

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

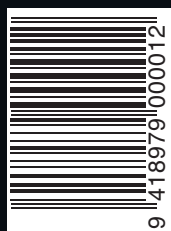
Beaded Wheels

No. 354 October/November 2018

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



**VCC NATIONAL RALLY FOR CANCER
VINCENT RESTORATION • AUSTIN 20**



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



This photo has come from Russell Barnard who is looking for information on the motorcycle. The back of the photo has the following information: Colonel Hypo on HMS Lockingwire, alias Harry Yeadon, commercial photographer at Cobden and later the first aerial photographer at Wigram.

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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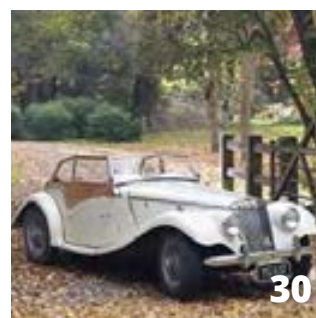
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COVER

The second annual VCC Daffodil Rally for Cancer was a huge success with events staged around the country. Pictured here is the North Shore, Waitemata and Wellsford/Warkworth combined run which had 123 vehicles taking part. See page 31.



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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.



WOW! I am delighted to announce that this year we raised over \$60,000 for our second annual National Day, the Daffodil Rally for Cancer. Last year we raised \$40,000 for the Cancer Society, this year we increased that by over 50%.

Twenty-six branches were involved with over 3000 vehicles either on the road or on display on the day. I would like to congratulate and thank those branches involved for their enthusiasm and effort which has not only benefited the Cancer Society, but also our Club with the public profile it creates and the new members that we gain.

Our National Day has become a special event for the Club, and it can only get bigger and better from here. Pop the date for next year's Daffodil Rally for Cancer in your diary now ... Sunday 25 August 2019.

The Club's AGM and Executive Meeting was held in Napier at the beginning of August. By now, I am sure that all delegates will have reported back to their Branches. Thanks to the Hawke's Bay Branch for organising the weekend. The amount of work put in by their organising team is very much appreciated.

I always like to take the opportunity to ask Andrew Anderson, our Club Founder and Life Member to address the Annual General Meeting. Andrew is a very powerful orator

and we can always count on him to inspire us. This year he highlighted that the Club is made up of two major components. The first component keeps our Club vehicles on the road, and the second is the participation and enjoyment of members. He spoke of the need for branches to inspire and motivate their members, reintroducing the fun side of events. He used as an example the annual Irishman Rally which started with six entries and now achieves over 160. It is held in the coldest time of the year and is a challenge for all those who enter, but above all ... it is fun!

The result of the voting on the two Notices of Motion in relation to the Post 1980 category was announced at the AGM. The Rod Brayshaw/Tony Bartlett motion was successful with an 88% majority.

Also at the AGM, Rod Brayshaw announced that Dave Allbon, Chair of the Vehicle Technical Committee has stood down after 17 years service. On behalf of us all, our very grateful thanks to Dave for his long-standing contribution. These positions take a great deal of commitment from members and the demands do impact on their working and family lives. It would be an interesting exercise to work out across the country how many hours per year our volunteers put into the Club.

One of the items discussed at the Executive Meeting was a recommendation by the Management Committee to increase the annual subscription. The main reason for this is that the work-load of our national office has increased substantially and an additional part-time staff member is needed to cover the extra work and also provide cover for the office in case of holidays and sickness. Some Branches were of the opinion that the subscription level should stay the same and Club reserves should be used to meet any short-fall. I am of the view that while the Club does hold substantial reserves, it is not good business practice to use the reserves for the day-to-day running costs of the organisation. Also, a substantial component of the reserve came from the large insurance payment for the earthquake damaged National Office and while the pay-out will go some-way towards the repairing or replacement of the building (which the Club will be faced with in the near future), in all likelihood some of the balance of the reserve will need to be used as well.

Another suggestion from the meeting was that we should use the profit-share from Vero and interest on investments to fund the additional staff-member. However, we cannot always count on the share of profits from Vero Insurance, as experienced after the 2011 Canterbury Earthquakes

and while we also receive interest every year on the funds invested, it can only be received if there are funds to invest.

The Executive made the decision to increase the annual subscription by \$5 to \$55 net and the joint portion by \$1 to \$10 net. Branch levies are additional.

As advised in my last column, David Yorke made the decision not to stand this year. David brought a very valuable set of skills to the Management Committee and we are sorry to lose him. We need somebody to take on the challenge and are looking to co-opt someone with the necessary skills to fill the vacant role. If you are interested, contact any of the Management Committee to discuss. The rest of the current members of the Committee were returned unopposed. I am not sure whether that is because we are all doing a good job or that no-one wants the job!

Finally, a quote from our National Archivist Don Muller at his recent 50 year award function – "Without great members in our Club, there wouldn't be a great Club to belong to".



**Diane Quarrie
VCCNZ
National
President**

AS WE SEE IT

I was having a yarn with Club founder and Life Member Andrew Anderson, at the recent Vintage Car Club AGM in Napier. Andrew is always an interesting bloke to talk to, he had brought a book with him thinking that I might be interested in reading it. The book is a compilation of the *SportsCar* magazine from number one in December 1948 to issue number 15 in May 1950. The magazine described itself as "The Monthly Magazine of the Association of New Zealand Car Clubs".

I found the very first words of the first issue interesting. Editor J R Cowan said: "Today, when the motor has become the adjunct and necessity

of everyday life, it still retains as an innate quality the power to inspire both as an example of mechanical genius or as a work of art. The response to this appeal is the common ground of all motorists, whether wholly dependent on the motor industry for livelihood, or leisure motorist, or a member of that rather special brotherhood of competition enthusiasts whose activities are given prominence here.

SportsCar may be termed the field magazine of New Zealand's motoring and the voice of that enthusiasm which will always be evoked by the automobile."

I think that motor vehicle enthusiasts everywhere can relate to Cowan's words still,

even in these modern, fast changing times. I am, however, not so sure that there will always be as many motoring enthusiasts in the future. If it does come to pass that we all end up with electric vehicles (those trucks, coaches, ships and planes will surely need some big batteries), complete with the ability to charge them up, and that is not a given, then I believe we will by then have lost something of the enthusiasm of those early pioneers, that enthusiasm that we see today still.

The modern car with all its electronic systems is no more than an appliance and is generally treated that way by the great unwashed. They don't

need to know, or indeed, even want to know how it works. That it does work (mostly) is sufficient for them. When the nation's vehicle fleet is all, or predominantly, electric this attitude will become even more entrenched and we enthusiasts may be rather more thin on the ground. May we keep our internal combustion engines alive for as long as we can.



**Kevin Clarkson
Chairman,
Beaded Wheels**

VINTAGE CAR CLUB BRANCH EVENTS



West Coast Branch
VCC Daffodil Rally for
Cancer 2018

OCTOBER

- 5-7 Marlborough Biennial Rally with Nelson
- 6 Manawatu Swap Meet
- 6 Waikato 60th Birthday Celebration
- 6-7 Otago Dunvegan Motorcycle Rally
- 6 Southland Vintage/PV Rally
- 7 Auckland Motorcycle Wet Leg Run
- 12-13 King Country Journey Through Time Rally
- 12-14 Canterbury Swap Meet
- 13 Southland Vintage/PV Rally
- 13-14 Wairarapa 50th Anniversary Weekend
- 14 Auckland Motorcycle Mug Run
- 14 Banks Peninsula Peninsula Run
- 14 Central Otago Sunday Run Wanaka area
- 14 Hawke's Bay Club Run
- 14 Waikato Motorcycle Country Run
- 14 Wairarapa Rally
- 16 West Coast Morning Tea Shantytown
- 17 Auckland Mid Week Tourers
- 17 Waikato Wednesday Wander
- 19-22 Hawke's Bay Safari
- 20-21 Auckland Hunua 100 Rally
- 21 E Bay of Plenty Club Run
- 21 Nelson Club Run
- 21 North Shore Club Run
- 21 Taranaki General Motors Family Run
- 25 Otago Midweek Run
- 27 Far North Vintage & Classic Mix & Mingle
- 27 Manawatu Saturday Run
- 27-28 Canterbury Girder Fork Motorcycle Rally
- 27-28 Taupo Club Captain Run
Overnighter
- 28 Banks Peninsula Old Timers Ruapuna
- 28 Bay of Plenty Best Lady Navigators Run
- 28 Canterbury Veteran Annual Rally
- 28 Gisborne Navigator's Run
- 28 Gore P60 Run
- 28 Taranaki Fringe Garden Festival Run
- 30 Gore Tuesday Ramble
- 30-4 Nelson Wellington Tour
(30 Oct-4 Nov)

NOVEMBER

- 1-5 Wairarapa Peter Chisholm Memorial
Economy Run
- 2-4 Gisborne EBOP Biennial Visit
- 2-4 E Bay Of Plenty Gisborne Biennial Visit
- 3 Canterbury Motorcycle Annual Rally
- 3 Northland Far North Tour

- 3 Otago Taieri Tour
- 3 Southland Commercial Rally
- 3 Wellington Annual Rally
- 4 Bay of Plenty Swap Meet
- 4 Sth Otago Tuapeka Vintage Club
Heritage Day
- 6 Bay of Plenty Melbourne Cup Day
- 10 Canterbury Vintage Annual Rally
- 10 Sth Otago Clutha Rally
- 10-11 Southland Arrowtown Motorcycle Rally
- 11 Banks Peninsula Hawkswood Sprint
- 11 Waikato Veteran Rally
- 11 Wairarapa Stretched Gymkhana
- 12-15 Nelson Prince Henry Tour
- 16 Central Otago Overnight Run
- 16-18 Auckland Motorcycle Rally & Swap
Meet
- 16-18 Banks Peninsula Monte Carlo Rallye
- 16-18 Canterbury Show Weekend Tour
- 16-18 Nelson National Veteran Rally
- 17 C. Hawke's Bay Veteran Run
- 17 Far North Classic Car Show
- 17 North Otago Swap Meet
- 18 Bay of Plenty InterClub Run (BOP, Taupo,
Rotorua, EBOP)
- 18 C. Hawke's Bay Homestead Run
- 18 Central Otago Sunday Run Queenstown
- 18 Gore Josephville Hill Climb
- 18 Horowhenua Tararua Trundle Rally
- 18 North Shore Club Run
- 18 Otago Commercial/Veteran Rally
- 18 Taranaki Potters Paddock Gymkhana
- 18 Taupo Club Run
- 18 Waikato Swap Meet
- 19 Banks Peninsula Hawkswood Sprint
- 20 West Coast Morning Tea Shantytown
- 21 Auckland Mid Week Tourers
- 21 Manawatu Christmas Function
- 24 Ashburton Commercial Run
- 24 Far North Dunny Run
- 24 Sth Otago South Otago A & P Show Day
- 24-25 Wairarapa Gold Medal Motorcycle Rally
- 25 Banks Peninsula Race Meeting Ruapuna
- 25 Canterbury Homestead Run
- 25 Manawatu Sunday Run
- 25 West Coast Club Run
- 27 Gore Tuesday Ramble
- 29 Otago Midweek Run

