-minute car purchases by cash-strapped offspring. So the deal was sealed, folding stuff handed over and the Mazda was driven back home.

Having driven it briefly around the block prior to purchase the drive home was uneventful save for a couple of young fellas desperately trying to get me to pull over. As it turned out, the car had been seen out and about from time to time when the daughter owned it, but this trip to my home was the first time it had been spotted for some considerable time since it was pressed in to service as a dog house. Other than managing to outrun the fan club, the drive home was uneventful with the car running sweetly, and it handled very well.

In the weeks before it went north, I gave it a good clean, replaced the ignition switch (the starter tended to stick on occasionally) and fitted a few other parts, courtesy of Jonny's cache of spare parts ex his previous 808s. So after two previously unsuccessful attempts at owning a Mazda 808, Jonny and Jo now found themselves the proud owners of what is probably the



▲ As inspected in Christchurch in 2010.

▲ Jonny's second Mazda 808 - 4-door sedan.

▲ Jonny's first 808 (1995) - Mr Boggy- perhaps Rip Curl related to the bodywork?





only remaining unmolested Mazda 808 coupe left in New Zealand (certainly the only red and black one) – and by today's prices, it was a steal.

THE MAZDA'S BACKGROUND

This Mazda coupe was assembled in Japan and then imported for sale new in New Zealand. Only the 4-door sedans and station wagons were assembled here.

It would seem from the original sales documentation, which was still in the glovebox that the original owner purchased his Mazda 808 coupe from Mazda Auto Services Ltd in Christchurch on 22 February 1974 and owned it for 28 years after which his daughter acquired and owned it for the next eight years. The original cost was NZ\$3147.95. Resplendent in red with black upholstery, it was uniquely different from the run-of-the-mill models available at the time, which were generally brown/orange with green upholstery, or white with brown upholstery, and then mostly in the 4-door version, or the less-common station wagon version. Two-door coupes were generally not the type of family car being purchased back in those days. Shiny red with black upholstery it must have looked spectacular in the Mazda showrooms. Back then Japanese cars were a novelty and curious passers-by frequented the showroom for look-see.

Jonny's Mazda 808 had been regularly serviced for a while from new as evidenced by the service documentation that was still in the car. From the documentation available, and together with information provided by the seller, the actual kilometers covered by the car is just under 165,000. Back then odometers generally had just 5 digits requiring any estimate of 'how many times around the clock' to be calculated by other wear and tear indications. It is not clear what was behind the daughter wanting to sell the family Mazda (save for her now residing in Australia) but the 4 September 2010 earthquake may have had some influence as there was some very minor panel/paint damage. What would also have been a factor generating the sale was that the brother-in-law's expansive rural property was right in the path of the new Southern Motorway project and they had to move off the site. Thus storing the Mazda long-term until it was sold was no longer a viable option and also a possible reason for the seeming lack of interest in marketing the car to the fullest extent. I gathered too that the number of time-wasters that this sort of car attracts

when offered for sale may also have been the catalyst for the quick sale.

Once Jonny got his grubby hands on this pristine little gem he set about a make-over. First up was to have the front passenger-side mudguard tidied up, the minor dents removed and the paint touched up. Next was the addition of the dress wheel trim rings and white-wall tyres as these were period correct, although Jonny has managed to source a set of original 808 hubcaps that he uses from time to time. Then it was time for a full service. On close examination, it seemed that this very original little car still had all its original running gear, which was now almost 40 years old and needing replacing or refurbishing. A new set of rubber suspension bushes was installed throughout, together with new tie-rod ends and ball joints. It needed a full fluids change as the treacle-like substance in the differential looked like it was probably still that which was installed at the factory. The brakes required attention so the rear brake drums were machined as well as the fluid being drained and replaced. The factory AM radio was not working but a quick phone call to Dad got this sorted. (That's what the car aerial is for son.) An original-type gutter aerial was then obtained from Australia and it was good to go. On the whole Jonny considered it was a great little car. It had clearly been garaged all its life, as the red paint was still the same shade on all the panels – unlike some red Mazda MX5 imports. The only on-going risk to the paintwork is Jonny polishing it all off. The best aspect is that the Mazda has negligible rust (and then it is only minor surface rust) which is unheard of in early Japanese cars, as terminal rust was almost a standard feature. One of the areas of rust was just below the front windscreen in the corner and Jonny has recently had this removed and the paintwork touched up.

Even though the Mazda was sporting its original handbook and service book, Jonny decided to add other Mazda 808 related documentation. This included several original colour sales brochures and a copy of *Mazda News* which was a factory publication at the time which had a red 808 coupe on its cover. Taking a leaf out of Dad's book he has also managed to obtain, rather oddly, some period-correct gentleman's literature (read 1974 *Playboy* magazine) which is sometimes displayed with the car, along with some period-correct cigarette packets.

Other recent work has included replacing the noisy timing chain and tensioners. Apparently one tensioner had

broken off and was lying in the sump. He has assured me that it will NEVER get a rotary transplant or nose cone - despite there being such a nose cone hanging up in his garage.

During Jonny and Jo's ownership in Auckland the little red Mazda has attended various car shows and runs, including the *NZ Classic Car* magazine sponsored Ellerslie Concours d'Elegance in Auckland in 2011 and 2012 as part of the Japanese Nostalgic Car Club, and it was also a regular attendee at the Caffeine and Classics at Smalles Farm (last Sunday of every month) with the oldscool.co.nz car club. In 2011 Jonny and Jo also attended the Steel and Wheels car show in Waiuku and the Ardmore Showdown, which was a wings and wheels arrangement with the Japanese Nostalgic Car Club. There have been other shows as well so this little classic has certainly come back into the limelight. Jonny and Jo were chuffed as when they received a prize at a recent Caffeine and Classic show.

Upon moving south to Cromwell Jonny joined the Central Otago Branch of the Vintage Car Club and has taken the Mazda on several club runs. As they lived close to the Highland Park complex, attending the breakfast meetings was inevitable - and fun, especially attempting to keep up with the Porsche pace car. At least he now knows that 130kph is pretty much the maximum speed to be squeezed out of it. Attendance at the Cromwell Classic Car Shows resulted in a photo opportunity in the local paper. The attendees at the Wakatipu Primary School's Car Show Fete clearly liked the Mazda as it was awarded People's Choice. A 600 kilometre round trip to an activity

in Riverton (Southland), and attendance at the Warbirds (Wanaka) breakfasts, are part and parcel of the 3000 or so kilometres travelled since moving south.

Most recently, in April 2018, Jonny drove the coupe back to Christchurch to attend the oldscool.co.nz National Car Show held at Akaroa. While in Christchurch, Jonny attended the Canterbury Branch April noggin - and raided the parts shed to locate some much-needed headlight bezels, which were duly polished and fitted before heading off to Akaroa the next morning. Jonny was chuffed to be awarded the Best Coupe prize at the OldSchool event.

MAZDAS OF THE ERA

The Mazda Grand Familia, as it was known in Japan, was sold as the Mazda 808 in some export markets including Asia, Australia and New Zealand, and the Mazda 818 in many others (presumably due to the usage of numbers with a middle zero by the likes of Peugeot). The Mazda 808 body style configurations on offer were the two-door coupe, the four-door sedan and the five-door station wagon. The Grand Familia offered only inline four cylinder engines. In Japan, the largely identical rotary-powered versions were marketed as the Mazda Savanna with export markets taking this model as the RX3.

At the time of its launch the Mazda 808 was much underrated, although the New Zealand buyer did not have much of a choice of vehicles and power options, if any. Some 808s came with a 3-speed automatic transmission. At the time it was considered to be a reasonable performing

vehicle but over time its abilities have been somewhat surpassed. However this average performance, together with the ease in which the front can be swapped over to resemble the Mazda RX3, saw the younger enthusiasts who lusted after more power slotting rotary engines into them, along with the customary lowered suspension, big fat noisy exhausts, and shiny wheels - not to mention fancy paint jobs and sound systems that often cost more than the cars. As an aside there was a 1975 Mazda RX-3 12A coupe for sale in Dunedin at the time of writing for \$120,000.

Jonny and Jo's beloved Mazda coupe shares garage space with an all-original 1989 Mazda RX7, and a 1973 Mazda B1600 utility - that also once belonged to his father. Clearly the apple never falls far from the tree.

Watch this space for more VCC 'father and son /daughter' stories - I'm sure that there are many out there. |BW

SPECIFICATIONS MAZDA 808

Also called	Mazda 818, Grand Familia, Mazda Savanna (rotary)
Production	1971-1978
Assembly	Japan, Hiroshima
Body Style	2-door coupe, 4-door sedan, 5-door station wagon
Layout	Front-engine, rear-wheel-drive
Engine	1272cc, 4-cylinder in-line, OHC,
Wheelbase	2,310 mm
Length	3,970 mm
Width	1,595 mm
Height	1,355 mm
Curb Weight	820 kg



GOOD OLD DAYS

Long time VCCNZ member Barrie Grant looks back over the years at his early days in the motor trade.



When I started my apprenticeship with Armstrong Motors Ltd, Ford Dealers of Hamilton, in 1950 a large percentage of company directors and business owners were still driving Ford V8 cars from the 1936-1939 era. A number of these cars at that stage had just completed their first 100,000 miles. One car, a 1937 V8 Standard saloon, owned by a Hamilton solicitor had only done about 40,000 miles. This vehicle would arrive in the workshop around Christmas time for its annual tune up which consisted of new plugs and points and a blast up the hill. As it spent most of its time at 30mph dodging around the town this service kept it going from one Christmas to the next.

Another was a 1937 Ford Standard V8 sedan (they were cheaper) that the owner brought to the workshop to have the engine replaced, the body repainted and new upholstery. Not because anything was worn out but just because it was getting old. The mechanic who changed the engine for a new one costing £75 used the engine in his own car. The upholstery was used to trim a Model A but the paint could not be reused!

An old lady arrived in one day with her 1937 C Model Ford 10 to have new radiator

hoses fitted as she heard they wore out in use. She asked the service manager if he would make sure that the water was saved and reused as it was the original water and must have come from England where the water was colder.

On one 1934 V8 we had to fit new tubes to the original tyres at 62,000 miles because they had become porous and would no longer hold air.

I fitted a reconditioned engine to a 1939 Mercury, and while the motor was out I cleaned up the engine bulkhead which was painted a deep maroon. The owner liked it so much he decided to have the car repainted the same colour.

There was a black 1939 Ford Deluxe coupe in Frankton that belonged to the pie lady. The mechanics were allowed to work on it but only the foreman was allowed to drive it. Not sure whose idea this was but that was the rule.

Another lady rang one day to report she had a mouse in her car. When asked what type of car she had the reply was "Oh it's a pretty blue one".

One lady customer drove a New Beauty Ford. I worked on the car the same day as the first new OHV V8 came to Hamilton in 1956. Quite a contrast.

About three times a year I would do the rounds of three garages in River Road to start up various cars which were parked up and not used by their owners. They had only done between 20,000 and 50,000 miles.

Another old bod who would turn up occasionally was a local car painter who drove a Model A tourer which he had painted in lacquer enamel. He would come crawling into the workshop in top gear, put the spark and throttle up, get out, walk around the car, get back in and drive off. This usually took place at morning tea time, much to the amazement of anybody who had not seen it before.

One company had a fleet of 1946 V8 sedans which they ran on SAE 10 oil. If a motor started to use oil they would step up to SAE 20 and then finally to SAE 30. If they used any oil under 100,000 miles the owner expected Ford to "do something about it".

Commercial travellers seemed to get the most miles from these cars. One driver with a Ford Forty-Niner drove 300,000 miles on the original engine, albeit with new rings fitted at 200,000, but it all came to an abrupt halt one early morning in the fog when he cut a Ferguson tractor in half

as a cookie drove across the road in front of him.

On the truck front one owner had a Ford Thornton 6x4 that hauled timber with a four wheel brake (trailer) from Willsdown to Frankton. He ran up 225,000 miles and the only thing done to the motor, apart from regular servicing, was new plugs and points every 10,000 miles, new fuel pump every 30,000 miles and head gaskets changed at 150,000 miles.

Of course there had to be the odd one that didn't go so good. One was a truck

that leaked petrol into the sump. All hell broke loose blowing the bottom out of the sump and the oil filter cap out through the bonnet. Great amusement to all but the owner who just didn't believe what he saw when he lifted the bonnet.

There was a Terraplane in Hamilton that went on the block in 1938 and never had the sump plug taken out. It was still going strong when sold in 1946. Nobody seemed to know how many miles it did.

In 1946 a V8 sedan cost £708 new and were being sold for £1600 in 1956. New

Ford Zephyrs were about £900 but cabbies still wanted yank tanks.

Overhead valve engines were in when I left. These had a few teething troubles such as one example consuming two camshafts between Christchurch and Hamilton.

I could go on for ever but perhaps another time.

|BW

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WHAT CAN WE LEARN FROM SOME DATA AND NUMBERS?



Words Barry Birchall photo camleggettphoto.com

Mixing in old car circles I have often heard concerns about falling numbers at events, vehicle prices falling and declining interest. I remember the good old days in the mid-seventies when I organised a club run and 110 cars started. Recently we had an Easter Rally and only 55 cars started.

To establish what was happening I looked at club membership numbers in Auckland, cars being imported and exported, one-make clubs, talked to the insurance industry, looked at events now being organised outside the clubs and spoke with some locals who had joined the VCC and left.

The Vintage Car Club is the only motoring club to have a magazine on the stalls in the book shops and has more branches and members than any other car club in New Zealand, so we have done very well. After discounting joint members, there were 835 members in Auckland city. The membership numbers in Auckland trended upwards until about 2004 when they plateaued, so why?

I see a lot of old vehicles on the roads locally, and had been to Kumeu Motor Show and Smales Farm and seen thousands of vehicles. I suspected we were importing more cars than we were exporting. To check this out, I requested the data on cars over 40 years old that

have been imported and exported between 2000 and 2017. Data on make and model, but not year, was provided. I have analysed this data and summarised it in the accompanying tables.

So, what do the numbers tell us? For every old car we sent overseas, nine old cars have come this way. In 18 years we have exported 1,090 cars and imported 9,253 cars, so we have not done too badly. With so many cars still coming in you must conclude that there is huge interest in the old vehicle movement. In 17 years we have imported 1,416 second-hand Ford Mustangs, 743 Chev Impalas, 542 Chev Bel Air, 429 Ford Galaxies and 356 Ford Thunderbirds. We have brought in 140



Table 1: Imports by make of vehicles over forty years old between 2000 and 2017.

Make	No.	Make	No.	Make	No.	Make	No.
Alfa Romeo	29	Duesenburg	1	Kaiser	2	Porsche	112
Alvis	53	Excalibur	1	KIA	1	Prince	1
Alldays & Onions	1	Essex	2	Lagonda	16	Railton	1
AMC	13	Ferrari	17	Lamborghini	1	Rambler	10
Aston Martin	12	Fiat	15	Lancia	13	Renault	7
Auburn	11	Ford	3,481	Land Rover	14	Riley	10
Audi	1	Frazer Nash	36	Lems 1903	1	Reliant	1
Austin	23	GMC	1	Leyland Moke	4	Replica	8
Austin-Healey	122	Graham-Paige	1	Locomobile	1	Rolls-Royce	110
Auto Union	2	Gordon Keeble	1	Lotus	4	Rover	3
Baker Electric	1	Imperial	1	Mag Sport	1	Saab	4
Bentley	194	Harley Serv	1	Maserati	3	Salmson	1
BMW	8	Hillman	2	Mercedes-Benz	45	Singer	5
Bristol	19	Hispano	1	Maxwell	2	Stanley Steamer	2
Brush	1	Horstmann	1	Marmon	1	Stoddard-Dayton	1
Bugatti	50	Hotchkiss	2	MG	71	Studebaker	44
Buick	281	Holden	54	Morgan	21	Stutz	2
Cadillac	347	HRG	3	Morris	35	Sunbeam	26
Chevrolet	2,154	Humber	2	Mini Cooper	4	Summit	1
Chrysler	167	Hupmobile	4	Nash	2	Swallow	1
Citroën	15	Hudson	8	Napier	1	Talbot	5
Clyno	1	Imperial	1	Oakland	1	Triumph	53
Cord	2	International	1	Oldsmobile	143	Trojan	1
Daimler	12	Invicta	1	Opel	5	Turner	1
De Dion Bouton	1	Iso	2	Overland	2	Underslung	1
Delage	3	Jaguar	184	Packard	41	Vauxhall	33
Dellow	1	Jeep	3	Panhard	1	Volkswagen	86
De Tomaso	1	Jensen	4	Peugeot	27	Volvo	27
DeSoto	13	Jewett	1	Plymouth	190	Warrick	1
Dodge	298	Jowett	1	Pontiac	336	Willys	35
Caly Mitchell	1					Wolseley	2

Source: New Zealand Transport Agency

Model A Fords from the States and sent 52 Morris Minors back to the United Kingdom. We have sent nine Austin Sevens overseas and brought 17 back. If you look at the expensive cars from the UK we have imported a lot more than we have exported. A full break-down of the figures where you can see more detail will be in the library at the Auckland Branch Clubrooms.

Looking at the data in detail, I also saw that there were vehicle models and makes both imported and exported within a short period. This is because a lot of car club groups have arrived here from the USA, UK, Europe and Australia, done a circuit of New Zealand and then returned to their home country. Some have been hosted

by members of our club or by a one-make club in New Zealand. These visiting cars by model include Alvis, Austin-Healey, Bentley, Bristol, Bugatti, Frazer Nash, Packard, Rolls-Royce, Vauxhall 30/98 and Volvo. A group of Talbot owners are coming out next year from the UK. Some groups have done the circuit two or three times, so this does distort some figures. There is the odd car that has been imported and exported that is not on the list, as some people dismantle them and sell them as parts to avoid import duties. I am not saying it has happened every time but I did see clear evidence of it. There could also be clerical errors.

The insurance companies tell me that some of the cars imported were not in

great condition and they were surprised customs let them come in. They also told me there were speculators out there hoping just to make a quick dollar, so the price of some of these American imports could fall. Many were trying to insure the cars above the market value and the prices they saw overseas. They said the average age of people importing the cars was between 45 and 55 which is a few years younger than the people joining the Vintage Car Club. The Government is restricting the number of left hand drive vehicles we import to 500 annually, but we still fill the quota every year.

In Auckland, there are 160 car clubs. Some clubs are not registered so it is hard to get a clear fix on the numbers. Some

have established a network of branches right around the country and are linked to similar clubs overseas. There could be another 100 car clubs with offices out of the city that Auckland members belong to. If you look at the Fords, there is a club for almost every model of Ford imported. Most of the one-make clubs produce a great little publication and hold spare parts that only their members can access. Some have their own clubrooms and a very loyal following of members that tend to put the one-make club first. Some are doing a great job. I saw this first hand when my brother acquired an Austin Seven.

Some of the one-make clubs were having trouble putting a committee together and many did tell me their membership numbers had fallen by about a third so what was happening? Some of the one-make clubs had established an alliance with another club or clubs so they saw more cars at events and they took turns at organising the events.

Close to where I live there have been five vehicles restored recently but only one owner belongs to a car club. We could have that situation right across city. If you look at the people restoring vehicles and importing the vehicles, most in Auckland do not go on to join a club, so what is happening?

The internet is creating a huge problem for the clubs as many members now use it to locate parts, seek advice on mechanical repairs, locate a workshop manual, see vehicles for sale, participate in an event. Whereas once you had to be in a club to network with others. Now because of the ease of being able to go online, they do not need to go through the process of joining a club or paying the membership fees.

Another issue I see for the club, is that all the major vehicle events close to Auckland are now organised by groups, companies or individuals outside a car club. In Auckland, the events include the annual Beach Hop, Brit & Euro Classic Car Show, Brits at the Beach, Caffeine and Classics at Smales Farm every month, the car display at Ardmore Air Show, Ellerslie Classic Car Show, Galaxy of Cars organised by New Lynn Lions Club, Glenbrook Steam and Vintage Festival, Karaka Machinery and Vintage Show, Kumeu Classic Car and Hot Rod Festival, Lead-foot Festival,

Table 2: Exports by make of vehicles over forty years old between 2000 and 2017.

Make	No.	Make	No.	Make	No.	Make	No.
AC Bristol	1	Citroën	14	Jensen	1	Renault	2
Alfa Romeo	2	Crossley	1	Jowett	1	RGR 500 Formula	1
Alpine	1	Daimler	11	Lagonda	7	Riley	16
Alvis	5	DeTomaso	1	Lanchester	2	Rolls-Royce	35
Ajax	1	Delage	1	Lancia	1	Rover	6
Armstrong Sid	4	Dodge	7	Land Rover	6	Simca	1
Aston Martin	13	Elva	1	Lotus	3	Singer	7
Auburn	1	Ferrari	7	Maxwell	1	Standard	2
Austin	68	Fiat	15	Mercedes-Benz	41	Studebaker	2
Austin-Healey	40	Flint	1	MG	38	Stutz	2
Bedford	2	Ford	116	Morgan	3	Sunbeam	9
Bentley	99	Fraser Nash	31	Morris	90	Talbot	2
Berkeley	1	Goliath	1	NSU	1	Triumph	17
BMW	5	Hillman	3	Oldsmobile	5	Unic	1
Bristol	16	Healey Elliot	1	Overland	1	Vanden Plas	2
Bugatti	26	Holden	18	Packard	1	Vauxhall	31
Buick	6	Hupmobile	3	Peugeot	3	Volkswagen	21
Cadillac	6	Invicta	1	Plymouth	7	Volvo	11
Chevrolet	40	Jaguar	89	Pontiac	4	Willys	2
Chrysler	6	Jeep	1	Porsche	32	Wolseley	3

Source: New Zealand Transport Agency

Car-Show at Papakura run by the Lions Club, and Waiuku Steel 'N' Wheels Festival. This year the Jaguar Club organised the Brits & Euro Car Show, and the Ellerslie Classic Car Show is organised by members from several clubs.

When you see over 5,000 cars in the paddocks at Kumeu or the same number at Beach Hop, you know the movement is alive and well. Ken Galvin and his wife, who run the swap meet and car show at Kumeu, must recover \$215,000 just to break even. They spent \$57,000 on traffic management last year. There is not a car club in Auckland that would take those risks. This year they brought out a rock band from England. The staff on the field are all volunteers raising funds for a whole lot of organisations. Over the year the show is moving away from hot rods into recently imported American classic cars. The oldest cars at the show last year were two brass Model T Fords, one imported from the States and the other from Australia.

Speaking with people locally who had been in the VCC and left, they clearly did not like the competitive events, they just wanted to go to a car show or a swap meet, something they could do outside a club. They had all gone on to collect more vehicles so they still had a passion for the movement.

There is clearly a very strong interest in old cars in New Zealand, as seen in the car import data, the number of clubs and the numbers we see at many events organised outside the car clubs. Some are moving away from the veteran and vintage vehicles into post war vehicles. The question is, how can the Vintage Car Club and other established clubs be attractive to the younger owners and collectors and compete in the internet era? An important first step is to understand the kinds of events and activities that a wide range of old-vehicle owners enjoy, and cater for these interests. You can see by the number of one-make clubs that many people prefer to motor with similar vehicles and the VCC needs to be mindful of that issue. Finally, we need to come to grips with what it means for us to be in the internet age. Some of the branches are doing great work and so are some of the special interest groups within some branches. We must share and learn from those successes. Perhaps the VCC needs to be more inclusive to the participation of non-members and to reduce barriers to participate.

With so many old vehicle owners now outside the clubs, unless we do something different and try take the lead somewhere we could be like the Kodak camera and disappear.

|BW

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Our lucky winners of the Beaded Wheels caps for this issue are John McDonald and Graham Taylor.



HADSTOCK

HADSTOCK DRIVING TESTS 2018 BANKS PENINSULA BRANCH

Words Michael Williams and photos John McDonald

The annual Hadstock gymkhana on the Chamberlain estate near Leeston is a time honoured tradition involving mud, muscle, machinery and malevolence. This year the new ingredient was manure. Our host John Chamberlain had shifted the Herefords out of the paddock just a few minutes before we arrived so it wasn't the year for Gucci loafers, but more the sturdy Skellerup Red Bands, the gumboot of choice amongst the landed gentry of Canterbury. There was more manure than a political party caucus meeting, which added an extra challenge for drivers and pedestrians alike.

Mercifully there weren't as many Austin 7s this year so quality not quantity was the theme of the day. Proper vintage cars were in evidence, with the Dawber brothers' Pontiac raceabout, the

Chamberlain Austin 12/4, the Lightfoot Standard, the Pidgeon Fiat 501 and the Fox multicoloured Model A all reminding us what a proper vintage car actually is. John Chamberlain was driving a very original low milage Jaguar XJC that has been in the family since almost new, Neale Elder was in his original boat-tailed Morris Minor, Geoff Owen was in his very potent Ford 10 Special, with Jaguar, Citroën, Morris, Austin hotrod and MG also represented.

Hadstock is, as always, made up of five driving tests on a slippery paddock, and everyone gets two attempts at each event, as getting confused by the cones is all too easy, even for the most experienced drivers. This year, for some inexplicable reason, the organisers decided to introduce some new events so there was a delay while a defibrillator and nurse were organised, as change does not come easily to some. However once the tumult and the shouting had died, the red mist descended and competition began.



Young Will Dawber at speed in the Pontiac Raceabout, a creative work in progress.



- ▶ Top to bottom: Neale Elder tickles the SU and supervises, the OHC Morris Minor while son cranks.
- Conflict of direction.
- Trevor Lightfoot battling sunstroke in the 1924 Standard.