DECEMBER

- 1 North Otago Windsor Rally
- 2 Auckland Gymnic
- 4 Bay of Plenty Childrens' Christmas Party
- 8 Ashburton Vintage & Veteran Only Posh
Picnic/Christmas Tea
- 8 Far North Christmas Rally
- 8/9 C. Hawke's Bay Christmas Party
- 9 Canterbury Children's Christmas Picnic
- 9 Gore Christmas Run
- 9 Otago Christmas BBQ
- 12 Central Otago Christmas Barbeque
- 14-19 Ashburton Pre-Christmas Tour
- 16 Central Otago Sunday Run Omakau
- 16 Nelson Christmas Picnic Run & BBQ
- 16 West Coast Club Christmas Lunch
- 18 West Coast Morning Tea Shantytown
- 26 Canterbury Boxing Day Run
- 30 Manawatu Sunday Run

JANUARY

- 1 Ashburton New Year's Day Run
- 1 Manawatu New Year's Day Picnic
- 18-21 Wellington Club Captain's Safari
- 19-20 Gore Overnighter
- 26 Ashburton Annual Rally
- 29 Gore Tuesday Ramble

VINTAGE CAR CLUB NATIONAL EVENTS

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

15 - 17 February 2019
26th National Motorcycle Rally
Hosted by Marlborough Branch

This list of events is compiled from the VCCNZ
National Calendar of Events, and branch events
as listed in each branch newsletter. Any deletions,
additions, alterations need to be notified to
Beaded Wheels by the Branch Secretary before
10th of the month prior to magazine publication.

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

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

National Annual General Meeting/ Branch Office details and calendar of events

Members will find enclosed a copy of the AGM minutes, branch office details and calendar of events. During the AGM weekend the executive meeting was held. A copy of these minutes is held by your branch secretary and your branch delegate will have also reported to the members.

10 Yearly renewal of Vehicle ID Cards

National Office will send out a renewal advice three months prior to expiry. When you receive the renewal advice please check the details are correct and if the vehicle's appearance has not changed from the original Vehicle Identity Card, forward your expired Vehicle Identity Card and

the signed renewal notice to your branch for completion. Please remember, these must go to your branch for signing off.

If you do not enclose the expired Vehicle Identity Card, or if the vehicle's appearance has changed, you must send two identical photos of the vehicle as it now looks.

Please return your renewal advice as early as possible. The earlier you send it in, the sooner you will receive the updated one.

Historic Racing Licence

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

VCC VERO Insurance Scheme

Please note: Financial membership of the Vintage Car Club of NZ (Inc.) is a requirement to be insured under the VCC/Vero Insurance Scheme. Vero insurance premiums for non-members are considerably higher.



please complete the Historic Race Licence RENEWAL FORM and forward it, along with the payment 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 Membership subscription

At the beginning of September Vintage Car Club members will have received an annual account for membership for the period 1 November 2018 to 31 October 2019. To receive the discount, payment must be received at the National Office by 20 October 2018. When paying direct into the Club's bank account, please make sure you put your membership number as the reference.

Membership cards will be sent in early November. One reminder notice will be sent out to those who have not paid or advised of their wish to cancel their membership.

Change of Address

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

Branch Transfer

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

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.

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 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*.

Beaded Wheels – Our long established title may have readers wondering about its origin. By way of explanation



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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 Memories

The letter from JC Boyle in Germany with his M20 BSA and his national service with the RASC stirred my memories of national service days. I too served from 1951 to 1953, most of the time at Fassberg North Germany with the RAF Regiment on an anti aircraft squadron. Unlike the army we at least had modern motorbikes, Triumph TRW 500cc side valve twins. Our lot were reputed to be the first batch from the factory to go into service. On the road doing convoy duties they would do about 70mph with a favourable wind but due to their Trophy ancestry they were very good off-roaders.

I managed to wangle my way into a Don R (despatch rider) job and did two North German winters and I assure you it gets bloody cold there, with snow and ice. But with a bike to ride, and as the King was paying for the petrol, it was a better way to spend time than on gun drill.

The two pictures show me in full kit complete with .38



revolver, which they let me fire sometimes, and the TRW. The other one is at the head of a convoy consisting of the leading Land Rover and a dozen 3 ton Thornycrofts each towing a mobile Bofors and gun crew. That's me on the left, Cpl McRobb, and Ray Wayman.

I suppose there must be a few TRW Triumphs in New Zealand. I'd like to at least sit on one for old times sake.

Derek Upton

PS: The side valve 500cc was a military spec Norton and Douglas also made a 500cc sv but Triumph got the contract.

...Slow Down Major

Congratulations on a fine issue 353 of our *Beaded Wheels*. The cover shot was just wonderful and lifted my flagging spirits. I attended over 35 Irishman rallies over the years and they were my annual injection of motoring bliss. These days most of my adrenalin rush comes from participating in the quadrangle of winter sporting trials held in the top half of the mainland. You, the reader, should really have a thought about these events, so much fun and laughter, but at the same time very, very serious. But you will have to compete against a growing number of youngsters who seem to be attracted to the

rough and tumble (and water) of this game. A suitably qualified pre 1960 vehicle comes quite cheaply. Such fun.

Now my real reason for writing is the Soap Box article in *Beaded Wheels* 352. Initially after the steam stopped coming out of me I thought "slow down Major", just lay low for an issue and see what sort of response Peter Cooper's article receives from the alert membership. Apart from Rod Brayshaw's interesting article pointing out the Australians' reaction to asbestos in vehicles, there was not a dickie bird, nothing, zilch. I couldn't believe it. Poor Cooper must have been quite disappointed.

Who in their right mind in the VCCNZ would want our club manacled like our Ozzie mates. All that rot about having a log book to fill in every time you start your engine, limited to

where and how you go, etc. I've had conversations with Ozzies over the their controls and they are not that happy about their draconian situation. They have no national co-ordination it seems. Each group, veteran, vintage, sports cars all do their own thing and lack the combined organisation to tackle the authorities on their motoring rights, as we do in New Zealand.

The last people I spoke to recently were most envious of the VCCNZ members' ability to motor their vehicle 24/7 all year round. All we need is a WOF and reduced rego and away we go. Why in the name of sanity would we be guided by the Australian debacle.

My thoughts are that VCC members in New Zealand are fairly treated, with a minimum of bureaucratic interference, mostly due to our solidarity, representing all historic vehicle groups. Work well done, Long may it continue as it is. If it's not broke don't try to fix it.

**Earl Preston
aka The Major**



1948 Standard Vanguard

This photo was taken in Christchurch when the first shipment of Standard Vanguard cars arrived fully built-up from the UK. This was the start of something big on the New Zealand motoring scene especially for the Standard- Triumph distributors and dealers who were desperate to get their hands on these first post-war models, some with factory-installed radios and efficient heaters. What a revelation back in 1948.

Colin Miller

Beaded Wheels 353

I'd like to comment on a few topics in *Beaded Wheels* 353. Firstly, in answer to Dennis Martin's request for the vehicle ID (I like these easy ones), it is a 1928 Essex Super Six coach, or two-door sedan to some people.

Secondly the Timeline photo is General Pershing's Cadillac all right, but the soldier standing beside it is not him. He is a private (doughboy in the parlance of the day) and very likely General Black Jack Pershing's driver. Just thought I'd point that out as the caption on the photo seems a little misleading.

Thirdly, Barry Birchall's article Some Data & Numbers. The man has done a lot of reasearch and study there obviously and I'd like to congratulate you Barry. In fact I think you've pretty well nailed it.

The sentence that states 'the number of one make clubs where many people prefer to motor with similar vehicles' is quite right. I could also add, perhaps the VCC could attract or at least retain some members by having some themed and not necessarily competitive runs, for different eras of club eligible vehicles. ie vintage runs for vintage only, P80 runs for post 1980 only. Similarly Post Vintage, PW, P60 separate runs too. After all, a veteran run has only veterans on it, so why not the same for all the other categories too? Yes the question of course is who is going to organise all these. Well I don't think they need a lot of organisation. Perhaps those who have a

leaning towards a certain era, could phone or email like minded members and say, let's go for a drive on such and such a date in our post 80 or post war or what have you, cars. Might not work, but then again, it might work too. Worth a try anyway. What do other members think?

Neil Lucas
Auckland Branch

Historic Document

About 50 years ago I purchased a one owner Dodge 4 from a Miss Coppell of Taneatua. She claimed it was a 1915 model and was bought new by her father in Nelson. It was however, a later than a 1915 model. The car had been trucked at some stage and as found was covered in about two inches of fowl manure all over. It was in pretty run-down condition and had not been used for many years, but after getting the magneto reword and changing the oil we drove it to Auckland and it ran very well. I think I paid Miss Coppell about £2/10 shillings for the vehicle.

Within a few weeks of my getting the car home, Rod Welch heard of its existence and started to put pressure on me to sell it to him. I resisted for many hours as I wanted to restore this rare find but he finally wore me down and the car changed hands. I don't think Rod did much to the car and much later sold it but to whom I do not know. I understood it was restored as a roadster and is probably still on the road.

At last, the reason for my letter. After 44 years in our present

dwelling we have finally sold and are moving to a retirement village. In the course of a massive clean out I have come across the original invoice from W G Vining Ltd Nelson to Mr J H Coppell for the extras, such as benzene and oil, that went with the Dodge, but sadly not for the vehicle itself. I believe this may be of interest to the current owner who will be welcome to it if he would get in touch.

John Stewart
joma2@xtra.co.nz
Phone 09 528 7326, 027 611 3767

Crehan's Concerns

I just have to reply to my friend Mike Crehan's extensive column, just to assure him that here in Marlborough, at least, we certainly don't have a policy of throwing out any vintage and veteran parts, unless they are completely stuffed of course.

I am the current ayatollah of our spares department and with a most enthusiastic team, we are busy trying to upgrade our parts presentation. Yes we have quite a lot of MTS spares (modern tin sh...) but we have an open mind trying to cater for all.

We have received good reviews and accolades from visiting members.

And on to the rest of your column Mike. I know a bloke who, years ago used to despair like you, but he's mellowed now. Goes with the flow. Advancing age is a worry to us all.

The club is a great organisation. Stick with it my friend. There's plenty going on out there for

you. Veteran events, Irishman Rally, sporting trials, Ruapuna speed days, restoring exotic race cars. Such fun.

The Major

Mike Crehan (letters BW #352) is obviously pining for the good old days when all too often the attitude prevailing in circles of the VCC was – "God no, we don't want THAT sort of car in OUR club." It was that attitude that has seen the flourishing of other clubs for all sort of weird and wonderful vehicles – and people I guess.

Fortunately that attitude is less common now. Maybe all part of a general freeing-up of attitudes in modern times? Thankfully the VCC has gone from being, at least to some, an exclusive club, to being an inclusive club.

Bringing Irishman Rally into the debate is a red herring because event eligibility and club eligibility are two different things.

Nostalgia ain't what it used to be though.

Mark Dawber

TT Dilemma

I read with interest the article by Stuart Francis about the Harley-Davidson KRTT in issue 352 of *Beaded Wheels*. I saw this bike from time to time when I lived in Dunedin in the 1980s. The article included something that puzzled me, as Stuart refers to AMA Class C Racing as having "...four different types of races, the Mile and Half Mile held on oval dirt tracks, TT (turning track) also on dirt tracks but with bends and jumps, and circuit racing on sealed courses."

Like most motorcyclists I guess, I have always taken the letters TT to refer to Tourist Trophy, and wondered why the AMA would refer to it as turning track. So, as you do these days, I used my favourite search engine to have a look. I was able to find many references to the use of the letters TT by the AMA without explaining them, but surprisingly only a few with an explanation.

OLD NZ MOTORING MAGAZINES WANTED

I am currently undertaking research for Volume 2 of the Ford in New Zealand story, which covers the period 1936 to the closure of the Ford assembly operations in this country.

Sadly, very few official Ford records survive, so I am relying heavily on the motoring press from the era. The various branches of the Automobile Association began producing magazines for their members from around 1935, and these often contain some great information for a motoring history researcher. Magazines such as the AA's *Auto World* and *Auto Age* are sought as well as other New Zealand periodicals such as *Motorman* and *Autonews*.

John Stokes, 28 Awarua St, Ngaio, Wellington 6035. Ph 027 537 9491, email tourist.times@xtra.co.nz



Amongst them was:
www.dairylandclassic.com/amatimeline.html which gives a summarised history of the AMA and where the entry for 1933 covers the introduction of Class C Racing by the AMA.

It states "The "TT" is a new type of competition created within the Class C rules. From the 1933 Rules For Competition: "The term Tourist Trophy (or "TT") is derived from the famous Tourist Trophy races held each year in the Isle of Man." "

So at the outset of Class C racing TT appears to mean Tourist Trophy. When then did it change to Turning Track?

Bevars Binnie

Aero-engine research

I am researching a rather obscure early 20th century aero-engine and its whereabouts and any history in New Zealand. It is the ENV water-cooled V-8 of British manufacture. A pioneering aircraft the *Manurewa* piloted by the Walsh brothers used one although no-one seems to know what became of the engine. Although principally an aero-engine it might just have easily ended up powering a boat or some other imaginative transport creation. There may also be other examples that made it to our shores. Although going back a long way it might still be possible that an example may have escaped the greedy-graspy clutches of the scrap-man down through the decades.

Although VCC members are predominantly interested in wheeled transport they inevitably find their way into all sorts of museums and vintage machinery displays and collections. Might someone out there have spotted an extant ENV lurking somewhere that can be photographed and inspected. All information to assist will be greatly appreciated.

Andre Rousseau
 email pyralog@yahoo.co.nz
 PO Box 72-425, Papakura 2244,
 Auckland South.
 Phone 027 476 7925

Thank you for a great magazine

Hello this may be a little late in response but in reply to Graeme Rice's comment in respect of the Austin 3 Litre in the June/ July issue

We had five cars together in December 2017 at Puhoi to celebrate the model's 50th Anniversary.

We have two in our family and I know of three VCC members who own Austin 3 Litres. As Austin's last luxury rear wheel drive car it shared very little, except glass with the 1800, its mechanicals were all new and incorporated a revised C series engine shared with the MGC, incorporating a sophisticated independent rear end and Hydrolastic suspension all round. Perhaps 300 odd were sold new in New Zealand. Rolls-Royce and BMC collaborated on the suspension and the final product resulted in a smooth and quiet riding car with excellent handling. Now an appreciated classic!

John Vevers
Helensville

Please Sir...

To paraphrase Oliver Twist - "Please Sir can we please have our magazine back?". You know the one. That one we used to have that could be read easily. The one with good sized print, and with a reasonable space between the lines. The one where I didn't have to get the magnifying glass out whenever it arrived in my mailbox. The one that I used to read from cover to cover, unlike now when I gloss over much of it because it's just too much trouble.

And strange - I don't ever have this problem with any other publication.

I beg you - please hear my plea.

Peter Robinson,
Manawatu Branch



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

100 YEARS AGO
October November 1918

100 years ago 18 year old Bill Lyons (later Sir William) started work at Crossley Motors in Napier Street, later Crossley Street, Manchester. From 1918 to 1927, the year the Austin Swallow was launched Lyons' actions proved that it wasn't mechanics and engineering that held his real interest, but rather being able to exercise his unique and unmatched ability to take a humdrum product and, for a modest budget, style and build a desirable machine.

50 YEARS AGO
October November 1968

For the last time a William Lyons inspired car hit the market, startling the motoring press and enthusiasts everywhere. Long, low and luxurious, the XJ6 was said to represent the pinnacle of Sir William Lyons 46 year long career as a superb stylist and shrewd businessman, combined with a touch of good old fashioned showmanship. With the 4.2 litre engine it was as quick as any other saloon and with its advanced independent rear suspension it was quieter and smoother than just about anything else.

75 YEARS AGO
October November 1943

Probably the slowest SS ever. William Lyons' 1943 attempt to produce replacements for the motorcycle-sidecar combination: the V-twin, 1096cc JAP engined SS VA. Strictly a two-seater with a rear mounted engine, lockable diff and left hand drive the ultra short wheelbase VA wasn't a success. A second version, the 1172cc 10hp Ford powered VB failed to deliver a military contract in spite of having all independent suspension and a removable steering wheel.

30 YEARS AGO
October November 1988

Third place in the 360 kilometre race at Sandown Park was good enough to give the 7,000cc V12 Silk Cut Jaguar of Eddie Cheever and Martin Brundle 357 points after the last of 11 races, 80 points ahead of the second place Sauber Mercedes. Jaguar was awarded the World Sports Prototype Championship with Martin Brundle winning the Drivers championship with 240 points.



Graeme Rice

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

THE VCC AND THE FUTURE?

Words Graham Taylor

In the last year or so there has been a growing realisation that complacency and the way we do things were risking a downward slide and this in a branch with increasing membership.

My personal observations are as a reasonably active member of Central Otago Branch and newsletter (*Puff n Stuff*) editor (retired) with contacts across a broad spectrum.

Regular monthly meetings just for the sake of them were leading to an increasing negativity, and social contact was missing out. Our branch is now having the same nights with a programme of interest but without the meetings. Yes, just one general meeting and that is the AGM. The branch is being run by a management committee and changes are happening.

The hoist debate highlighted quite a division in the branch. We are now in negotiations with a men's shed group over the placement of a workshop in our (council leased) property at Cromwell. What we need is more activity. I have just installed a hoist in my workshop, after years of ramps, stands and pits and can see the immediate benefit one would be. Safety is not the problem some would make it out to be, in fact a lot safer than ramps, jacks, and stands, and can be managed.

Parts – is it realistic to have so much space tied up in parts storage especially non-consumables and non-identified metal? On the other hand we have little rust or corrosion and some of us just hate throwing good stuff out. In my yard I have a lot of stuff but tons of it is regularly recycled. Maybe we could have the basics for some interesting sculptures. Another consideration is that many popular vintage cars have a good new, and reconditioned, parts back up from a multitude of suppliers, here and overseas.

The threat of the future? Will we be pushed off the roads by

the increasing green movement and concern for global warming. Yes we will be if we hog the centreline and needlessly annoy faster traffic. Our best defence is to be more assertive in our club presence. Will you turn out to our National Day? See how much fuel is used and road hogging goes on when there is a 'green' multisport event. There are many reasons for global warming, the human effect is part of it too, huge areas of rainforest have been and continue to be felled without replacement planting or any form of management. Many vintage cars have wooden componentry, at least that is naturally replaceable.

Electric vehicles – They could have a limited future, the reality will hit when road user charges and the true cost of electricity and recycling or disposal is taken into consideration. Nuclear energy would be required to keep the whole process viable and green. One of our more enterprising members is working on a conversion so watch this space. I converted an unremarkable vintage car, using a redundant Japanese driveline. It has done in excess of 12,000 miles over the last five years in non-national rallies. Forty mpg plus road user charges are about the same cost as running a Morris Minor, and recycling of otherwise redundant componentry. I am often asked "would I restore the car back to original?" Well no, the driveline was worn out, it would have been an uneconomic exercise. Nothing was available off the shelf as in Model T or A Fords, and the result would have been a car only fit for short runs off major roads. Hopefully the new owner of the reconditioned brake parts will get some benefit.

Because of the comfort factor, and the distances we have to travel, I have increasingly used our Austin 1300. The trend is noticeable in our age group. One expressed his difficulty in handling a car without power steering and now has a Triumph 2.5, but more importantly is a regular attender at events

Health and wellbeing – at least the ladies know where their husbands are. Perhaps that could be interpreted both ways, when did your club have an event for the ladies?

Yes I have attended an Irishman Rally and enjoyed that, noted a lot of specials and would be surprised if the numbers attending would do so if the componentry was as original. However it shows that in our membership there is a very broad spectrum of interest. And, as when I joined, the comment that the vintage car has more personality and interest than those under 30 years of age is one of our club's keystones.