The tests consist of a slalom event, three different versions of a cambelt/cloverleaf type, and the always popular ever decreasing circles. After the slalom it became depressingly obvious that Brad Govan and Jason Roberts, sharing the driving in the Austin 7 Hawke, and Rod Corbett in another Austin 7 special, were going to battle it out for the coveted trophy (The Cynthia) leaving the rest of the field to bicker over the minor placings. But in test two the Citroën D of Michael Williams won, proving that front wheel drive is very effective on grass. Tension and abuse levels rose significantly. Geoff Owen's Ford 10 Special also beat the puny



Austins, and the crowd went wild. But test three, a ridiculously tight course, favoured the small and puny, and the Austins drew ahead. Test four threw a cat amongst the front runners, as Craig Keenan, in his big heavy Jaguar Sovereign showed superb skill as he flicked the Jag around the cones to win the test. The Austins fought back in test five, and once the results had been collated, protests ignored and duels fought, Brad Govan in the A7 Hawk had indeed won the coveted Cynthia. Three seconds behind was Rod Corbett in his Austin Special, with Jason Roberts third, also in the A7 Hawk. Michael Williams in the svelte Citroën was a few paltry seconds behind in fourth place, leaving a plethora of British sports cars in his wake. Special mention should be made of Harry Dawber who heaved the family Pontiac into 8th place. The Pontiac is chassis, motor, gearbox, diff and seat, so less is more, but is still enormous and each year Harry improves. And he's young!

The coveted Cynthia trophy is named after Cynthia Chamberlain, wife of John. Most of the Banks Peninsula Branch are blatant pot hunters, so a suitable trophy was deemed necessary for one of our most important events. Some years ago a very classy Greek Style statue of a lightly clad young woman was purchased at enormous expense from The Warehouse. Throwing caution to the wind, it was sprayed with gold paint and mounted on a very tasteful bit of formica board that Basil McCoy found in his garage. Basil also put coat hooks on each corner. The whole thing is a triumph of exquisite good taste and the lucky winner is able to display this thing of beauty in a prominent place at home.

**AUTUMN RUN 2018
CANTERBURY BRANCH**

Words and photos Graeme Sword

(A Re-enactment of the 2008 Run to Timaru)

The run this year was held in nice weather and we had 95 members in 46 vehicles entered when entries closed. The entries included 37 members in 18 vehicles who had attended both the 2008 and the 2018 runs. The run starting at Cutler Park attracted vehicles from a 1920 Essex right through to the 1980s with a Toyota and a Mitsubishi L200 backup vehicle with a selection of vehicles from every decade in between, two routes were available one with shingle, the other all sealed roads. After the morning tea was served the entrants headed out towards the Old West Coast Road then onto some back roads and Highway 72 through the Rakaia

Gorge to The Heritage Hotel at Geraldine for a very nice lunch after approximately 105 miles.

On the road again towards Pleasant Point via Hanging Rock and some back roads for the afternoon tea stop at the Pleasant Point Heritage Railway workshops and Museum around 25 miles.

The final stage on Saturday was via the Richard Pearse Memorial and Temuka to our accommodation at Timaru (25 miles).

Sunday morning was fine for an early start at the South Canterbury Branch clubrooms and parts shed for a look around and morning tea. Ten o'clock and it was time to head away to The ANZACS in ACTION at Rangitata Island Air Field via the back road past Clandyboye. We had agreed to put our cars on display for three hours while we had our lunch then afternoon tea before heading for home. All our members enjoyed the scenery and the places we visited during the weekend and I would expect a lot of them will be starters for next year.

**WAIKATO DOUBLE 50
2-3 JUNE 2018**

Abridged from notes and photos supplied by Proud Dad (Pa), Joe Bruntlett (Mum)

Tracey and Wayne Hayward put a huge effort into this Waikato Branch rally, the 60th anniversary. This young couple, newish members and first time rally organisers, took on the challenge after being first Waikato winners last year. Setting the theme and mood from the outset they titled the rally 50/50 Sensational '60s.

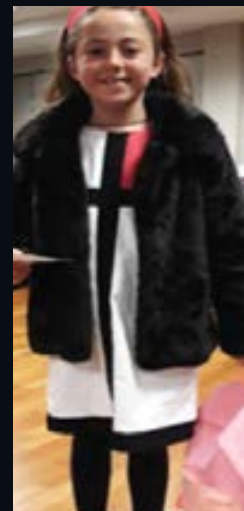
The rally routes took us over 50 miles in the morning and almost 50 in the afternoon with a break for lunch at the clubrooms. The evening function on Saturday night was at the clubrooms with Wayne's Sensational '60s Quiz having questions and theme songs from the '60s. The Sunday evening event was held at the Cambridge Racecourse and the entertainment carried on with the '60s theme.

Wayne and Tracey did a great job of organising this rally and we look forward to their future efforts.

Disclaimer: Jo Bruntlett is father and father-in-law respectively to Tracey and Wayne.

|BW

Waikato Double 50 from left to right.
Sharman & Patsy Orr, Hard luck Act
Graham & Murielle Gill, 1st Post 80
John & Janice Gardner 3rd Vintage.
Georgia McInally, youngest navigator
Bryan & Lorraine Cossey, 1st PWV and Overall winners
Graeme & Julie Rickard 1st PV
Robert & Ngaire Wade, furthest travelled.
Wayne & Tracey Hayward, Plotters Trophy
Greg & Gaynor Terrill, Best Dressed





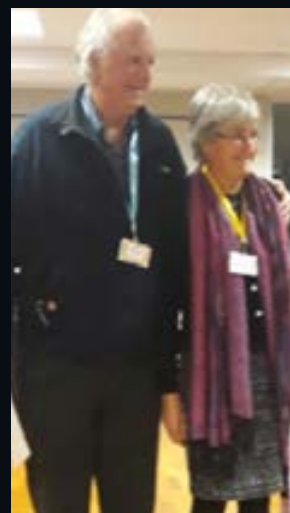
Canterbury Autumn Run:
Bob and Esme Humm used the
same vehicle in both the 2008
and 2018 runs 1965 MGB.



▲ Canterbury Autumn Run: Anita Inwood 1955 Thunderbird, Marty and Judy Christie 1957 Vauxhall at The Pleasant Point Railway.



▲ Canterbury Autumn Run: Lyndsey and Myra Saunders 1962 Ford Zephyr, Jim and Kaye Paterson 1968 Metropolitan, Peter and Wendy Shaskey 1977 Triumph 2.5.



Our regular column for all things veteran compiled by Diane Ross



Hayden Tasker knocked on our door last week with a photo taken in 1903 of the 1902/3 Oldsmobile that belonged to his great grandfather, Francis Tasker. Francis owned a sports shop and several billiard bars in Timaru back in the early 1900s. He was also the Honorary Secretary of the South Canterbury Automobile Club. This car was one of the earliest vehicles around Timaru. The Tasker family still have the original number plate, Ashburton 152,

hanging in the shed on their farm at Ruapuna in Mid Canterbury where Francis bought land to start farming in 1910 because he decided that bringing up a family around billiard bars was not the best he could do for his children. His descendants would be interested to know if anyone can fill in any gaps in the car's history.

In Christchurch Bob Hayes is almost finished the rebuild of the

1906 Talbot previously belonging to Ken Rogers. Bob had been doing the mechanicals and rebuilding the engine for Ken when he owned the car. About a year ago Ken decided to give the project up so Bob purchased it and now has it almost completed. He's had it running and right now the body is off and being upholstered while Bob is constructing the double windscreen frames at home.

Palmerston North Library. The date of the photo is about 1902. The photo is taken outside a well known jewellers and G. H. Scott's cycle shop. It's assumed that G. H. Scott was the agent for the car that appears to be a 1901 Oldsmobile.

|BW



1906 Talbot owner Bob Hayes, Christchurch

An interesting snippet sent to me by Roy Sharman; 'The first car in Palmerston North was owned by T A Schwart, a salesman. This statement appears to have been written by the Schwarts family who gave the story to the



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



This is an abridged version of a story researched by Barry Birchall with the help of others that appeared in the Auckland Branch Bulletin.

In the 1960s a little group was formed within the Auckland Branch to do restorations for the new Museum of Transport and Technology (MOTAT) at Western Springs. After several restorations had been completed a decision was made to restore a vehicle that VCC members could enjoy. A 1917 Renault truck had been advertised free for removal from a farm at Karaka. A group inspected it and after discussion Barry Robert and Ron Jacob made the purchase. In order to have a receipt of purchase one shilling was paid.

On 20 September 1964 fifteen members set out with a Fordson tractor and trailer borrowed from MOTAT to retrieve the Renault. With no loading ramps, plenty of mud, the steering locked up, a missing handbrake and solid tyres it was quite an effort to get it onto the back of the trailer. The vehicle had been sitting under a gum tree for about 15 years. When the timber deck came off it was a surprise to see the extent of the rust in the chassis rails. Under a dead sheep they found the dash mounted petrol tank. The water manifold had been removed by children and was never found. Lurking below was a large sprag held up by a wire rope running forward to the cab. It also had a large towing hook at the rear.

It's possible the Renault was used in the Great War after which it was refurbished by the factory and sent out to New Zealand about 1922. It is known that George Henning had the vehicle when he created the race track at Mangere about 1926. After the closure of the track in 1933 the truck was leased to Morton Paul who used it to carry timber for Henderson and Pollard. The rollers used to slide the timber along the deck were still there. After that it passed through the hands of a couple of farmers.

Jim Lewis had found a picture of a Renault Charabanc and it was agreed that this was the body that would be built on the chassis. The original picture had five rows of seats however if built to carry 15 passengers a public transport license would be required so one row was removed.

A motor show was held at MOTAT to raise funds for the restoration. Under the supervision of Barry Robert the mechanical restoration began. The very rusty chassis needed many patches to fill the holes. Two of the chassis members had to be replaced.



The first run in 1971.

One leaf was removed from the springs, in hindsight a mistake.

A group of interested university students flatting nearby often called in to view progress. They are all VCC members today.

During the 1965 Haast Rally MOTAT asked for the vehicle to be removed from their premises so a secondhand shed was found. Around the same time the founder president of the Auckland Branch passed away leaving a 1925 20/60 Sunbeam to the Branch. It was decided it should be sold and the proceeds go into the restoration fund and the purchase of a shed to work in. The Renault would then become the Horace Robinson memorial.

It was clear that it hadn't done a great mileage as very little work needed doing on the engine and gearbox. The clutch lining had almost disappeared, the steering column was bent and took some time to free. One thrust bearing was impossible to purchase so SKF arranged for the factory in Sweden to manufacture one. In places sleeves had to be manufactured so the new bearings could be fitted. Modern brake linings were fitted in place of cast iron pads. One half shaft had been welded so a replacement was manufactured by Eric Paton Ltd. A new manifold was fabricated in the shed at MOTAT.

Off site other members manufactured the two new chassis members, rebuilt the radiator, made new hardened ground pins, and produced a new bonnet all at no cost. Under the eye of Jim Lewis the body construction was taking place on a dirt floor under a print shop using a borrowed band saw and buzzer. Every inside curve was the radius of a Guinness

bottle. When the body was first placed on the chassis it was decided to take a drive around the block and disaster was narrowly averted when it was discovered that the back seat was not bolted on. After a bet that the vehicle wouldn't start at a social function in May 1966 someone went home £15 poorer however nobody had put water in the radiator and some of the new paintwork was almost cooked.

Many nights were spent making panels, hanging doors, making guards and valances. Alan Robert did the filling and painted the body Empire Blue.

A raffle was organised to help pay for the upholstery and a parts auction was held. The windscreen was refurbished and safety glass installed.

For the first run Barry Robert loaned the headlights from his own car and the horn and generator were supplied by Jim Lewis. There was a railway tail light on the vehicle for many years. It was entered in the Auckland City centennial parade on 24 April 1971. For the occasion the brass was tidied up. Petrol was put in at the Renault agent's garage at Port Chev. Before taking part in the parade a drive was made into Grey Lynn to establish that the Renault could climb a hill. Princess Alexandra was in attendance and instructions not to acknowledge the group on the royal dais were disobeyed and 11 men including the driver stood up and bowed as they passed the official stand.

The vehicle, christened Angelique, has attended every major rally in New Zealand since 1972, the last being the Vero International Festival of Motoring held in Dunedin in 2016. |BW

MUTTERINGS OF A MATURE MOTORCYCLIST



Memories from Big End Knocks

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

The 250cc BSA must have been a steady earner for the company for many years and was the ride-to-work bike of choice for many a Brit worker. The C11 post war was a slightly upgraded version of the 1939 job and at the time it was the only 250cc 4 stroke on the market in Britain and was already a 10 year old design. BSA's chief engineer Bert Hopwood saw that the breed would need an upgrade and had plans for a modular design utilising the parts of the firm's successful 500cc twin, the A7. From this he planned a 250 single to replace the C11, he already had the twin 500, next was a 750 triple and the final a 1,000 four cylinder machine. It was about 1953/4 that they built three of the new prototype 250s, effectively half an A7 twin. One was hammered without

mercy by the testers for 30,000 miles in all weathers and proved to be trouble free. It was decided to give number two a real work out at the Montlhery track near Paris and for three days Bill Nicholson and the team hammered around the circuit at a steady 90mph and towards the end of the run Bill upped the ante and put in a lap at just under the magic 100mph. On the return to Birmingham it was stripped and found to be still sound of wind and limb. Mr Hopwood and his team must have felt very pleased with the product of their efforts and the picture of the machine shows a very nice solid looking machine. The BSA management, it seems, looked at it and mumbled about the C11 being a nice steady seller so dumped the plans in the experimental box where they stayed. Bert Hopwood left BSA in 1955 for Norton and a happier ship, even if it was a squalid factory and a poky 8'x8' shared office. Then around 1958 the wise men of BSA decided they really did need to upgrade the 250cc model after all. It seems the wise men were mostly accountants so they took the Triumph Tiger Cub drawings, already a 150cc stretched to 200cc and stretched it again to 250cc! The result was a pretty but fragile creature that inherited all the weaknesses of its ancestors. It was rushed

into production and the remedial work must have cost a fortune. It was said that the service department had to enlist the experimental department crew to keep up with the repairs. Oh - and the test report of the day was very complimentary and quoted a maximum speed of 86mph, but for how long it held together at that speed they didn't say. To think they already had in the works a design with sound reliable 90mph performance figures that they had rejected. All the experimental machines were supposed to have been destroyed and I read somewhere that the apprentices were ordered to smash all of them and the patterns for scrap. Fortunately some light fingered souls among them hid some of the better ideas and they were saved. Some were smuggled out of the works to see daylight years later.