Vehicle classification – we have an increasing interest in post 60 vehicles and that is where a lot of association lies, although very few are vehicles with a history. They represent the types of an era and yes they are old in the eyes of some beholders but if fit for purpose can be used for years to come. Something to think about is the cost per year of a vehicle to the environment, taking into consideration the original manufacturing cost, maintenance and cost of disposal. Our older vehicles should score pretty well in this. What cost to the environment our modern electric vehicles and the battery disposal after a shelf life of 5-10 years? The cars in the junkyard are 10- 30 years old. Some could be rebuilt

but as cars are so cheap now anything but basic maintenance is uneconomic. Noticeable is that there are a few cars from the 1960- 80s lying around. If they are not being looked after by an enthusiast they are now toasters or reinforcing steel.

The authorities and general public can be misled by the 'old' vehicle image. There is a world of difference between a clapped out heap emitting smoke with bits missing, probably unlicensed, no wof or qualified driver, compared to our club vehicles. This reminds me of my youth, 12 years old in a Model T. But that was way back when the roads were uncluttered and anything on wheels was valuable.

So if we drive well-maintained, regularly used vehicles, that are fully compliant, and used in a way that does not offend faster traffic, why not be proud of that? I believe that many of our members' cars languish in garages with little use, and this has many reasons, but it also fuels the anti-lobby as if they perceive we are reluctant to use them, then why should we retain the special privileges that the Vintage Car Club has won for us over the years?

My branch is making changes to be more relevant but it needs the active participation of our membership, with their cars or interests and their social contact. There is a very active programme and if we don't have an event to suit, then our sister VCC branches have many, with a great variety of countryside to explore, "don't leave town until you have seen the country!"

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

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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

Roy Cowan in the ex Wills 1922 TT Sunbeam

What with all the Drama Club activity and the lead up to Wigram, my exam results for the end of 1948 were somewhat less than good and I achieved only one unit, History II, towards that elusive BA degree, and a conspicuous lack of enthusiasm for academia. After a final fling as a member of the Canterbury Drama team at that winter tournament in Dunedin, I dropped out of university and got a job as a foundry clerk, joining the workforce. I found the work fascinating and the discipline and routine a pleasant change from the supposed self discipline of 'varsity.

Dave Mitchell had also dropped out and we faced the substantial reduction in holidays from almost two months to just the statutes plus a fortnight. The planned series of beach races at Nelson was an obvious attraction and we decided on a round trip getting up there via the West Coast and home down the east. With

only a fortnight to play with, all thoughts of the Panhard were abandoned and Mitch's recently acquired Rugby was the obvious choice. With a high back axle ratio and Continental's Red Seal engine, the Rugby was a really effortless touring car and got us up there with no hassles but was somewhat overloaded from the Hope Saddle onwards with three hitchhiking Dunedin girls, one of whom, three and a half years later, was to become Mollie Anderson and two years after that, the first Editor of *Beaded Wheels* and its developer over the next 10 years.

Roy Cowan made his first appearance with the 1922 Isle of Man TT Sunbeam, the very car with which Chassagne won that race! It was brought to NZ by Mathew Wills, Billy Hamilton's brother-in-law, for competition with the latter's very successful 1914 car. It passed finally to Dick Messenger, whose memories comprise



▲ Alan Freeman in the Thompson Special. He raced a GP Talbot Lago years later.

such a large part of *Flat to the Boards**. Dick fitted it with a touring body and road equipment and used it regularly for years until the intervention of WWII, after which he passed it on to Roy who returned it, more or less, to its racing form and sold it to Rob Shand in 1951. At Nelson it sounded terrific but really wasn't suitable as a short-burst-circuit sort of machine!

The Thompson-Tucker cars are typical of New Zealand racing throughout those early years before the Korean War finally lifted New Zealand out of its usual penury. The Thompson served Alan Freeman well for many years and as the foreign invasion started he acquired a GP Talbot Lago.

The Tucker car was typical of many flathead Ford V8 specials that featured in those days. Most finally acquired Edelbrock or Ardun heads and this one sported a McCullough centrifugal supercharger which, as usual, gave very variable performance and finally killed the unfortunate Tucker, though not at this meeting.

Don Ransley had his Riley there and Halsey Logan was still racing the Singer Special. Fred Sharman had the Railton saloon and Duncan Rutherford his pre war Citroen cabriolet. Could this be this year's Canterbury Branch Restoration of the Year



▲ Tucker of Nelson and supercharged V8 Special



▲ David and Ian Stewart, and David's Rugby Red Seal



▲ Team: L to R David at the wheel, Pauline Clair, Mollie, Pat Tunicliffe and self



Andrew Anderson
VCCNZ
Founding Member



winner? A very rich and rare machine. Sybil Lupp and Hugo Hollis sported new supercharged TC MGs, while Jack Tutton hung a blower on a prewar TA. The vintage were further represented by Hamilton Gibb's 4½ Bentley, a local car, but this retired with mechanical problems.

Racing took place on the Saturday 31 December to Monday 2 January 1950 with five races on the Saturday and six on the Monday – quite a programme.

Mitch and I took off for Picton on the Wednesday and spent the last week there socializing somewhat. The return journey sticks vividly in my memory as, just like today, all the world and his dog spent the holidays in the Sounds or in Nelson and all took off home virtually simultaneously. However, this is 1949/50, the speed limit is 50mph, the road – yes SH1 – is shingle and every man and his dog is crammed into Morris 8s and 10s, Austin 7s and 10s, the

odd super 6 Essex, Model A and V8 Fords innumerable and the dust is just incredible. In such conditions, the little Poms and Model As can cruise at about 40mph and do so in endless lines. The Ford V8s can go a lot faster but scare seven bells out of themselves as they try to stay pointing in the right direction. Meanwhile our old Red Seal Rugby sits happily at 50/55 mph, slides the corners like the TT Sunbeam and we scoot through the whole tangle unscathed!

C'est la vie!

* **FLAT TO THE BOARDS** written by Douglas Wood and published in 1985 by the Vintage Car Club. A history of motor car sport in New Zealand from 1901 - 1940.



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THE VINCENT PROJECT

Words and photos Frank Metcalfe

The story of the creation of a Vincent by Roy Gardner goes back a long way and it was over four years ago now that I started the process of writing the story for Beaded Wheels. Three separate parts of the story were published in December 2014, February 2015 and August 2015 and then there was a long period of silence as Roy pushed hard to complete the project.

However, many pressures intervened and for the Jan 2017 issue I wrote an article about a lovely little Frog Eye Sprite but introduced it with the advice that Roy had had to put the Vincent project on hold because of work and family needs. And also because he had become aware, through testing and actually getting the motor fired up, that some parts of the engine really needed extra work.

THE FINAL CHAPTER

Well at long last it's done. A new and unique Vincent is complete, is properly licensed and warranted and is undergoing road testing and careful scrutiny. The photographs tell the story. This is a Vincent, just look at that fabulous 1000cc

engine, but, engine apart, it doesn't look like we all expect a Vincent to look. This motorcycle is the product of the aspirations, the knowledge, and the amazing engineering skills of Roy Gardner. Perhaps, if the Vincent brand had lived on, we are looking at what a 1970s Vincent might have looked like. But that's just a guess on my part because Roy, the creator, used parts from several models. He knew what he needed to build his dream and he hunted worldwide for items such as brakes, forks and gearbox. He used his amazing engineering skills to design and build the frame, à la Egli but with Roy's modifications as required. He designed and manufactured the alloy mountings to house the gearbox he had chosen, and

to link with the swing arm. The original gearbox that had been an integral part of the crankcase design, even though the actual operational box was separate and had its own oil supply, had been sliced off the motor. Clearly some well-designed new structural parts were required.

Rather than confuse with wordy descriptions of parts and construction I'll let the photos do the talking and list here the essential elements.

The engine is from a 1954 Vincent Series C Rapide, with die cast cases, from which the gearbox had been removed. Roy undertook a total rebuild of the engine. This included a new Terry Prince crankshaft and Mk3 Robinson cams along with a pair of 28mm Dellorto carburetors, not



to mention the various bearings, seals, valve guides. Pistons are remanufactured Vincent Kempaloid. The compression ratio is estimated to be 8:1.

The gearbox is a four speed AMC from a Norton Commando. Going back to Part 2 of this story you will see that Roy had considered using a Harley-Davidson box but in the end the AMC box was more suitable for the task and with ratios that were not far distant from the original Vincent box.

The drive train follows the Vincent pattern. A triple row primary chain drives both the alternator and Norton Commando clutch. Because of the slicing off of the original gearbox Roy, had to design and manufacture a new chain case, and you can see from the photos how expertly it has been created, following the original style and providing for the alternator.

For the frame, Roy through much careful persistence, was able to obtain design details for the famed Egli frame

and from those details he built his own Egli replica with Gardner mods.

The forks are Marzocchis from a Benelli 650, shortened 40mm.

The brakes are both drums, the front one being a Grimeca four leading shoe model. The fuel tank is a Roy Gardner design. He built a mock up in polystyrene and entrusted the manufacture to Rob McKendrick in Napier. Capacity is approximately 22 litres. The seat was built by Roy on a fibreglass base.

For the electrics Roy fitted a compact modern commercially-available alternator and adapted it to be driven in the same manner, from the outside of the primary chain, as the original. Look closely at the engine photos and you can see how nicely it has been accommodated.

The ignition system is standard Vincent, with a Lucas KVF TT racing magneto. The exhaust is standard Vincent pattern, manufactured in Australia by

Overlander. The instruments are by Smiths with a chronometric speedometer.

How well does it go? Roy has more than 1,000kms on the bike so far and apart from a couple of annoying British oil leaks and a little bit of clutch fiddling it has thus far performed beautifully. I can attest to the fact that it starts first kick and sounds fabulous. Roy says it will cruise happily at figures beyond the legal limit and is a comfortable ride. I am actually hanging out for a chance to fling a leg over it and run around a few blocks.