A visit to Sammy Miller's museum has a lot of machines that escaped the scrap man's clutches. Bert Hopwood's book *What Ever Happened to the British Motorcycle Industry* tells the stories of the vanity of the likes of Edward Turner and other management figures who stalled good ideas and lost us some special machines.

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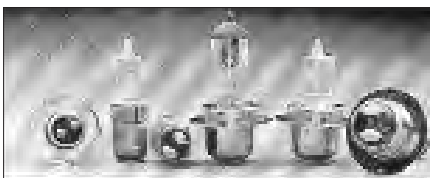
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1980 RENAULT 18GTS 5 SPEED MANUAL 1650CC, 117,000km. Very good original condition. Three owners, Christchurch car from new. New reg & WOF. Reconditioned brakes. \$6,000. Ph Keith 022 085 4229 after 6pm.

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



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

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 vehicle's 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.

MAZDA TITAN TRUCK AND TRAILER heading from Auckland to Christchurch in October. I will take a load of anything that will fit for the cost of diesel and ferry crossing. truck tray 1.6m x 3m trailer 1.75 x 3m. Phone Jack 09 626 4946 or 021 626 494. **MEM CENTRAL OTAGO**



1972 DAF 44 Rego and WOF on hold. Will get one on sale. Very good condition. Asking prize \$9750. Ph 07 323 4292 or marion.vanalphen@gmail.com **MEM EBOP**



CHRYSLER '39 Elderly mechanic owner, older restoration, very tidy, mechanically excellent. Recent drive train overhaul and other work, all completed by owner. \$13,900 firm. Ph Wayne 06 368 5611 or 021 111 8176

MEM HOROWHENUA



1973 FIAT BAMBINA One of the best unrestored NZ examples. Main body resprayed, exc body / interior, like new around dash. Starts easily, runs well. Always garaged. Includes tools / spares. New battery, recon' brakes. Owners manuals / Hayes service manual. Absolutely orig. 20,387 miles, \$12,500 ono. Ph 09 436 5875, cossonz@farmside.co.nz



1939 AMERICAN BANTAM RHD panel van. Deceased estate. A rare survivor that requires its restoration completed. Chassis/body/guards largely done, bonnet needs finishing. Engine/gearbox require major attention. Great Art Deco styling with commercial possibilities. Contact Ian Goldingham for info & pix, 09 445 8811, goldie@kiwilink.co.nz.



ROVER MGF 1997. Good first car for rallies, Targa etc. 1800cc fuel injected. Performs very well. Very tidy inside and out. Good tyres, air conditioned. Top brand NZ CD stereo. 89,000 km, \$4,650. Phone 027 343 7577.

MEM WAIKATO



VINTAGE & CLASSIC CARS MODEL CAR COLLECTION 660 x 1/43 model cars ranging from vintage, classic to modern. Most with boxes. Fully catalogued with display cases. \$20,000 ono. Email Deidre.rennie@xtra.co.nz, phone 021 665 875.

MEM BOP



GYS CLIP-ON MOTOR AND BIKE made by GYS Engineering, Bournemouth England Feb 1950. Has new rings. Very rare motor. Offers to 03 355 4017.

MEM CANTERBURY



1954 MORRIS MINOR SALOON, used daily and in good condition. Wof and reg, one or two shopping trolley dings and scratches, a good honest car, and a great starter car for people wanting to join the Vintage Car Club. Jump in and drive away. \$4000 ono. Ph Bob 06 367 8216.

MEM HOROWHENUA



MODEL A FORD REBUILT SHOCK ABSORBERS, as original. With exchange \$210 each or \$240 outright. Arms and all connecting parts available. Postal delivery extra. Can be seen on Site No. 153, Canterbury Vintage Car Club Swap Meet October 12,13,14. Phone Jack 03 352 6672, 0274 322041 Christchurch..

MEM CANTERBURY



RILEY 9 1933 MARCH SPECIAL REPLICA. Ideal all round touring or sporting vehicle. Accurate depiction of this 2 door model. High performance engine, new crank and rods. Good tyres. New paint. Full weather protection. \$45,000. Ph: 09 817 2329 / 021 270 9620..

MEM WAITEMATA



NEW MODEL A FORD SHOCK ABSORBERS. Precision manufactured in NZ. They are fully adjustable and work as per the originals, \$322 each. Spark plug reducers available to enable 14mm spark plugs to be used in vintage cars. Ph 03 359 0565 or www.vintagefordparts.co.nz

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vero



1964 ROVER P5 MK II Good condition overall. Orig leather upholstery, blue to match exterior, very good order. Wood trim to doors, dashboard unmarked in excellent condition. Straight bodywork, no rust, doors close with gentle touch. Near new white wall tyres. \$14,500. Ph Murray 021 790 787, 03 421 1751, murrayfairweather1@gmail.com **MEM ASHBURTON**



1955 MG TF 1250. Unrestored and in ex. original cond. Reg & wof. Lower NI. Has been lovingly looked after. 1951 & 1953 MG TDs. Both in ex. cond. Reg & wof. Lower NI. 1971 MG Midget. Ex. steering & suspension. New top. Well maintained. For more info & pics ph. 027 22 45 045 anytime.



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



1939 FORD V8. Ex. cond. Reg & wof. Auck. Beautiful to drive. Ph 027 22 45 045 anytime.

FREE ADVERTISING*

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

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

\$21 Text only advertisement.

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

\$54 Text and colour photo advertisement.

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

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

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

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

Name (block letters) _____

Phone _____ / _____

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

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CONDITIONS OF FREE ADVERTISING

- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
- Advertisements must be of a **non-commercial** nature.
- Advertisements **must be submitted in writing**, by email (preferred), post or fax. Digital photographs may be supplied by email in format, send a high resolution file to achieve best results. Photographs will only be returned if a stamped addressed envelope is supplied by the advertiser.
- Advertisements **must be resubmitted** for each issue they are required to appear in.
- The recommended length of advertisements is 45 words – the maximum space available is 65 words (photo adverts 45 words maximum). *Beaded Wheels reserves the right to edit all copy.*
- Advertisements will be published on a first come, first served basis. While every attempt will be made to include your advertisement in the issue immediately following receipt – limited space may mean some advertisements will be held over until the following magazine for publication.
- All free advertisements will automatically be listed on the VCCNZ website.

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



1929 DA DODGE. Great income potential as a wedding hire vehicle. Excellent condition. Reg & wof. Excellent hydraulic brakes, engine and upholstery. New tyres and tubes. Nelson. 027 22 45 045 any time.



1924 AUSTIN Found as per photo. One owner. Dismantled and partly restored. New tyres, panel beating repairs and body done. Motor is running but not rebuilt. Radiator rebuilt. \$5,500 or near offer. Contact Peter Kelly who is selling on behalf. More details, paperwork and photos available. Phone 06 368 3474.



MODEL A FORD CABRIOLET. 1930. Reg & wof. Excellent cond. Rumble seat and trunk. A rare vehicle. Lower NI. Ph 027 22 45 045 any time.



VETERAN PARTS early Bosch ZF4 mag, tel- tale oil gauge, Dewandre brake pressure gauge, Klaxon, Rubes, Lucas, Boa Constrictor horns, brass dash oiler, dual ignition DU4, ZU4, ZR4 mags, 1912 Cadillac electric lights, Jones speedo, gas generators, veteran clocks, dash fuel air pumps, Lucas/Dependence tail lights complete. Ph 07 348 4227 **MEM ROTORUA**



GLASS REFLECTORS MADE IN USA. Variety of round lens, reflectors and prisms. Options include round lens in a variety of colour suitable for license plate mounts, mounts in a 3/16" hole. Prism - a high quality lens with jewel cut surface. Held in stainless frame, mounts in 15/16" hole. Contact Peter Alderdice peter.alderdice@me.com **MEMBER AUCKLAND**



1994 MERCEDES BENZ S500. V8 immaculate condition. New tyres, battery. Luxury model with 66,000kms. Collectors item. Reg & WOF. \$12,500 ono. Phone 07 308 2498, 027 271 0094. **MEM EBOP**



1915 SWIFT 15HP 3L ROADSTER. A rare veteran. Leather upholstery, all orig fittings inc Rotax lighting set. Complete hood and side curtains. Restoration of the year, 2x concours winner Dunedin/Brighton and Marlborough Branch Annual Rally. \$55,000 ono. Email for extra photos: theriverbank@slingshot.co.nz or ph 03 577 7839 Earl Preston. **MEM MARLBOROUGH**



RITA THE RILEY, 1964 4/72. 91,000 miles. New motor this year. Some spares, reg & WOF. Very good condition. Excellent family car. Perfect first car for grandchildren. \$10,000 ono. Phone 09 483 6949. **MEM AUCKLAND**



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

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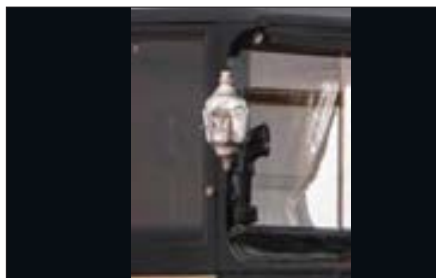
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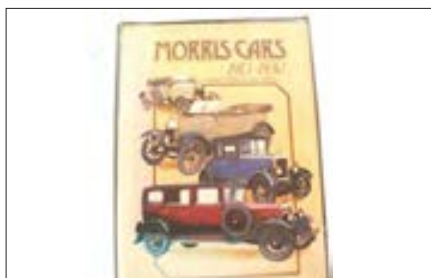
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Post to: FREEPOST 1757, Beaded Wheels, PO Box 13140, Christchurch 8141

WANTED



A PAIR OF AUTOMOTIVE COACH or Opera lamps wanted similar to photo anything considered. Phone 03 544 0191, rlusby@xtra.co.nz
MEM NELSON



MORRIS CARS 1913 - 1930 BOOK by Garners-Williams wanted. Published for the Bullnose Morris Club by Woodcote Publishing 1977. Phone or email with offers or suggestions: alan.gulleford@gmail.com 021 0298 6213 Mr A & Mrs C Gulleford
MEM ASHBURTON



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

1928-1931 CAR WANTED (Model A Ford or similar) for VCC rallies. Either soft top or hard top. Must have 4 wheel brakes and be tidy and reliable. Preference given to an original or older refurbished vehicle but anything considered. Ph 027 229 9757.
MEM ASHBURTON

A LAYCOCK OVERDRIVE UNIT WANTED for large British car. I'd prefer a J series, perhaps from a 2.5 litre Triumph or similar. Contact claxtonsnz@gmail.com or phone Monty 021 0226 1295.
MEM CANTY

BSA WEDGE/ROUND TANK MOTORCYCLE PARTS wanted. Mainly rear frame and wheels but missing lots of other bits. Any leads on parts appreciated. Phone Louis 0277741152.
MEM WAITEMATA

INFORMATION WANTED on a Kreidler moped model 50 - information on the handlebar controls and parts if possible. Ph 03 349 8869.
MEM CANTERBURY

MORRIS ISIS ENGINE WANTED. Six cylinder OHC. Approx 1930/32. Complete or not. Phone 03 318 1454, kevinandjulia@xtra.co.nz
MEM CANTERBURY

RUGBY 4 1925 Any body parts or panels, hood irons and mechanical parts or whole body. Ph Dean 03 693 9016.
MEM SOUTH CANTERBURY



INFORMATION RE STEERING BOX ADJUSTMENT and/or preferably steering box itself in good condition and workshop manual or similar for 1976 Austin FGK 60 - GVM 5588 kg (Glasshouse truck). Ph 03 577 5509, consultech@xtra.co.nz

SACHS 50CC MOPED ENGINE or any parts. I need a piston, cylinder, crankshaft and carb float. Ph Peter 04 5287149, catken@xtra.co.nz
MEM WELLINGTON

SPORTING SALOON OR COUPE WANTED, from 1935-1955. Preferably British or European premium brand. Must be mint condition. Phone Peter 021 611 635 or peter@petercrow.com.
MEM WELLINGTON

VETERAN WANTED Having enjoyed PVV and P60 motoring for 30 plus years I am contemplating Veteran ownership so as to compete in Gore's National Veteran Rally 2020. Vehicle must be reliable, easily maintained, small (up to 4 cylinder) and reasonably priced. Phone/txt Bill 027 434 2935.
MEM GORE

AMERICAN EXCELSIOR by Thomas Bund and Robert Turek. 1929-1931 Henderson KJ motorcycle complete, unrestored or restored. Ph Bob Bullock 021 146 0578.
Mem Nelson

FRONT FORKS FOR 1923 HARLEY-DAVIDSON. Have 1922 forks to exchange. Phone John Foster 03 615 9066.
MEM SOUTH CANTERBURY

SET OF MARK II DAIMLER/JAG STAINLESS or chrome wire wheels and spinners. Ph or txt Hamish 021 144 8811.

VILLIERS 197CC 6E motorcycle engine wanted in any condition. Ph 021 165 9664.
MEM WAIKATO

WOULD PERSON WHO HAD DASH INSTRUMENTS for sale at last Fielding Swap Meet near club cafe phone Russell 021 0245 7984. It was in one cluster American type.
MEM BAY OF PLENTY

SWAPMEETS & RALLIES

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Kevin Casey Phone 03 453 0818

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WAIKATO VINTAGE SWAPMEET



KARAPIRO DOMAIN, CAMBRIDGE
Sunday 18 November 2018

Gates open 7am • Public Entry \$5 • Children under 12 Free Sites \$10 • Commercial sites \$50

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

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

For more information visit www.wvcc.co.nz

THE CENTRAL OTAGO BRANCH
Blossom Festival Rally
SATURDAY 22 SEPTEMBER 2018

Come and enjoy some of Central Otago's spectacular countryside and take part in the Alexandra Blossom Festival Parade if you wish.

Starting at our clubrooms in Cromwell we aim to have a relaxed rally with plenty of opportunities to have a yarn with fellow enthusiasts and the the chance to visit our parts sheds.

Entry Forms available from the Rally Organiser
Murray George
Email: murraygeorgeelec@xtra.co.nz
Phone: 027 433 3321



WANGANUI BRANCH
Burma Rally
20 JANUARY 2019
& Vintage Weekend
18-21 JANUARY 2019

-As one of NZ's oldest cities Whanganui city celebrates its heritage over Wellington Anniversary Weekend
Enjoy optional Vintage Weekend activities designed to celebrate Whanganui's heritage.
Enquiries to Linda O'Keeffe wanganuirally@gmail.com



BAY OF PLENTY
VINTAGE Car Club
Annual
CAR SHOW
& SWAP MEET

ENTRY FEE \$5 PER PERSON
CHILDREN UNDER 12 FREE

WHAT WILL BE THERE?
• A large collection of Vintage & Classic
• Post War Vehicles
• Pre War Vehicles and Motorcycles
• Peoples Choice Competition

WHEN & WHERE SUNDAY 4 NOVEMBER 2018
29 CLIFF ROAD, TAURANGA

A day out for the family, food and drinks available, ice-creams for the kids



VCCNZ Manawatu Branch presents



Our annual UNDERCOVER Swap Meet Plus Car Show

Manfeild Park, Feilding
Saturday 6 October 2018

Sellers from 7am Kawakawa Rd Entrance **Public from 8am** South St Entrance
Entry: - Sellers \$20 Public \$10 (Children under 12 FREE)

Drivers of display vehicles – free admission. All show cars and  disabled parking use Kawakawa Road entrance.

Contact Trevor Hardy 027 477 0255 ts.hardy@xtra.co.nz




50th Anniversary Weekend



1968 WAIRARAPA BRANCH 2018

OCTOBER 13th AND 14th 2018

SATURDAY 13th		SUNDAY 14th
<ul style="list-style-type: none"> • Rally day • Dinner 		<ul style="list-style-type: none"> • Car show • Gymkhana

For entry forms or more information, see contact below or visit our website

Contact:
 Rally Secretary
 Myrna Lane
 Phone (06) 377 3064
 wandmlane@gmail.com

www.sporty.co.nz/wairarapavcc

26th NATIONAL MOTORCYCLE RALLY




BLENHEIM

15TH-17TH FEBRUARY 2019

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



CONTACT DETAILS:
 Postal address: PO Box 422, Blenheim
 Email: vcrrally2019@gmail.com

SOUTH ISLAND NATIONAL EASTER RALLY 2019

LIKE TO RALLY? **LIKE TO PARTY?**



Come to the 2019 National South Island Easter Rally and you can do both!

Our rally route covers scenic roads. And we'll be celebrating the Ashburton Branch 50th anniversary.

So if you like to rally and like to party make sure you come to Ashburton next Easter.

Entry forms will be available in November but in the meantime please don't hesitate to contact our Rally Secretary Colin Sweetman
 Phone: 0274 372 087 or Email: easterrally2019@gmail.com




A SPECIAL INVITATION FROM HBVCC TO
CLUB ELIGIBLE COMMERCIAL VEHICLES
 ----2019 IS THE YEAR OF THE COMMERCIAL----

Come to Napier and join the HBVCC for
ART DECO WEEKEND
 FEBRUARY 14 - 17 2019

For the first time ever Commercial Vehicles will be the Featured Marque for 2019. 45,000 people attended ADW in 2018.

The Grand Parade on the Saturday will be limited to pre-1946 vehicles with a wheelbase of 160" or less.

No tractors or trailers allowed. Weight limit of 3 tons.

Your chance to show off that great Commercial vehicle along with Commercial from the Bill Richardson Transport Museum.

Arrive in Napier on Wednesday 13 Feb to participate in a special run for just the Commercial on the Thursday ending up at Off the Track restaurant for lunch.

Attend our Valentine's Dinner at the HBVCC Clubrooms that evening. Prizes for best dressed COUPLES this year.

The main rally is again on Friday and we plan to have a 3 or 4 hour run plus a picnic lunch at an historic Hawkes Bay homestead.

Come and join the other 180 plus club eligible vehicles we expect to enter the 2019 Event.

Download Entry Forms from www.hbvcc.org.nz
 Entry forms for 2019 will be available from 20 August 2018.

Accommodation in Napier is already filling up for Art Deco Weekend so book now to avoid disappointment. We suggest you plan to arrive in Napier on Thursday 14th so you can attend our Valentine's Dinner at the Clubrooms that evening. Prizes for the best dressed couples this year.

Contacts:
 Steve Trott: stevetrott@xtra.co.nz
 Steve Donovan: stevodon@xtra.co.nz

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100 YEARS OF VCC NZ VETERANS

**2018 NZ NATIONAL
VETERAN RALLY**

1918 ARMISTICE DAY CENTENARY



RALLY WEEKEND 16-18 NOVEMBER

PRINCE HENRY TOUR
12-15 November : Ashburton to Richmond

GOLDEN BAY TOUR
20-23 November: Based in Pohara-Ligar Bay

ENTRY FORMS NOW AVAILABLE

CONTACTS

<p>RALLY & POST TOUR Jim & Kyra Wareing – jimnkyra@xtra.co.nz Phone, 03 544 9998.</p>	<p>PRINCE HENRY TOUR Ray & Glenis Miller – glenray@xtra.co.nz Phone, 03 314 4322.</p>
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CANTERBURY BRANCH

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NOW**

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Accompanied school children free

Due to major landscaping changes some sites have altered.
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For information email kevinclarkson1@gmail.com or
phone Kevin 021 0270 6525

www.theswapmeet.org.nz

Banks Peninsula Branch Of The Vintage Car Club Of New Zealand
affiliated To The Federation Internationale Des Vehicules Anciens
takes pleasure in announcing the

**MMXVIII RALLYE
AUTOMOBILE ANCIENNE
MONTE CARLO**

Organised by the Banks Peninsula Branch, and capturing the spirit of the
original Rallye, the 6th southern Monte will occur on

SATURDAY 17TH NOVEMBER 2018

Plan your own start point/time/route to achieve maximum points for your
particular vehicle/crew/equipe.

You may choose to motor from or after the stroke of midnight on
Friday 16th to a late afternoon checkpoint on the 17th .

Start point – anywhere south of Maungatainoka Brewery.
Finish – the French enclave of Akaroa, Banks Peninsula.

Competitive motoring is restricted to
the day of the 17th. Individual and
Equipe Awards are again at stake.
Saturday evening function in
Akaroa is part of the event.



ENTRY FORMS
mike.louise21@gmail.com
VERBAL ADVICE
Michael Williams 03 328 8043

A SPECIAL INVITATION FROM HBVCC TO
VETERAN CAR OWNERS
(100 PLUS YEARS OLD)

Come to Napier and join the HBVCC for
ART DECO WEEKEND
FEBRUARY 14 - 17 2019

Following the great response from the public to the 23
veterans we had in 2018 we again want to showcase what our
earliest cars look like and how they perform. We already have
early commitments including ADW first timers:
a 1915 Locomobile, 1918 Twin Six Packard, Veteran Renault

For 2019 the annual rally is again on Friday and we plan
to have a 3 or 4 hour run plus a picnic lunch at an historic
Hawkes Bay homestead. If there is sufficient demand there will
be a special rally route for the early veterans (plotted by local
veteran owners) to get you to the picnic on time.

Special prize draw (\$250 of petrol vouchers) for the 100 year
or older cars entered in the 2019 rally event.

Come and join the other 180 plus club eligible vehicles we
expect to enter the 2019 Event.

Download Entry Forms from www.hbvcc.org.nz
Entry forms for 2019 will be available from 20 August 2018.

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Weekend so book now to avoid disappointment. We suggest
you plan to arrive in Napier on Thursday 14th so you can
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Ashburton: Cars prior to departure on Solstice Run.



▲ Auckland: Alex Wilson's 1913 Model T Ford.

▼ Auckland: Dave Warren's 1930 Indian Four.



IDLE TORQUE

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

ASHBURTON OWEN WILSON

We welcome new members Craig and Sheree McNabb with their 1976 Triumph. We have a steady number of new members joining our club but we don't appear to have many new ones joining our runs. We would love you to come along and enjoy our activities.

Ashburton's Wheel Week has been and gone with our swap meet kicking it off. It was up to its usual well organised standard and was a great success.

Our Solstice Run took place on 17 June on a rather drab day. I don't think the sun knows how to shine. Seventeen cars took part in a short run to look at some history around Ashburton. We visited Gerry and Sue Power's collection of Chryslers then headed back to the clubrooms for lunch.

Our next meeting was the Annual General Meeting and most of the officers were willing to stand again. We have a new treasurer, Karen Bell. Two not standing again were Alan Begg and Barry Quantock. Barry has been in charge of grounds for a number of years and he has done a great job. Alan stepped down because of other commitments. He has been a valuable

committee member and he is continuing with parts shed duties.

The AGM was robust and we also had time to discuss our 50 years South Island Easter Rally currently in the planning stage.

AUCKLAND JOHN STOKES

We express condolences to Clive Geary on the loss of his wife Carol.

Motorcycles: Dave Warren rode his newly restored 1930 Indian Four on the Northland Motorcycle Rally and Don Green had his 1930 Rudge out as well. There were 23 Aucklanders out of the 57 entrants. Ray Pratt of Auckland Harley-Davidson was the speaker at the June section meeting. Brian Gathercole won the motorcycle points trophy with his G9 Matchless.

Veteran: Alex Wilson has completed the restoration of his 1913 Model T Ford. At the May section meeting Denis Lowe spoke of an oil and grease resistant product called Multibrake 3701 which he has used successfully as a brake and clutch lining. It is in a flat sheet and may need to be segmented if you are using it on a cone clutch. Russell Vincent has put a new clutch in his 1905 Cadillac. A small rear wheel brake rally attracted mainly veteran entrants.

Vintage: Mike Loosemore has finished his 1926 Austin 12/4 Windsor. Glenn and Marion Morris won the Experts Rally in their 1928 Model A Ford. Jack Nazer has just purchased a Model A Ford roadster. Russel and Jocelyn McAlpine were among the six winners of the Auckland North Shore combined rally.

Classic: Dudley Kitson has sold his 1954 Wolseley 4/44.

General: Wayne and Carrie Roberts organised another successful back roads

tour to the Maunga Moana Rally. New faces returning to committee are Alan and Shaaran Price. Bob Ballantyne donated a large and useful floor jack to the Branch. Trophies awarded at our AGM are as follows; Jim Lewis, rear wheel brake trophy. Cedric Pegrum, Cedric also won the Hurlingham trophy. Experts, Glenn and Marion Morris. Rally Points, Rodger and Val Ball. Sel Bonney, Husband and Wife trophy, Brian and Kay Hosking. Pride of Ownership, Glenn and Marion Morris. Gymkhana, Gavin Welch and Sophie Zhao.

Thirty Five Year awards; Bryan Barclay, Tim Chamberlain and Peter Preston. Twenty Five year awards; Peter Davies, Don Gordon, John McRae, Ken McIntosh, Michael O'Kane Robert and Ruth Pattinson, Graham and Patricia Scott and David and Lynette Westcott.