So that is the Gardner Vincent. The owner is rightly proud of what he has made and I think it's fabulous. It is the fulfilment of one man's dream that started with a wish and a rather tired old Vincent engine and its completion is a testament to Roy's engineering and design skills. It really is a great achievement and Roy intends to have it at the 2019 VCC National Motorcycle Rally in Blenheim. |BW

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TODD MOTORS CHRYSLER RACE CAR

By Don Ammon

Ten years ago my wife and I moved from Thames to Nelson, and at the same time I made the move from MANZ to the VCC, joining the Nelson Branch. The first outing I went on was to view Bill Irwin's wonderful motorcycle collection. While looking around this amazing collection I got talking to a gentleman in a motorised wheelchair (Ian) and his caregiver, Derek. Ian told me of his motorsport accident in a local hill climb, some years earlier, in his rotary powered Clubman Lotus-style car. After telling him I had a Daimler V8-powered special he told me he still had a race car and would I like to call by his place on my way home to view it. There I met his very caring wife and talked with her as Ian and Derek opened the garage doors and removed the dust cover. The car was not exactly what I expected to see. Ian told me it was the 1926 Chrysler race car which Todd Motors had imported. We discussed its history and restoration, which was not quite complete. There was an unsorted issue with the steering box, and diff oil leaks. As I was not yet gainfully employed I offered to look at these issues, not for reward but for company and an insight into the area we had moved to. Over the following weeks Ian gained trust in my mechanical ability and we became good friends, both benefiting from the encounter.

Later Ian asked if I would drive the Chrysler at the upcoming Skope classic race meeting, at the Ruapuna circuit near Christchurch. He would organise things and cover costs. Ian's caregivers had driven it a short distance on the road, though at that stage it was not road legal. I had not yet driven it by the time the three of us headed for Christchurch in Ian's wheelchair equipped Toyota van, with the Chrysler on my car trailer behind. Ian had arranged accommodation for us

for the weekend in a unit at the Burwood Spinal Care Unit. These were available to past patients if not occupied by family of others in care. This proved a very satisfactory and economic arrangement. Ian was able to motor his wheelchair through the complex catching up with doctors, nurses and friends he had made there, people he was very grateful to.

Next day at the circuit I had my first drive of the Chrysler, though not without problems. As I went to accelerate out onto the track the car gave a cough and died. I used the camber of the track to coast to the infield where I was able to make carburettor adjustments and continue. On my return I was confronted by the clerk of the course regarding my entry onto the track, obviously unaware of the problem I had. I heard him out and went on my way. I had more on my mind than to try to explain. I had discovered the Chrysler tried to shake itself apart if you tried to get off the mark with any revs on and the oil pressure had showed signs of disappearing on longer curves. There appeared to be no answer to the clutch shudder other than to get mobile with minimal revs, and I added an extra litre of oil to the sump. Things went better on Saturday and Sunday, the extra oil had definitely done the trick.

There were large and varied fields for the vintage events. I was driving the oldest and least-tested vehicle in the field and while coming last every race I was amazed by the crowd's reaction every time I returned to pit lane. There I would be met by Ian with the inevitable 'can't you go any faster?' I gave no answer. I could have gone faster, but I may also have broken his pride and joy. The clutch made for slow getaways and a combination of large diameter wheels and a 3.5:1 diff ratio made it too tall geared for the circuit. The ratios

in the gearbox didn't lend themselves well so I used its torque to labour around the tighter corners. It would have been better suited to the long run each way and relatively slow turns at the ends at the beach circuit at Muriwai, where the car had been timed in 1927 at a couple of miles per hour short of the old imperial ton. I pointed out to Ian the rubber working its way across the tread face of his new Lucas whitewall tyres, so it wasn't that slow, it was just there were a lot of quicker cars out there, such as the Lycoming Special.

Regardless, I enjoyed the opportunity to be on a track I hadn't driven something this old and historic before. I was surprised by how flat it cornered and how well its external contracting hydraulic brakes worked. The final high of the weekend was the Saturday night function, with great food and speakers including Harold Heasley and Angus Fogg. This was something we would have missed out on as it had been overlooked by Ian when entering the event. We were able to attend only due to the generosity of Graeme Hamilton, of Ace III fame, who gave us tickets, and the organisers who considered it only right to give caregiver Derek free entry.

Upon returning home Ian registered the Chrysler and obtained a daylight wof with concessions for no mudguards or lighting. I drove the car to the Tapawera A&P show, and enroute had to smile at the reaction of motorists who I passed using the outer lanes of SH6 over the Spooner Range.

Sadly my friend Ian passed away a couple of years later. His family asked me to drive the Chrysler to his funeral, the cemetery and the hall before placing it back in the garage and fitting its covers. I lost a good friend but he left me with a lifetime memory.

IBW



AUSTIN A70 HEREFORD

A SAGA

Words and photo Roger Douglas

Last time I promised to tell you about the flywheel rumble in my 1937 Austin Seven. But that will have to wait as I feel a strong need to relate my experience with a 1953 Austin A70 Hereford.

Bought second hand in the early 1960s, I purchased it from Davie Motors in Otahuhu for the princely sum of £235. I was the second owner. It had been owned by a local farmer and was showing a fair bit of rust in the sill panels. That didn't deter me as it was in great nick otherwise, and what was a bit of rust?

Driving up our steep driveway at home in Titirangi about six months later, a loud bang announced that first gear was kaput. With a wife and baby daughter to support, there was no spare money to pay a mechanic. I had rebuilt the Austin Seven motor, hadn't I? So, what could be hard about rebuilding a gearbox?

With help of a borrowed service manual, I removed the gearbox from the car and dismantled it in the spare bedroom of our new house. I installed a new first motion shaft, and reinstalled it in the car. Now the service manual was pretty good, and told what bolts to remove, and in what sequence. Pretty good the English, except they were a bit light on the description for removing certain floor panels. It only took me three days to get the gearbox out. Being a column change didn't help. No four on the floor stuff.

Suffice it to say I succeeded in completing the task and, wonder of wonders, the gearbox worked fine. I was quite pleased with myself really, but as later events proved, it doesn't pay to get too cocky young fella!

About a year later, my wife and I were invited to spend Christmas with a cousin and his family in Winchester near Timaru. A long way you say? Older car? You must be mad.

The A70 was starting to burn a bit of oil and smoked a bit. Rings and bearings you say? Well that's no problem to an experienced amateur like me. Ha ha.

Well, I was undeterred, jacked the old girl up (in the open) and set about removing the pistons, con rods and big end bearings. Off with the overhead valve cylinder head, drain the sump, remove the sump pan, undo the big end bolts, remove the pistons and conrods out of the top and there you go. Fitted new piston rings, deglazed the bore, and fitted new shell bearings. Assembled the whole in more or less reverse order and Bob's your uncle. Lying on my back on the ground to refit the sump pan was not a ball of fun, but you've gotta do what you've gotta do. The magic was that it started first time and ran like dream. What could possibly go wrong?

The Christmas holidays soon came around. At 4.30 am on 24 December 1964, we loaded up the A70, tossed a mattress on top of the luggage on the back seat, gently laid our sleeping three-year-old daughter on it and gaily set off. Wellington here we come.

Nothing could go wrong as we had a booking the following day on the inter-island ferry to Picton. We had planned on driving the western route via Raetihi on the advice of a friend. Nice fine day, the car was running beautifully and life was good.

We needed to stop for fuel in Levin. Filled the tank up and thought, 'spose I better check the oil. You did that a lot in those days as a matter of course. Imagine my total dismay when I was presented with a dipstick with absolutely no oil on it! NONE!

Imagine my shock. I must have done something very seriously wrong for it to have burnt all that oil? It was running very well, and there must have been a few dregs of oil still in the bottom of the sump which saved us from catastrophe.

Nothing for it, but top her up, keep going and keep very frequent checks on the oil level.

The next day, Christmas day, after a night in Wellington, we boarded the *Aramoana*, and sailed on a reasonably calm Cook Strait to Picton, we overnighted in Blenheim then set off for Winchester. We duly arrived after an uneventful trip, other than buying copious amounts of SAE 30 and worrying quite a bit. After all, we were getting further and further away from home, with a car that was drinking oil like a drunken sailor.

We arrived at an empty house to find the key under the mat, and a note saying that the cousins had decided to spend a few days with sister and husband further south, and we were invited to Invercargill too.

Invercargill! An extra 266 miles (428 km).

A sick car and they want us to drive all that extra distance? No way. But a good night's sleep, a beautiful sunny morning, and all was well with the world. What the hell, Invercargill, here we come.

And then I walked out to the car. There was oil dripping off every part of the underside of the car. Everywhere. And the cousin's pristine white metal driveway was soaking it all up.

What was going on? Must be an oil seal or something. Oh well we know how much oil it is losing for every 100 miles, we'll just have to nurse the car along, and keep feeding the oil in.

In the back of my mind I thought that maybe there might be a mechanic in Invercargill who could fix the problem before we attempted the return journey. A journey of just over 1,000 miles (1640 km).

That was one heck of a long way to drive with a wife and child with a sick car, and it seemed that we were to add a cousin and her baby son to our complement. Oh Joy!

After New Year, I found one of the few mechanical workshops open for business and sought their advice.

"We think that the seal on your rear main bearing has probably failed" says them.

"Can you fix it" says I?

"Maybe, but we'll have to make a puller to get the bearing out" says them.

"OK, please try. It's a long way home" says I. "Give it a go please."

Two days later.

"Sorry, we couldn't get it out. You'll have to nurse the car home. The engine will have to come out and be dismantled, and a proper repair made" said them.

"Thanks for trying" says I, "Sell me a gallon tin of SAE 30 oil please, and we'll be off". Oh joy!

The next morning, we loaded the car, three adults and two children and set off north on SH1.

I had a heavy heart but told my passengers that we would be fine as we were carrying lots of oil.

We reached Momona 113 miles into the journey and stopped for fuel and oil. Now 113 miles was only about one third of the distance from Auckland to Levin (344 miles), so I decided to give the A70 one pint of oil and then check the dipstick to see how much more it might require.

The dipstick told me that I had lost no oil on the journey so far, that I was a silly twit, and that the engine was now overfull with oil. How could that be?

The moral of the story is, be very careful when refitting a sump pan whilst laying on your back under a car. Fit it with the car up on a raised vehicle hoist.

Clearly the oil was being sprayed out through either a badly fitted cork sump gasket, or a displaced asbestos seal at the rear of the sump pan, or possibly both.

Either way, when the mechanic in Invercargill re fitted the sump pan, he did it properly.

Almost no additional oil was required for the rest of the journey back to Auckland.