CANTERBURY TONY BECKER

Two significant losses have occurred within our branch recently. Both were long serving, dedicated members whose contributions were quite exceptional. The death of well-known parts facility developer and long serving committee stalwart Des Fowler was followed shortly afterward by Alan Parris, long-time motivator of the Branch Swap Meet and considerably more. Alan was, for 25 unbroken years, the energetic driver of our Swap Meet and Display. Together with Des' Parts Shed team, they raised hundreds of thousands of dollars toward developing Cutler Park's wonderful environment for members. Their considerable talents will certainly be missed.

Luckily, June's big wet failed to spoil May-June motoring activity. Prime May events, Annual Rural Run and Quiz Night,

followed by June's Restoration of the Year and AGM, were unaffected.

Restoration of the Year proved to be a light-weight event this year with just one entry. Graham and Margaret Tullett's long-term ground-up rebuilt 1935 Citroën roadster was a superior presentation in its own right, certainly good enough to win hearts in any company. Pity the event lacked any other entries, hopefully not a sign of the times.

Last year's Cancer Society Daffodil Rally was a huge success and the August 2018 version invites even wider public participation. Club membership interest will surely result as it did last year. Canterbury Branch Swap Meet and Display, (12-13-14 October) has similar benefit.

Our AGM presented another happy financial and social result with few changes to office-bearers. Accomplishments by trophy winners and long service members were acknowledged. This included a special presentation to Leigh Craythorne for outstanding leadership and dedication to the Branch.

CENTRAL HAWKE'S BAY JOHN FOOT

We are once again on the slippery slope to Christmas and the 2021 International Rally at New Plymouth is only 2½ years away. Mid-April and our Afternoon/Night Rally saw 24 cars and 48 members (eight cars were from Hawke's Bay Branch) take part in this very enjoyable event of 100 miles.

May club night at the Tikokino Country Hotel was attended by 47 members which was a good effort from a membership of 105. May also saw our Lady Drivers' rally with 12 cars taking part. It was a short run with very interesting visits to a jewelry manufacturer, clock repair and retail shop then finishing at a whole milk supply operation. One couple took part in the

Waikato Branch Double Fifty Rally with a borrowed car. Wednesday 20 June was our AGM with the secretary, treasurer and past chairman standing down as required, but the positions were filled so we have a full committee. Membership continues to grow with 110 members as of the AGM night. Three cars and their crews took part in the Manawatu Branch Big Day Out which was a very enjoyable day. The June outing saw 20 cars and their crews leave Waipukurau and after a very enjoyable drive arrive at Porangahau where we were able to see a collection of working model steam engines that our host had built. The Foot's big blue Buick, after 31 years of ownership and 150,000 miles, has gone to Motueka and they have now acquired a 1985 Nissan Laurel.

CENTRAL OTAGO JOHN LOUDON

Had a nice surprise in the post recently with a *Beaded Wheels* cap from the editorial department so thanks to Rosalie Brown and the team. I will wear it at every occasion we go to from now on. (Ed note: This issue marks John's final contribution to *Beaded Wheels*, the editorial committee would like to sincerely thank John for his contributions to *Idle Torque* for over 20 years).

Our Sunday run was to the Nevis Valley with lots of places to explore.

New members turn up fairly regularly and there were three at the last monthly meeting. Newer members seem to be from a more modern era and they like to travel faster with the modern traffic. Even so we all seem to arrive within a few minutes of each other on most runs anyway.

Lots of parts coming and going in the parts shed lately. If the parts guys want a hand then please offer your service as more of us are getting weaker and just can't do what we used to. Some bright spark said it started at the top and worked its way down

so I'll just keep my *Beaded Wheels* cap on and my mouth shut.

CENTRAL OTAGO GRAHAM TAYLOR

We had another successful Arrowtown Autumn Festival Golden Times rally with over 100 cars at the venue in Arrowtown with the crowd admiring the cars and colourful crews.

We had two trips away. The Scenicland Rally in Greymouth, a good trip and quite a re-union of vintage enthusiasts from all over. The Queen's Birthday run to the West Coast has been re-instated and we probably had the best weather in the country at Fox Glacier.

The All British Day at the Highlands Motorsport Park had 40 plus cars. The British weather made it a day for the restaurant but a good start and the event will be on next year, maybe early May.

We have had some pretty robust discussion regarding the future and how we conduct the branch. We will now be run by our management committee and the monthly meeting nights will be replaced with activities and socialising. We are looking at the way we use our assets and considering what improvements can be made.

The National Daffodil rally will be hub and spoke with three mini runs based in Cromwell, Arrowtown and Wanaka, with the option to finish at the Cromwell clubrooms.

Our next public open day will be the morning after the Blossom Festival Rally.

EBOP BRUCE SEDDON

Our May run took us to Barry Caulfield's truck and machinery collection at Awakeri. This was an opportunity to browse his collection of cars and his impressive fleet of trucks. Notable among the cars are a 1920s Chevrolet, a mid '30s Vauxhall



▲ Central Hawke's Bay: Some of the model steam display.



▲ Central Hawke's Bay: Vehicles attending the June event.



▲ Central Otago: Karangarua Bridge.

This 1935 Citroën Super Modern 12 Roadster was the winner of the 2018 Canterbury Branch Restoration of the year trophy. It is the roadster version of the Super Modern 12 and the Light 15 sedan, the Traction Avant (or front wheel drive) Citroëns, built from 1934 until 1957. The roadsters and coupes stopped production at the beginning of WWII

These cars were far ahead of their time with front wheel drive, overhead valve wet sleeve engines, torsion bar suspension, hydraulic brakes and 12v electrics.

At this time 50% of the cars were built in France and then completed in Slough in England (to claim the tax rebate from both countries). This car is the oldest surviving Slough built roadster in the world and also believed to be the oldest surviving front wheel drive Citroën in New Zealand. The original engine size was 1628cc but the engine fitted to this car has the larger 1911cc light 15 pistons and sleeves fitted.

In 1970 Canterbury Branch member and good friend Don McClelland asked me if I knew of any Essex coupes around Ashburton, and funnily enough a neighbour, not a 100 yards from my door had a partially restored Essex coupe in his garage that he was selling. Don and June drove down and bought the car. Don was so delighted he said to me if there's ever anything i can do for you, just say. At the time I was driving a 1939 Citroën as my every day car and I had seen a photo of a very rare Citroën roadster in a magazine. Jokingly (because I never expected him to come across one) I said if you find me a Citroën roadster we'll be all square. Well he found me one.

It had been stripped down into many parts by the then owner, who may have thought



Canterbury: Tony Becker: Canterbury Restoration of the Year. 1935 Citroën Roadster by Graham Tulett.

it belonged in the too-hard basket, so when he heard I was looking for one, put a hefty price tag of \$500 on it (quite a bit of money in 1970).

I could fill a book with the car's journey from that day until now but I can say that the recently completed restoration began in earnest in October 2015, with a trip to the sand blaster and then to Grant Thiele for the body restoration and repair, a major task on its own. Then off to the paint shop. The painting was a drawn-out task, with the bare shell being completed first, so I could take it home and begin the re-build, and then all of the other parts requiring paint were drip-fed to me over the following six months, so once all the mechanicals were re-fitted to the car it was a matter of patience waiting for the next batch of painted parts to arrive.



Will Sales had taken the old seats while the car was being painted. With the original red leather beyond repair, he re-upholstered them in a "stressed leather" of almost identical colour to the original leather and with an old-new look. Later, with the car almost complete, he could work his magic on the rest of the interior and the hood. I couldn't be happier with the end result.

Next year the centenary of Citroën car production will be celebrated all around the world and, hopefully, we'll be able to join in the celebrations in our 1935 Citroën roadster.

DX, and a Lincoln Zephyr. The collection reflects his BOP trucking and logging business history – especially his Pacific and Kenworth trucks. He also has an evolving project at the Awakeri Hall. His redevelopment of the hall includes an upgrade to its facilities with plans for new amenities and attractions.

The AGM at the end of May saw the committee and executive positions all comfortably filled with willing volunteers and conscripts.

Mid-June and our annual Night Owl Run was a quick tour in the dark before a delightful pot-luck dinner. The men left the ladies to do all (nearly) the talking while

we mere males attended to the culinary delights. Peter and Robyn Hadley in their Model A pickup won the run courtesy of Peter's tie-breaking artistry skills. The trophy and other prizes were generously sponsored by our senior member Lorolei Pollard. Thank you Lorolei, and a grand time was had by all.

We have added a 40 foot container to our parts shed area for extra storage.

FAR NORTH

Masons' Garden and Sheds at Pamapurua revealed a hidden gem of a garden..."a feast of colours and textures"

DAVE DUIRS

noted one of our keen gardeners. Also on view was a big collection of tractors of many makes, and trucks kept from a previous transport business. Most of these are in working order and generated plenty of interest.

Local St Johns Ambulance paramedics joined members for an evening of accident and first response awareness tips while we are out on the road. These folks are legends and deserve our full support.

The Trophy Brian Parker Memorial Run, set by O'Dells with much effort, was a cracker enjoyed by only a small group. From Oruaiti straight line navigation and photographic recognition clues



▲ EBOP Big DAF and little DAF at Barry Caulfield's truck museum.
▼ EBOP Peter and Robyn Hadley Night Owl Run winners.



Central Otago: All British Day.



▲ Far North: Malloy Run starters.



▲ Far North: Malloy Run visitors.



▲ Far North: Malloy Run navigators in bush.



▲ Hawke's Bay: Ewan Gardiner receiving his trophy from John Southward.



▲ Horowhenua: Branch librarians.



▲ Horowhenua: 1912 Matchless.

▼ Hawke's Bay: Leeanne and Jeanette winners of the Ladies' Run with Club Captain Esther Smith.



Manawatu: PV run Pahiataua lunch break

enticed crews into some wild country up Kohumaru to Fern Flat for a look in at a local potter's studio. Further up into the bush the vintage gravel led to stunning Taupo Bay for lunch, reinforced by Pete O'Dell's welcome big pot of soup. The trip home traversed even more back roads. The Hills took home the winner's trophy.

Forty members took the Mothers' Day Rally challenge over muddy, county roads which had some crews heading towards Australia before regrouping for a straight line course up Karikari peninsula for a most sociable time and lunch at Carrington Estate. The Hills took the trophy this day too so must have the chemistry spot on.

The Woollams' Malloy Trophy run had a good turnout. We headed straight in to a timed section behind Kaeo over potholes to the Puketi forest lookout which has a superb board walk in thick bush featuring a magnificent stand of kauri trees. Cars arrived here from several directions so notes were certainly interpreted differently. Back on the gravel we made it to Okaihau and then through stunning pastures past our largest lake, Omapere, to look in at the historic, grand Waimate Mission Church. With a few more clues and a few U-turns the drive concluded with a generous afternoon tea and 80th cake for a member at our organiser's garden.

Unfortunately, after much deliberation, we have decided that after 16 years of hosting our very successful AUTOSPECTACULAR, the event will not be staged next year. Many thanks to all those who contributed so much to the show's achievements over the years.

HAWKE'S BAY HELEN BALL

Our April run had to go to plan B because of bad weather, but after an urban ramble we ended at Eurocity's near new premises for a look behind the scenes. It is not very often you see a vehicle workshop floor so spotless you could eat off it, and one of our cars tried the brake test machine. A bit more of a wander and we finished at our clubrooms for a bit of warmth and a couple of episodes of Mr Bean to brighten a miserable day.

In May we tried our hand at a section of straight line navigation. Many had not done this before and despite instruction there was much frustration, confusion and gnashing of teeth, so it was suggested we spend a club night going over the finer points.

The Ladies Run in June had the men brushing up on their navigational skills as this was a clever run with a bit of doubling back and tricky questions. The winners of the trophy and a basket of goodies were,

however, an all-female team and they will plot next year's run.

Our AGM has just been held and apart from a new committee member, all remains the same. Chairman, Ian Elmsly. Secretary, Peter Ball. Treasurer, Lyndsay Browne. Club Captain, Esther Smith.

The Southward Family Trophy for Special Service to the branch was presented to Ewan Gardiner by John Southward. Ewan has been a member of our branch for 37 years and is active in his interest in vehicles. He has a fine collection of cars. He was also our branch's auditor for many years.

HOROWHENUA PETER NIGHTINGALE

Sadly we have lost another member. Fifty year badge holder Bill Shattky died after an illness and he will be missed. A quiet reserved member, he had a great knowledge and an engineering background. He usually motored in an Austin 16/6 tourer.

Our AGM was held on the June club night and this year there was a change of chairman. Colin Brooks stood down after six years' service and our new chairman is Des St Clare. Also retiring are our two long serving librarians, Peter and Bev Kelly who shared the chairman's cup for nine years in this capacity. They looked after our large collection of manuals, books and magazines - all catalogued and recorded, 8,000 in all. In addition to this they organised member profiles and club history, all in easy access folders. A mammoth effort and a great resource for members to refer to. Don McLaren and Pauline St Claire have now taken over this Job.

Twenty members attended the Wanganui Queen's Birthday Rally and enjoyed the great fellowship of motoring. The final dinner was a period dress affair.

A visit to Basil and Bev Gowenlock's shed revealed a great collection of BSA motor bikes, memorabilia and their well known Essex car that is rallied extensively. Hiding in the middle of Jeff Fox's Nortons I spotted a 1912 Matchless owned by a friend. A great collection including unique racing bikes ready for restoration.

MANAWATU IAN HOWELL

Our veteran run in February took a small group of cars on a gentle tour of the Manawatu. The lunch break was with Dennis and Judy Milne, admiring their estate, the views, and a 1913 Austin 20 that Dennis is giving a new lease of life as a roadster.

For our Ruahine Ramble in March Bryan Abraham and helpers took 25 vehicles in a meandering north-west direction ending at Lake Dudding, south of Turakina, for lunch. A lovely venue with a small lake in a park-like setting with shade trees.

On 28 April Team Abraham took us north to Kimbolton, a small village with a great vibe. On this day the locals organised a Sculpture Festival which attracted hundreds of visitors. Our cars were parked in a group and were very popular, providing excellent publicity for our club.

May was our PV run, which attracted a good turnout. Again the Abraham team put on a smooth day's outing, taking us over the ranges to Pahiatua and Eketahuna country. This area is sparsely populated, so the roads are quiet, which makes for enjoyable motoring. Mac and Trudy Keene from Hunterville were the winners.

We had our Mid-Winter Big Day Out on 23 June. This year we combined three events in one - the monthly run to our favourite cafe in Kimbolton followed by a mid-winter dinner at our clubrooms, then topped off by our annual Nite Run. This took us on some narrow, winding gravel roads that, combined with a dark moonless night, presented a challenge to some of us. There were a number of roadside clues to find to help keep us awake.

MARLBOROUGH CARROLL WIBLIN

Our Mother's Day outing to different wineries was very popular

The Events Trophy run has been and gone, as has the Night Trial, which was a real test of endurance and had most of us scratching our heads at different stages.

At our AGM on 27 May Tony Smith stood down as secretary, Lyall Mooney stood down from committee, and Chris Bird took over as secretary. Great to see two new committee members Dale Nicholas and Don Laing. I am sure they will enjoy their time on committee and will make a great contribution to the running of the branch.

Our parts shed continues to sort through the various vehicles and parts and are making great inroads into getting everything under control.

Preparations for next year's National Motorcycle Rally are progressing well and Damien has started making wooden plaques for the class prizes. Yours truly has agreed to help out with recording scores and helping to work out winners. Always ready to help out our biker mates. They are a quintessential part of our branch and indeed of the whole club.

We had an outing to White's Bay on 10 June. A perfect day with blue skies and



Marlborough: We recently helped John May celebrate his 90th birthday. John has been a member for almost 60 years and has served the branch well. He has been Chairman, committee member, and various other roles within the branch. He was instrumental in organising the branch's involvement with the 1972 FIVA 13th International Rally. John was chairman at the time and organised the 24hr Le Mans Replica Grand Prix. This was no mean feat and it was a mammoth job with many different aspects. It would have been enough to make most of us turn and run a mile, but John somehow managed to pull it all together and made a great success of it. Another more recent project has been to record the history of garages in Marlborough and also the history of the Jeffery truck.



Northland: The Neil McLean Model T.

Marlborough: Whites Bay.



sunshine. A great turnout of vehicles and members. Everyone enjoyed a barbecue lunch which was (beautifully cooked on our branch trailer barbecue). David Bool and helpers have got it well and truly sorted and turn out well cooked bangers and snags. Well done guys.

NELSON RAY ROBERTSON

We enjoyed a Garage Night at Barry and Linda Evan's with Barry's collection of Peter Brock Memorabilia being a highlight.

Alistair, Gloria and Brian Pegg organised an entertaining and well run quiz night which was thoroughly enjoyed by everyone.

The Annual John Stickney Gymkhana was held on a beautiful fine afternoon and an enthusiastic and appreciative bunch of entrants enjoyed the quirky tasks set for them. A lot of fun.

The AGM was successful with members showing their support. A special thanks to all who have offered their services for another year. Congratulations to Pat Kennedy and Malcolm Baker on the presentations of their 35 year membership badges and to Leith Kelly, Dick Anderson and Jim and Gay Galway on completing 25 years.

The Annual Sandy Bay Hill Climb – a joint Nelson Car Club and Nelson VCC event saw over half the entries from VCC members who eagerly pushed their

assorted machines up the steep winding sealed tarmac to the top of the Hill.

This event always has some surprises and this year was no exception with Jared Dacombe and his Nash Metropolitan (*Beaded Wheels* 344 Pg 22) thankfully coming to a halt after the disintegration of a front stub axle flange. With tight turns and some big drop offs, things could have been considerably worse. Jared couldn't keep the smile off his face, and nor could Don Ammon who debuted his beautiful self-built Vanguard Special. A credit to you Don.

NORTHLAND BRUCE COSSON

As anticipated, there was a changing of the guard at our AGM. Retiring Chairman, Keith Taylor, was thanked from the floor for his hard work over two years of office. Thank you too Marion (Taylor) for your wonderful kitchen management and superb nosh. Ron 'Nash' Anderson now takes up the chairman's tasks. Out of the usual necessary AGM rituals a real swell of support from the 44 present filled the room for the efforts of the Lawrence Hillier parts shed team. Because of the detail in his report, Lawrence had sent it out to members a few days in advance. Call in to the shed some time and see what you need. No part too small. Meeting over, a 'look-in' was planned. A huge group turned out on a spectacular day. The two Glenbervie

properties visited were neighbours. Lovely properties too. Lunch on the lawn. Just superb. Thank you Tony and Angela Forster, and Colin and Margaret Wrack.

The feature car this issue, and the driver, are new to the club. Seen above is the 1917 Model T Ford with proud owner Neil McLean on their first outing. The car is a complete restoration and finished to an excellent standard. 'I get a bit of stick about the colour,' said Neil. We think it's great Neil. Welcome to the Club.

Farewell loyal readers. This is my swansong. I have enjoyed reporting for the Northland Branch

NORTH OTAGO KATHLEEN PERRY

North Otago Branch, like many other others, regularly hold mid-month runs. Verna Chambers is our current organiser of these enjoyable and non – competitive runs. Other members assist and these outings are well supported.

During the season the destinations have been many and varied and some were mentioned in my last contribution to Idle Torque. Picnics at Gemmells Crossing beside the Kakanui River, a picnic area near the Mill House beside the Waianakarua River, Bells Pond, inland from Glenavy and 'The Pond' at Bortons, on the Waitaki Plains. Devonshire tea was enjoyed at Odettes Antiques and



▲ Nelson: spotted at the John Stickney Gymkhana , Murray Schwass behind the wheel of his "Wotisit".

Collectables near Waimate and also at Vanessa's Café at Hampden.

On the restoration front John Adamson continues to work on his 1938 Hillman when he has time. Clive Blunden is restoring a 1937 Morris 8 four-seater tourer. Rob Hutton has what he calls a basket case 1950/1 BSA B31. He doesn't consider it to be a restoration as such as he is putting the bits back together in their original condition.

NORTH SHORE RICHARD BAMPTON

It was interesting to read that our North Island Club Captain is promoting inter-branch events – our May Triple Combined Run, which has been going for many years, is exactly that, although this year it was a Quadruple Combined. Thirty-one vehicles from Warkworth and Wellsford Branch, the Hibiscus Enthusiasts, The Ford Model A Club and North Shore Branch left the North Shore clubrooms to tackle an ingeniously plotted run to the lunch stop in Waitoki. The Enthusiasts gave us simple, easy-to-follow instructions and then Warkworth and Wellsford completed the day's directions and we arrived at their clubhouse for an excellent afternoon tea. The winners were Doug and Anne Hamilton (W and W) with John Higham and daughter Carolyn top scoring for North Shore.

At the AGM thanks were given to Alistair Reynolds and Andrew Lloyd who

left the committee and were replaced by Peter Lloyd and Tony Sparkes. Richard Lloyd replaced Neil Beckenham as club captain, although Neil will be the assistant club captain. All other positions remained unchanged. A 35-year badge was presented to David Wilson, and Sheryl Wilson and Rex Cottrell received their 25-year badges.

It was a pleasure to welcome Wellsford and Warkworth Branch Club Captain, Ann Richardson, who had come down to discuss the joint running of the Daffodil Day Run, and we understand that Waitamata Branch will also be joining us on that day.

The combined run with the Auckland Vintage Austin Register started at Westgate Centre and wove through countryside to end at Auckland North clubrooms for lunch. Viv and Pauline Pearman were the top North Shore entrants.

It seems that co-operation and inter-branch events is already the name of the game further north.

OTAGO MARION MCCONACHIE

Graeme Duthie has stood down from his position as Branch Reporter for *Beaded Wheels*, we wish to thank him for his efforts over recent years.

With a new committee structure this year we have managed to fill all positions and look forward to a very busy year ahead.

Three cars were entered for judging in the recent Restoration Trophy Awards.

Winner was Alex Benson's 1966 Sunbeam Tiger 1A. The service station sticker indicates it was resident in New Jersey. Its registration expired Feb 1975 and it was sent to a junk yard. It was subsequently sold in 1997 and sent to Healey Restorations at Mount Maunganui. Its condition was beyond what they were prepared to work with. Alex purchased it and completed a full restoration.

Achievements went to Graeme Duthie's 1926 Ford Model T which he has owned since 1959. It was eventually removed from storage in 2000, after having been damaged in an accident in 1961. Graeme mostly restored this himself, with the help of trades people where required.

Also achieved, was Keith Moore's 1936 Chevrolet FA (Master). This was found on a farm in 2013 in poor condition, and Keith has restored this having replaced many parts and finished a completed paint job.

Paddy William's 1957 Heinkel Perle Moped was awarded the Graham Dalton Cup for Motorcycle Restoration. He purchased this in a pretty poor condition from Doug Willis in Invercargill. Restoration was completed over six years by Paddy along with help from a professional painter and assistance from friends.

Graham Dalton has been a member for over 60 years. He continues to take an interest in what is happening on the motorcycle scene and makes himself available to present the cup every year.

ROTORUA

RONALD MAYES

We have welcomed several new members this year and some new vehicles have appeared. Jack Miller found an immaculate 48,000 mile 1965 Singer Vogue which had been in storage for some time and now he is enjoying it on club runs. Terry Wadsworth has worked hard on the restoration of a 1975 Holden HJ one ton utility which he had bought four years ago. Our chairman's latest find, a 1933 Rolls-Royce 20/25 with Freestone and Webb limousine coachwork, appeared for the first time on the June run prior to the annual prize-giving function. A large number of members took part in this run which was of special significance. It commenced after everyone met at The Gardens retirement home and hospital for the presentation of 25-year membership badges to Cliff and Shona Wickham. It was a very moving experience for all as Cliff has been cared for there since suffering a stroke in January and he is confined to a wheelchair. He was pleased to meet up with so many friends and to watch all the cars depart on the run.

Having won the Night Run last year my wife Gloria and I were obliged to set this year's event (our first). The run was held in April and featured the first course of a dinner, a short town-and-around run with straight line navigation and some searching questions, followed by dessert upon return to the clubrooms. All seemed to enjoy it and marking the answers to the questions was not easy – the numbers of correct answers were very close indeed amongst our experienced members.

SOUTHLAND

RUSSELL MCIVOR

Cold weather and high heating costs have kept restorers out of the workshop during recent weeks but have given an opportunity to organise plating, parts and materials.

Our branch has nearly 400 members. We encouraged young members to navigate and be involved in our recent South Island Easter Rally, which they enjoyed. It was noted that some of the drivers in this event, on Southland's flat, straight roads, could brush up on their basic driving skills – remembering old car brakes and acceleration are not good.

Transport World has obtained a 160 litre Paxman submarine engine; local members will have the opportunity to hear it running soon. Meanwhile Motorcycle Mecca is undergoing earthquake strengthening and increasing their area to show more motorcycles.

Our monthly Wednesday Runs are becoming very popular, with over 50 going to Gore this month.

Club Captain Ray McCulloch has had his 1938 Ford V8 coupe and Triumph Speed Twin on show at recent meeting nights.

We reproduced some De Dion catalogues which sold well, half going to Australia. A good way to help owners and club funds alike. Our parts committee have sold many other parts including Amal carburetor slides to an overseas buyer.

Our Annual Awards went to:

Best Competitor

Casey Lyons 1911 Humber motorcycle

Best Mechanical Restoration

Ray McCulloch 1938 Ford V8 coupe

Best Restoration

Ray McCulloch 1938 Ford V8 coupe

Service to the Club

Glenys McKenzie and the 2018 South Island Easter Rally Committee.

SOUTH CANTERBURY

SHANNON STEVENSON

Ashley Milliken organized the Post Vintage Rally on 13 May. Forty-five entries were received including some from surrounding branches. The route took participants to Waimate via the Hunter region. Field tests were held at Knottingley Park, and a visit was made to Waimate's newly built Events Centre.

Mid-week runs have proved popular for 2018, the May run to Lyalldale attracting 13 vehicles. The All British Day took place on 3 June in inclement weather. Organized by Neil Manchester and supporters, the event attracted 112 vehicles. The route took participants via Taiko, Pleasant Point, Temuka and Geraldine to reach Pleasant Valley Hall.