The wonderful and much loved A70 ran faultlessly for several years after that and was reluctantly sold for a smaller car. It has its place in history though as the accompanying photograph shows. There it is in all its glory on Colombo Street Christchurch, with the Cathedral in the background. The month was January and the year was 1965.

|BW



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LIGHT MY FIRE

Words and photos Kevin Casey

Clarkson to Casey: "Your mission, should you decide to accept it, is to write 10,000 words on spark plugs. You must not cause our readers' eyes to glaze over nor bore their pants off. This may prove impossible." Probably, but I'll have a crack at in digestible bites...



The Ford T was as American as apple pie. How could Ford owners possibly ignore Uncle Sam?

Many parts of an engine are indispensable if it is to function, but I like to think the tiny spark plug, flashing and crackling away, out of sight out of mind, is the engine's very life force, its beating heart. Plugs of today have neither zing nor bling – just forgettable, boring, drab little blobs of efficiency - but it wasn't always like this. One hundred and more years ago they had colour, style and delightful names, all jousting for a point of difference and a toehold in the market.

You can probably count the number of plug manufacturers today on one hand, yet there have been more than 5,000 brands, the vast majority gone by the 1930s. To paraphrase Peter Sellers, "That's a bloody lot of plugs."

The Spark Plug Collectors of America (SPCOA – born 1975) has published a list of known brands whose number is still rising as yet more are discovered. The heady years of spark plug companies mushrooming into life only to burst and die like so many fireworks were all over by 1930, just 50 left standing. The much reduced Model T aftermarket, superior heft and quality from the big players, the new sophistication of the consumer, were topped by a depression that overwhelmed the world and annihilated the masses of small spark plug makers. To understand why there were so many we have to look back into the infant years of the automobile industry and also touch on one man who had a disproportionate influence, Henry Ford.

First, what is a spark plug, other than an odd name for what should be more correctly termed an igniter? We could frivolously

describe it as a gap, for essentially that is all that the high tension current needs to force it to jump and create a spark that will ignite the fuel/air mix. But of course a gap must begin and end, so the plug has centre and ground electrodes insulated from each other inside a threaded steel body. All elementary, even your granny knows what a spark plug looks like and it has looked like that for 156 years. In 1777 Allesandro Volta became the first person to ignite an air/fuel mixture by an electric spark, made possible by his invention of the electric battery. Without 240 little volts, all named after Allesandro, you would not be reading this. Time drifted on until in 1860 a Belgian engineer, Jean Lenoir, produced the first commercially successful internal combustion engine. It was fuelled with a mixture of coal gas and air fired by his spark plug invention, made of brass and mica, easily identifiable as the granddaddy of today's plug. His "jumping sparks" system relied on Heinrich Ruhmkorff's recent induction coil invention. It, in turn, is the ancestor of all modern ignition coils. Lenoir made 400 of his stationary engines and, by 1862, had successfully tested a crude car using a liquid fuel. It was good for 3kph, about the same speed that can be experienced today in Auckland's rush hour, so I'm told.

There we are then, in 1862, the spark plug and induction coil already invented but nothing much to hang them on until inventors such as Daimler and Benz got busy. Even though Lenoir had pointed the way that all would eventually follow, his system was not exactly reliable, although



De Dion made their own plugs, branding each part with their trademark as forgeries were rife ("Imitation new De Dion" - Pognon advertisement).

The wooden case is a classy but expensive touch from the pioneers of the 18mm thread. This plug is mounted horizontally, which explains the inverted name.



Lenoir's 1860 spark plug - by A.M.Parker.

by 1880 the Thevenin Company was manufacturing an improved version. The 1885 Benz engine used a spark plug and 4 volt trembler coil, a system patented by Karl Benz in 1881. Duryea used coil ignition by 1893, De Dion in 1896. Other inventors ignored this compact and safe system, continuing to wander up various no-exit garden paths that would lead to ignition using bisulphide of carbon, hot tube or, even worse, continuous flame. When the flame was exposed to the charge at the right time it would ignite – so long as the flame had not gone out first; a common occurrence. The hot tube (1855) was a safer and more reliable idea where a continuous flame heats a metal tube that stays red hot, capable of igniting the mixture as it is uncovered by slide valve. The tube was made of cast iron although nickel or platinum wire proved to be a better alternative, albeit expensive. Hot tube ignition was still being used by some manufacturers, such as its inventor, Gottlieb Daimler, in 1902 but the spark plug was in the ascendency. Bosch, still going strong today, were advertising their spark plugs by 1902, alongside several American companies, but it was the numerous French plug manufacturers that led the way from the late 1890s, catering for the strong production from manufacturers such as De Dion, Darracq, Peugeot, Renault and more, all using coil and spark plug ignition.

Before we set off and examine all aspects of the spark plug story it would be timely to discuss just why there were so many companies marketing plugs. Entrepreneurs are always quick to spot an opportunity when new technology beckons and so it was with the dawn of the automobile.

The pioneering manufacturers tended to make the entire car but as their numbers rapidly grew factories building proprietary parts to supply the new “assembled car” industry mushroomed. I don’t know how many makes of car have existed worldwide but *Automobile Quarterly’s* The American Car Since 1775 (published 1971) lists 5,000 marques in America alone. A great many of them were born (or stillborn) on hope, hot air or a dream. Many more were the work of charlatans – brochure, stock certificate and a swindle for the one born every minute. The majority that did reach the market relied heavily on bought-in components, among them the humble spark plug. For budding manufacturers the spark plug was an ideal product, with at least the chance of supplying all vehicle makers. It was relatively easy and cheap to set up automatic lathes and spit out the metal bodies all day but the porcelains were another matter. That was the difficult part, taken care of by companies like J-D (Jeffery-Dewitt Co.) who would make porcelains for themselves and numerous other brands. Hundreds, most likely thousands, of companies with a branded plug took no part in their manufacture. For a significant order any number of the larger spark plug makers would supply plugs with the appropriate logo to companies such as Fisk, Goodyear, Dunlop, Shell and Sears. They are usually referred to by collectors (with a touch of disdain) as Chicago plugs.

Naturally the very unreliability of early spark plugs increased the demand for them, or more pertinently, for an alternative to the brand the motorist was cursing. Fed-up and ripe for a change, they were easy prey to the often outrageous claims of the spark plug

manufacturers springing up like mushrooms. Although spark plugs were plagued with problems such as cracked porcelains, oil penetrating mica insulators plus oil or carbon-fouled electrodes, they were not entirely at fault. Petrol was not refined as it is today, the single distillation process leaving excess sulphur and much oil in suspension; not a whole lot better than kerosene. The low volatility of this oily fuel - not helped by the low-compression engines and slow hand-cranking - led to difficult starting, almost inevitably blamed on the spark plugs.

The market grew rapidly. Henry Ford introduced his Model T in 1908 and within a short space of time its burgeoning output was matched exponentially by the after-market plug manufacturers, many of whom concentrated only on plugs for the Model T. This spark plug was distinctive in that the thread was a tapered ½ inch pipe (gas) thread, used by only a few others. It seems likely the pipe thread plug was first used on the Overland. Champion was founded in 1907 by the Stranahan brothers, John Willys being their first big customer. He persuaded the brothers to move production to nearby his Overland factory in Toledo. Spark plug advertisements would tout the plug as “for Ford and F.O.R.M.S.”, a mnemonic which stood for Ford, Overland, REO, Maxwell and Studebaker. These five manufacturers accounted for the lion’s share of the market, Overland’s huge production being second only to Ford. Although this dated type of spark plug existed before Ford adopted it he ensured its longevity – REO used it until 1926. Why did Ford persist with it? Henry famously resisted any changes to the Model T. If the ½ inch plug was good enough in



Tungsten's forgery of the Ford trademark deceives the eye as it is actually quite different to the original. Did they get away with it? AIM's Long Henry is a more subtle approach.



The Cloud 75 (stores) and Fisk (tyres) are examples of branded "Chicago" plugs.



Two quite hopeful approaches to the Ford market.



The script is not sharp. It reads FOR-A-FORD above "Double Jacket," referring to its outer removable porcelain protecting an inner porcelain; in the cheaper range at 59c.



A dowdy OE Champion X is overwhelmed by the Master, Hartford Machine Screw Co's upmarket Ford model sporting nickel plate over polished steel and impressive packaging. Perhaps this version was aimed more at the whole F.O.R.M.S. market.



One could be forgiven for thinking this is a British bulldog on Her Majesty's Service, in reality it is from the Hartford Machine Screw Co. (Connecticut). They made millions of plugs for others before introducing their own in 1912.



Red Head claimed 5 million sales by 1914, marketing a full range of plugs for many years; this one being 7/8th thread suitable for most American cars other than the T. Red Head's claim to be OE for 200 makes seems optimistic.

1908, end of story. Ford detested all things metric (with the notable exception of decimal currency) so the 18mm thread, originated by De Dion Bouton, used in Europe and Britain, and adopted almost universally in the USA by 1929, was anathema to him. Before the swing to 18mm, most American vehicle manufacturers used 7/8 inch – 18 (threads per inch) which Ford would not adopt until the Model A took over in 1927. Even then he probably needed a good push from Edsel. A tapered thread saved the cost of a plug gasket. It may only be perhaps a fraction of a cent but that is how Ford could make such a low-priced car; by shaving a little off every component cost. The tapered thread did have a tendency to seize in the head and the plug itself needed to be tall in the body as the countersink was rather deep to allow for maximum water passages.

An example of a plug manufacturer allying their product to the Ford is the Auburn Ignition Manufacturing Co. with their AIM Long Henry. "Long" told the buyer it was extra tall to facilitate spanner operation and it also extended further than usual into the combustion chamber, a desirable feature as many brands were too short, their electrodes partially shrouded. Everyone knew "Henry" meant Ford. Most manufacturers were not that subtle. I have counted over 60 brands with Ford in their name. Just a few: Fire-A-Ford, Fixe-A-Ford, Racoon Ford Special, For-Do, Fire-Right Ford and a double dip for Ford's Ford Special. What you could not do is use the Ford script. Ford, and Champion, sued anyone who tried it on. After litigation the Horseshoe brand had to stick a label over the Ford script on their boxes which read "Not made by the Champion Spark Plug Co. nor supplied as Ford factory equipment." Until a fallout with Ford in 1911, probably over price, Splitdorf was their principal OE (original equipment) spark plug supplier. Champion supplanted them (A.R. Mosler Company was initially a secondary supplier) but even they could not use the Ford script until 1926, employing a plain porcelain emblazoned with an X. Why an X, the illiterate's signature? Intriguing for sure, but maybe safer not to speculate further.