Facility improvements have been made within the clubrooms with the purchase of new flat-screen televisions, suitable for use with presentations from member's laptops at Noggin and Natter nights, and at the start of rallies.

At our June Noggin and Natter, leather specialist Paul Ford gave a demonstration about automotive leather seat restoration.

The End of Season/Restoration Run was held on 17 June. Attracting over 15 vehicles, including several never seen before on our runs, this rally took members via Pleasant Point and Temuka to the Hilton Hall, near Geraldine. Preparations are now underway for the hosting of the 2019 National Veteran Rally. This will be held on the weekend of 19/20 October 2019 and is between the Canterbury Branch Swap Meet and Mt Cook Rally weekends.

SOUTH OTAGO

JOHN COOK

We welcome new members Gerrald and June Scherp. They have a 1974 Valiant Charger, a 1985 Ford Fairmont and a 1983 Toyota Starlet. We also welcome Trevor Stoddart who has a 1971 Vauxhall PC Viscount.

Our yearly auction night combined with the Vintage Machinery Club was well supported. Our chairman Robin McCall was the auctioneer and did a great job, selling everything from vegetables, home baking, books, tractor and car parts to stuff that you didn't think you even needed, raising a bit of money for each group.

Our AGM is over for another year with no changes of office bearers or committee members.

Bill and Gaynor Falconer attended the All British Day held at Highlands Motorsport Park, Cromwell, in their Rover. It was a fund raiser for the Lakes Air Rescue Trust and run by the Central Otago Branch.

TARANAKI

COLIN JOHNSTON

Our AGM has been held with most positions remaining the same. We welcome back Les Bognuda, with John Muter accepting the club captain's role that was left vacant at the AGM. We still have to fill the motorcycle reps position. The branch was a lucky recipient of a special draw for \$2,000 from our local TSB Bank.

New Plymouth member Pat Steer attended the Whanganui Castrol Motorcycle Rally for the tenth year in a row and this year was able to take out the first placing overall riding his beautiful, immaculately restored, 1955 Velocette MSS 500cc motor cycle. He also won the Kendrick cup for the most desirable single cylinder motor cycle and the Mike Kendrick Trophy for the best Post War Motorcycle. Pat has owned Velocette motorcycles since he was 18 years old and his depth of knowledge in restoring these cycles is very much valued here in Taranaki. Well done Pat, and huge congratulations for winning and representing our branch at this popular event. Pat also has a fully restored 1970 Dodge Phoenix 400. This is the pillarless model that was imported into New Zealand in 1975. This model was assembled at the Port Melbourne Chrysler assembly plant in Australia in 1970. Only 400 were made of this a very rare model. This car has been loaned to members to enter some of our rallies. It is a large and impressive vehicle and it's great to see it on Taranaki roads.

TAUPO

NEIL CHAVE

At the Taupo Branch AGM we welcomed two new additions to the committee being



▲ Nelson: Don Ammon is all concentration as he exits a left hander on the Sandy Bay Hill Climb.



▲ Nelson: Jared Dacombe receives the hard luck trophy for 2018.



▲ Nelson: Jared Dacombe's Nash - looking a little worse for smashing a stub axle flange during the Sandy Bay Hill Climb.



▲ North Otago: Neil and Nonie Rooney's 1924 McLaughlin Buick outside the Tokarahi Homestead.



▲ North Otago: Nola and Les Gardner with their 1955 Light 15 Big Boot Citroën also at the Tokarahi Homestead.



▲ North Shore: Peter Lloyd's Mercury makes a good picnic lunch table.



▲ North Shore: Even Austin 7s need petrol sometimes.



▲ North Shore: Viv and Pauline Pearman with their MGB GT.

▼ North Shore: John Higham arrives for lunch in the Branch Morris 8.



▼ Northland: The Neil McLean Model T.





▲ South Canterbury: Giving Austin's 1970 Toyota Sprinter coupe a push - End of Season/Restoration Rally.



▲ South Canterbury: Participants' vehicles at Hilton Hall, near Geraldine - End of Season/Restoration Rally. John Campbell's 1930 Chevrolet is left.



▲ South Canterbury: Don Campbell, in the midst of reversing field tests with his 1957 Ford Consul on the PV Rally.



Taranaki: Pat Steer's Fully restored 1970 Dodge Phoenix 400 pillar less sedan. Only 400 made in Australia and imported into NZ in 1975.



▲ Taranaki: Pat Steer winner of the Whanganui Castrol Motorcycle Rally with his trophies and the 1955 Velocette MSS500 motorcycle.



▲ Taupo: Brent and Lorraine Davidson in their recently acquired Morris Minor convertible heading out on the Taupo Brass Monkey run. Photo Dean Packwood.



▲ Taupo: Norman and Jocelyn Pointon in the Riley RM checking out the route. Photo Dean Packwood.

▼ Wairarapa: Adding wind, the hard way. Will Holmes supervises Hugh Hunter.



▼ Wairarapa: Hugh and Jill Hunter's 1930 Plymouth.



▼ Wairarapa: Happy campers John and Rae Kennedy in their Rolls-Royce.



Chris Smith and Owen Duncan. The meeting was very well attended although the role of club secretary remains vacant. Also in May the branch held the annual Navigation Run and, after two earlier evenings of straight-line navigation instruction by resident experts Kelvin Trim and Brent Davidson, it was no surprise that this format was included in the run. The journey took us from central Taupo on SH1 towards Motuoapa where, after winding our way through some of the backblocks and motorcamps of the area, we arrived at Liquorice Café for afternoon tea and judging. It is now the policy of the branch that the winner of these events sets the next year's run, so it was decided that the second to last entrant would become the winner. This means there is at least a concerted effort by everyone to do their best on the day. Norman and Jocelyn Pointon were the winners in their Riley RM and have the pleasure of running the 2019 event. In June the branch had the annual Mid-Winter Pot-Luck Dinner and we had a great turnout of members with a wide range of interesting Christmas fare. In June we held the always popular Brass Monkey Run. On this occasion we headed north towards Ohaaki power station just north of Taupo with some remote unsealed roads included just for fun. After the run was finished we arrived at Fine Fettle café in Taupo to enjoy mulled wine and supper. The run was won by long serving life member Joe Ridley and his navigator wife Beryl. Joe and Beryl have the task of organising next year's Brass Monkey.

WAIRARAPA KEVIN BALL

A heart-warming display of inter-branch cooperation boosted numbers for Wairarapa's Veteran Rally in April. Instead of returning to Wellington after their Daybreaker run to the top of the Rimutakas eight cars from the capital continued on to Clareville to join the Wairarapa branch, making it a very successful outing. The non-competitive run was organised by Brian Billing who found some kilometres of farm tracks on Alister Smith's property, which adjoins the clubrooms, to give crews a totally new experience. Another significant event was the Winter Wander, organised by Tony Lane. This was a scatter rally with entrants setting their own route, taking them to various locations with varying points values. In addition, points were awarded according to the age of the vehicle. Thus a veteran and a motorcycle received 30 starting points and a P80 or modern got hardly any. Alec O'Hara won the event in an Austin 7.

A bunch of good keen men turned out for the winter motorcycle reliability. Threatening weather accompanied the 11 riders from Clareville to Foxton, where they stayed at the Boys' Brigade camp. Dinner was at the local RSA, with Elvis entertaining. The return trip was via Peter Thompson's motorcycle museum. Peter has been unwell, but made a special effort to show the blokes around. The run was organised by Graham Reidy and won by David Henwood.

Preparations are well under way for the branch's 50th birthday celebrations, which will include a rally on Saturday 13 October and a car show at Solway Showgrounds on 14 October. The MG Car Club has already made a block entry and Wellington Branch have put off an event of their own in order to join us for the weekend.

WAITEMATA IAN GOLDINGHAM

Some of our events, such as the Hope Cross Paddock Plug, were knocked sideways with the wild weather. We also had to rearrange our motor sport schedule when the Hooters Series 4 event was slid down the calendar to the beginning of May. In April Keith Humphreys organised another Tech night with a visit to Pioneer Aviation at Ardmore. This vintage aircraft restoration firm has a long-established reputation for taking on the tough jobs that a lot of overseas firms have shied away from. We saw a P39 Airacobra that's nearing the end of its restoration and several exciting future projects waiting in the wings, so to speak. The Roycroft Trophy was held on 6 May with threatening weather conditions which held off sufficiently to allow most of the races on the Saturday to be run. The Sunday schedule was however, shortened. The Trophy went to Brian King driving the Alfriston (Jaguar) Special. The Pre-45 De Lautour Speed Trophy went to Ray Ferner with his BSA and the Pre-60 Geoff Wilson Cup to Craig Laing.



▲ Whanganui: Lee and Karen Taylor receiving their prize from Bruce Ardell, Branch President

At the AGM Diane Humphreys stood down as chairwoman after three years and our new chairman is Brendan Lamaine. Some other committee roles now have supporting members in training for the future. Our Mid-Winter Christmas Dinner became a lunch and after a brisk hour's country motoring we adjourned to the Brigens Creek Restaurant for a very convivial and bubbly repast. The car park was resplendent with Sunbeams, Talbots, Rileys and the odd Model A. Everyone went home happy and is now looking forward to the Branch's upcoming premier motoring event, The R'Oil Can Rally.

WELLINGTON CLAIRE BENGE

Our Dawn Breaker Rally in April started at the top of the Rimutaka Hill before driving down to Greytown for breakfast then joining the Wairarapa VCC members for their Veteran Rally.

The gymkhana, held at a Stokes Valley Park, was well attended and the cars had a lot of fun zooming around the grass doing various tests. Diane White's scones with strawberry and cream were a highlight.

In May we had the Ladies Rally organised by Cathye Haddock, last year's winner, with a theme of Heels and Wheels. The men had to make a plate for afternoon tea and the results were great with the prize going to John Blakemore for his chocolate log with strawberry coulis. The winning driver was Angelica Edgley who will organise next year's run.

June is the month for the Leprechaun Rally, a small version of the Irishman Rally held down South. This year it started in Featherston with breakfast and ended at Cape Palliser Lighthouse where some climbed the 230 odd steps to the base of the light house. After lunch they drove home in extremely strong winds and heavy rain, the worst ever experienced there, according to one regular driver.

The Sunday Run and the Kapiti Coast Mid-Week Run, both popular monthly events, continue to provide interesting visits to various vintage car related workshops and other places.

We are gearing up for the big event of the year, our 61st November Rally followed by a 60th birthday dinner. If you are a past member of the Wellington Branch or have been associated with us and would like to attend the rally and/or the dinner please contact Rally Secretary Diane White, on white.house@xtra.co.nz or ph 04 563 6236.

WHANGANUI TONI JENKINS

The branch held its June Annual Rally and was pleased with the turnout of 61



▲ Waitemata: Pioneer Aviation visit.



▲ West Coast: Steffan and Nigel's 1929 Model A advertising a new venture in Reefton.



▲ Wellington: Cathye Haddock, Ladies Rally organiser.



▲ Wellington: Lyn Barnes gives her daughter instructions for the letterbox test with Jenny Jackson looking on.



▲ West Coast:

vehicles. These included veterans right through to P80 entrants. We were treated to a great run through both town and country. The highlight for me was the section exploring the back country behind Waitotara. We travelled on both state highways and gravel roads and everything in-between, and according to all reports everyone had a great time. Congratulation to the overall winners Lee and Karen Taylor in their Ford Model A.

Prizes were presented at the Rally Dinner and it was particularly exciting to see many of the younger entrants winning prizes as navigators – I'd say the club has a bright future!!

The AGM was a very convivial evening and all of the Committee positions have been filled. A certificate was presented to Dave Austin in recognition of 25 years of service in the parts shed. We also particularly acknowledged our retiring Club Captain Jim O'Neill who has sent us over 'Good roads, Bad roads and Truly Appalling roads' during his tenure.

We welcome to the Whanganui branch Bruce and Helen McIntosh, 1962 Morris Minor and 1972 BMW 320; Rebecca Brown, 1983 Honda Civic; and Andrew and Sue Dittmer, 1934 Austin Special.

WEST COAST

JUNE CAMPBELL

We welcome Brenda Daglish to the branch as a joint member with her husband Paul. They are Chevy truck enthusiasts.

Our May club run was a day trip to Westport for 40 plus members via the scenic coastal highway from Greymouth. We were able to catch up with our Westport and Reefton members and display a good variety of vehicles along the main street of the town. This always attracts interest from the locals.

AGM time again in June and we were fortunate to have two members put their hands up to go on committee which keeps the branch in a good working position. Allan Giles remains as chairman along with nearly all the previous committee. Brent Woolhouse has resigned from committee after many years involvement. Donna Lee was presented with her 25-year badge and John Sturgeon (former All Blacks manager) was our guest speaker. He spoke on the history of the various motoring services in the district.

The Rosco Sporting Trials kick started the 2018 Season on 17 June and as promised there was mud galore for the 24 participants. The overall winner was Gordon Dacombe from the Nelson Branch. Allan Giles presented John Fowler with the

Frances Hunter Trophy for his services to the branch in organising this event since its inception about eight years ago.

Although we are geographically challenged, we remain positive and the branch is in good heart with well attended monthly runs.

PASSING LANE

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

Information is supplied to
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