Apparently Henry's terms were tough and Champion always supplied Ford below cost, but this did not faze them – call it an advertising expense. They took their profit in aftermarket sales. Research found over 80% of Ford owners knew their car was originally equipped with Champions and stuck with that brand. And it was a colossal market, especially for Champion, who, by 1919, were supplying Ford alone with 3.5 million plugs per annum. Wily Henry endorsed OE plugs in the instruction book without naming the supplier. He was loathe to let anyone use his brand for free advertising while it also gave him an advantage over Champion, a hint they could be dispensed with at any time. The average cost of a spark plug in 1915 was \$1 while the pipe thread Model T plug was in the 60¢ - 75¢ range. All the thousands of plug companies had to fall in line or dip out. The heat would have been too much for the "The hottest proposition in the plug", sold by the Tobasco Company. This saucy slogan promoted their 35¢ contender; at that unsustainable price a loss-leader or a truly shoddy product.

I'm not singling out the Model T as an oil burner as all cars of this period were prone to it (400 mpg of oil was considered normal) but it did ensure ongoing sales. Sphinx (1913) stated "Most Ford owners get trouble with oil." Forward (also 1913): "Won't soot – even on Ford cars." How many of the 5,000 plus plug manufacturers, often ephemeral, would have got past first base if Ford did not exist? Who knows, but I'm picking only a few hundred.

The OE market was keenly fought over. Champion claimed in 1914 they were factory equipment for over 75% of the American market. The same year AC claimed they were OE for 89 prominent manufacturers while Red Head let it be known they had 5 million plugs in service and more than 200 manufacturers used them as standard equipment. By 1920 Champion were making 100,000 plugs per day and claimed over 50% of the world's plugs were Champion.

In Part 2 we will examine ways of mining into this mother lode...



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AGM 2018

Words Marilyn McKinlay
Photos Marilyn McKinlay, Lesley Blair

▲ Founder member Andrew Anderson enthusiastically re acquainting himself with a 1938 Lagonda V12 Le Mans on the garage raid.

The 2018 VCC National AGM was based at coastal Ahuriri, not far from Napier airport. From the moment we spotted the VCC sign held by a friendly member, we were made to feel very welcome.



▲ Dianne White (Wellington branch) and friend took Best Dressed at the Mens' Shed themed Saturday Dinner. Dianne's extravagant morning smoko took the cake!

The Hawke's Bay Branch organisation and hospitality was brilliant and negated any talk of the ever present rain which began on Friday as the delegates began arriving.

Several Canterbury Branch members and their partners who had gone to Napier to attend the AGM and a break away from the South Island winter were able to appreciate the distances that National President Dianne Quarrie and Geoff travel when they visit VCC branches and events around New Zealand. It was good to be in their neighbourhood for the weekend.

After Saturday morning's AGM local members took those of us who were not involved in the afternoon Executive Meeting over the hill into town. Two enthusiastic volunteer guides took us on a two hour walking tour around the Art Deco district. This included two videos with actual footage from before and after the devastating 1931 earthquake. It was a fascinating insight into the way Napier very quickly rebuilt its city centre. We learned how they have come to value and embrace their heritage buildings and proudly promote their city as the Art Deco Capital of New Zealand. I now wonder if our new buildings in Christchurch will be appreciated in the future as Art Deco Napier is today.

At the Saturday evening dinner two Divas enthusiastically entertained us continuing the local vibe.

Sunday morning's garage raid visited two places enroute to morning tea at the very new Hawke's Bay Branch clubrooms. At the first a nondescript door was opened to reveal three very interesting 1930s open top beauties surrounded by an amazing collection of motoring memorabilia. Reluctantly we left for the second viewing which was the fleet of vintage cars used to proudly drive thousands of tourists, mainly cruise ship passengers, around Art Deco Napier, now a world renowned attraction. Then the VCC member with the dream retirement job of looking after them opened the doors to the owner's collection of vintage cars, historic racing cars, and memorabilia. It was a jawdropping sight. As VCC members we felt privileged to view all the vehicles. It was a fitting end to the Napier AGM weekend. I hope all those North Island members who travel south for the AGM in Greymouth next year enjoy it as much as we enjoyed this one. |BW

The John L Goddard Trophy was not awarded this year. See Branch Secretaries for copies of full minutes of AGM business.



Words and photos Brendan Lamain

The Waitemata Branch's Chelsea Walsh Hill Climb has been held annually since 1976 with the venue being kindly provided by the landowners, the New Zealand Sugar Company. The name "Chelsea Walsh" was of course a play on words by John Hearne in homage to the famous Shelsley Walsh Hill Climb in England. Like its namesake, the road rises away from a flat start beside the cooling ponds, cuts right over a small concrete bridge and then climbs steadily up through a heavily wooded thicket to burst out onto the bottom of the left hand hairpin. This is a non-constant curve and its double camber twist has been the *bête noir* that exercises the driving skills of all the competitors. Exiting the hairpin the road continues up through the parkland and flicks right to go past the Sugar Works cottages. Over the finish line, a snappy throttle off and a judicious application of retardation is required before pulling off to the left and into the upper parking reserve.

In 2008 much of the land that the road traverses passed into a trust as a reserve, and, as could be expected when further change saw the establishment of the Auckland Council, there was some

apprehension regarding what approach the new authority might take to the use of the road for vintage motorsport activity. Our fears were allayed and the hill climb has continued to run, albeit with a bit more paperwork to ensure compliance with regulations resulting from an advancing health and safety culture. The event continues to be enjoyed by competitors, supporters, and the general public alike.

While change sometimes brings uncertainty it can also present opportunity, and the imminent establishment of a new café in the carpark below the start line offers the chance for us to build awareness and interest in the vintage motoring scene and the events that the VCC supports. A good café in a prime location always draws a crowd, and, with several coastal and forest walking tracks passing through the car park there is likely to be an increase in the number of people who pause to watch the event and engage with members. The experienced café owners also welcome the opportunity to build a symbiotic relationship with the Waitemata Branch. A further bonus will be the enhanced facilities available to competitors, supporters, officials and the general public. One can never guarantee continued access to any venue, but the prospects are good for a bright future for this long-standing and popular example of an important aspect of New Zealand's motoring heritage. One only has to think of Bruce McLaren's early days to understand the role that various hill climbs around the country have played in developing skill and talent.

Entries are now open for the 2018 event which will be held on Sunday 18 November from 9–3 pm. As in the past, the Waitemata Branch welcomes entries from other branches as well. It is a great opportunity to enjoy this wonderful and picturesque venue with like-minded friendly and welcoming VCC members.

ENQUIRIES

Enquiries can be made to the Waitemata Branch Chairman, Brendan Lamain, after hours on 09 4736750, 021 1324557, or via email at brendanandterry@gmail.com.

A video of the 40th Anniversary event in 2016 can be viewed at https://www.youtube.com/watch?v=Wegynj_JkF0&t=91s.



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1931 Chrysler Roadster
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1932 Packard
1934 Ford V8 Phaeton
1935 Lincoln Zephyr V12
1936 Dodge Convertible
1936 Packard Coupe
1936 Standard 8 Convertible
1947 Lincoln Club Coupe
1951 Packard Convertible
1954 MG TF Roadster
1957 Jaguar Mk1
1966 Jaguar 420G
1966 Oldsmobile Toronado
1970 Rolls Royce Convertible
1973 Ferrari 400i
1974 Lincoln Continental Mk4
1976 Rolls Royce
1978 Clenet Series 1 Roadster
1987 Jaguar XJSC V12
1981 Cadillac Seville



1928 Auburn 88 Boat Tail
Speedster



1928 Model T Roadster



1928 Buick Convertible



1928 Model A Sport
Coupe



1936 Dodge Convertible



1951 Packard Convertible



1934 Ford Phaeton



1936 Standard 8
Convertible



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AUSTIN 20 MISSION

Words Neil Hammond

Photos Neil Hammon, Bev Bell – simplyinspired.co.nz



Several years ago my friend Kerry Clements advised me of a very original Austin 20 that had been stored in a shed in Christchurch for many years. I was permitted to view the car and over time got to know the owner Barry Duxbury and his wife Heather well.

I had wanted to do the Irishman Rally for many years and Kerry and I had planned to do the 2018 event in a 1929 Austin 12/4 I purchased for the rally. I was well on track to have this car ready when, lo and behold, I found myself in the position to purchase this 1923 Austin 20 Ranelagh four door coupe.

I had coveted an Austin 20 for many years and have been fortunate enough to collect the remains of several of this model. All of them have been far from complete and need major restoration which I intend to do one day. However this car was, upon inspection, very much complete and the body and chassis appeared very sound. I drove down with a trailer to Kerry and Teresa's place in Ohoka, Christchurch, from my home in Hawke's Bay to collect the 20. The next morning Kerry and I headed to Heather's home and spent the morning extracting my new purchase from the shed that it had sat in for some 20 years. It had been shed-stored in their previous property for about 30 years before that. What made this task more difficult was the fact that the car did not have the correct wheels and we had to make

do with some 16 inch rims that were with the car. After much effort we arrived back at Ohoka and decided to have a go at starting the engine, which we accomplished by mid-afternoon. At this stage I was feeling optimistic about what I thought would be the relatively straight forward task of fixing a few things and putting the 20 back on the road. How foolish was I?

This was in early March this year so I had three months if I was to take the 20 to the Irishman. My intention was to leave it in as-found condition and just repair anything that was needed to make it roadworthy. I made a more complete examination when I got home and when initial testing of the radiator showed it did not leak I made the decision to stop working on the 12/4 and prepare the 20 for the big rally.

The more work I did the more I found wrong. Every mechanical item I touched, including the entire running gear, diff, brakes, engine and, unfortunately, the radiator was absolutely bugged! It rapidly went from a quick fix to a major rebuild of all mechanical parts, and a rewire. It became apparent that although the car was still on its



2018 Irishman Spurs Rd, Fairlie.
Photo Bev Bell www.simplyinspired.co.nz



original bore it had been driven to within inches of its life before it came to Barry and Heather who put it into storage. The engine was so worn that the main bearings, known for their long life and strength, had disintegrated and some caps were cracked. Much more use of the engine would have seen it destroy itself completely. This particular set-back was only found about five weeks out from the Irishman. Only major work, extremely long hours, and a very understanding wife, meant we got the engine rebuilt, fitted into the car, and running about two weeks out from our deadline. This was only possible with the considerable support and help of Kerry who flew up from Christchurch for three days to help me get the engine assembled and running.

After Kerry left I carried on with the extensive list of repairs that needed doing. Then it was my friend Ewan Cameron's turn to lend a hand. Ewan, who was coming on Irishman with me, Kerry and Jim Paterson, spent a weekend working through the myriad small and large jobs that needed to be done.

The 20 was road ready and legal by the Thursday a week before the rally and we were ready to head south at 7am the following Tuesday. I had fantastic support from our local specialists, including Quality Auto Machinists, Townrow and Sanko radiator specialists, Brian O'Brian upholsterer, Jason Bates of John Bates Wheel Alignment and Tony at AA vehicle compliancing, and more who, once they found out the mammoth task I had ahead of me, worked long hours

and put other customers' jobs off so they could have my car ready on time. I am extremely grateful for all their work and support.

The day to head south finally arrived and it was an early morning goodbye to Jill and off to pick up Ewan. We arrived at Ohoka just before midnight. It was a long day! We were up early the next day working on the many jobs that still needed doing. Ewan and Kerry fitted the newly recored radiator; this had only been finished the previous Friday and packed into the ute for the trip down south ready for fitting at Kerry's. Jim Paterson came over and we had the four of us beavering away on her for the entire day, finally finishing about 9.00pm. Not everything was completed but all the essentials were.

The next day, Thursday, we went to Fairlie to park the ute and trailer at our motel as we intended to drive the Austin from Fairlie to the rally start at Oamaru. We headed off in the Austin after lunch and passed through Albury, Cave and pulled into Pleasant Point where we stopped for a minor adjustment. As we got out Ewan noticed an air leak in the left rear tyre so it was quickly back into the car to drive 200m back down the road to the local mechanic, who thankfully was a VCC member. We had the tyre repaired and back on the car in no time. We continued on to Timaru and all was going well, but I was extremely nervous and expecting anything to go wrong at any time. Between Timaru and Oamaru we began to experience fuel problems and blockages. I had left a glass fuel



bowl in the fuel line to catch debris, but I found there was still light material passing through and blocking the carb. This was the first of many times over the weekend that I found that, although we brought a lot of tools, at times what we really needed was left on the bench at home. My fault! In the end we arrived at Oamaru and the first stop was Repco where I purchased a fuel filter and some more tools. We fitted the filter at our motel then sat back for a beer and a piece of my birthday cake. It just so happened that this day was my 50th birthday, so Jill had secretly arranged for a cake to be waiting in the motel when we arrived.

The next morning we had a leisurely start time of 10am so we headed off with plenty of time to meet for the pre-rally run planned for Friday. Halfway to the run's meeting place the Austin lost power in the main street. We pulled over and quickly found the brand new electric fuel pump had given up the ghost. I made a dash back to Repco (just down the road) and thankfully they had a new one on the shelf. Ten minutes later it was fitted, and we were back in action and arrived at the rally briefing on time. All went well for the day and we visited some very interesting historic sites on the outskirts of Oamaru. We elected to skip lunch and headed back to the motel to tinker on the car because we had another niggle. In our haste to fit the new fuel pump we had not read the instructions. Why would you do that? We re-fitted the pump as per instructions and it gave no further problems.

Later that afternoon we had some very welcome vintage Austin Register visitors. Fellow Austin 20 owners Brian and Penny Anderson drove up from their home in Waikouaiti, North of Dunedin, to cast an expert eye over our rebuilt Austin 20. Brian has known about this car since I showed him photos several years ago, and as a fellow Austin 20 owner has been a great supporter of my efforts to get this car back on the road. Not least of which was coming to the rescue with a set of good Austin 20 wheels at the last minute when I found the set I had purchased earlier in the year with a parts car were not fit to be used. Needless to say, we could not have entered the rally or completed the car without Brian. Thanks mate. Once we had pored over the car, and oohed under the bonnet, as only truly afflicted VCC members can, Brian showed me how an expert drives a 20.

The next day was the start of the Irishman. We were up early, packed the car and headed to the rally start. We had time to look at the other cars and what a sight to see. A large number of the cars were like mine or had even less paint, there were very few shiny cars. It was bloody cold walking around and I thought to myself "wow I am actually here, the Irishman", I couldn't quite believe it. The past three months had been such a frantic whirlwind of car rebuilding I had barely had time to think, but here I was about to begin a rally I never really thought I would ever do. Thanks Jill, Sophie and Ashleigh, I couldn't wish for a better birthday present.

After the briefing we headed west and as we climbed into the still frosty farmland it got colder and the dams and small rivers were frozen over. This was great, and something we do not see in Hawke's Bay. We climbed further to some farm tracks and came to our first car that was stuck on a slippery uphill track. We stopped back at the top of the hill to watch the unlucky driver try, but fail, to get up the track. The boys then piled out of our cosy Austin and gave them a push and got them going. The next two cars were ok but it was very slippery. Next was my turn so I shot down the hill and gunned my new engine and snaked my way up the track without too much drama. It was great! The boys piled back in and we carried on our way. We continued on through great roads and tracks to Kurow for our lunch stop. It was a great sight at the Kurow petrol station as 160 vintage and veteran cars queued to fill with petrol.



After lunch we carried on, with Kerry at the wheel, over more great farm tracks and a warning of a sharp right hand turn. Unfortunately we tried to take it in one turn and the front wheel went up the bank, the chassis flexed and the cable brakes locked on. We were well and truly stuck. No amount of pushing would move her. We had to be towed out, but not before holding up most of the cars that were behind us. We were constantly climbing, and heading towards the Hakataramea Pass. Ewan took the wheel for a while and it was great to sit in the comfortable back seat with Jim and take some photos. It is incredibly beautiful country. The higher we climbed the colder it got, after we crested the pass at 970m above sea level we descended into the valley and a stunning hoar frost. We stopped the car and got out to take photos, it was breath-taking and something I have never seen before. A sight I will always cherish, made even better by all the great vintage machinery around us.

I am very much a saloon man and over the years I have received persistent ribbing by my friend who owns a particularly nice Christchurch-based burgundy 12/4 tourer. He rarely puts the hood up and decries cars with roofs as not real cars, while threatening to give impromptu roof chops on said saloons, let alone a particular Christchurch Yates clan who never pass an opportunity to support these threats. I was very happy to get back into my cosy car after the impressive hoar frost of the Haka Valley while observing the occupants of the tourers covered from head to toe trying to keep the cold out. They were only recognisable from the car they drove, not their appearance, as you could not see any part of them. Several were wearing full motorcycle gear. So consider this ribbing, and the lack of comment that came from said 12/4 owner, as he happily sat in the comfortable warmth of the luxurious Austin 20, he did not even attempt to wind the window down during the first day.

We continued on through the pass and came out to the sealed road before continuing on to Fairlie and our motel. There we

carried out some maintenance and had a toast to our Austin 20 and the fact that she made it through with minimal fuss after so much work and so little testing. After a meal we were back at the motel quite early and sat around for a chat, but unfortunately my two months of long days and hard work began to catch up with me and I began to fall asleep while the others chatted.

Sunday, Jim was driving, and another great day motoring over some great unsealed roads and farm tracks. We saw some wonderful countryside. We visited a great old homestead and then headed back to Fairlie. After lunch we headed to Shand's Patch, a large grass paddock where those that want to can race their cars against the clock around a cone course. Naturally I decided I had to partake in this tradition and the 20 performed admirably, despite the incompetent driver taking out a cone in his enthusiasm. A point of interest, Russell Yates won the fastest time around this course in his Model A hot rod. The weekend was rounded off nicely with a prize giving that night and a great meal.

On Monday, Queen's Birthday, we put the 20 back on the trailer and headed back to Ohoka. We all had a fantastic weekend and I felt privileged to spend time with good friends, both in and out of our car. We all worked together, not only to get the car ready in a ridiculously short time frame, but to keep it running well throughout the rally, and my car got through the mother of all shake down runs, the Irishman! It is now tucked safely back the shed. The 20 is 95 years old, has spent 50 of those years off the road, but is now back with a vengeance. It will be at many rallies to come.

So would I do the Irishman again? You bet. I've booked the accommodation already. It's the driving that our cars were made for and for the large majority of the weekend we had the road to ourselves and the stunning South Island scenery to take in. Thank you all who helped me and made a long-held dream of mine come true.

|BW

INAUGURAL TARGA VCC SOUTH ISLAND TIME TRIAL 2018



Words Rod Corbett

“We only get one opportunity to participate in a first time event, and this is it!”

Thanks to huge support from Targa NZ, VCC National Office, Banks Peninsula Branch, Speed Steward Tony Haycock and all lower South Island VCC branches (Southland, Gore, South Otago, Otago, North Otago and Central Otago) we're ready to go.

From initial thoughts and discussions with both VCC and Targa NZ on how to attract new participants and membership, we dreamed up the time trial concept to avoid costly vehicle modification to VCC eligible vehicles, while still preserving the spirit of safe driving and competition.

The lower South Island VCC

branches named above are all generously supporting this Targa event by providing marshals and car displays at lunch/service stops and late afternoon/early evening parc-fermé venues, giving plenty of opportunity to fly the flag for the VCC and hopefully attract some new and younger members to join. To date of the current 22 confirmed entrants, (44 driver/co-drivers), half (22) are new VCC members.

Vehicles entered range from a 1929 Rolls-Royce Phantom I to a 1986 BMW 325M, with plenty of 1950s, '60s and '70s vehicles and in between.

This inaugural week-long event starts Labour Day Monday in

Invercargill with scrutineering, documentation, prologue and car display, followed by Legends of Targa dinner at the Bill Richardson Museum. On Tuesday we set off through Southland on closed roads and touring stages, returning to Invercargill that night.

Wednesday sees us heading north through the Catlins and east Otago to overnight in Dunedin. Thursday we head north for lunch in Oamaru before returning to Dunedin that night. On the road again Friday we head through Otago and Central Otago to overnight in Queenstown. Last day Saturday sees us driving closed road stages from Queenstown to

Glenorchy and return, over the Crown Range and at Highlands Park before returning to finish in Queenstown. Following the prize giving breakfast on Sunday morning we'll all head for home, having covered almost 1,900km of closed and touring stages on the drive of a lifetime.

Visit www.targa.nz for maps, information and a programme for this Targa NZ – VCC event.

We're planning for this event to continue as an annual event with Targa NZ, and with next year planned for the North Island, please register your interest now with Rod Corbett rcorbett@xtra.co.nz or call 027 433 8772.





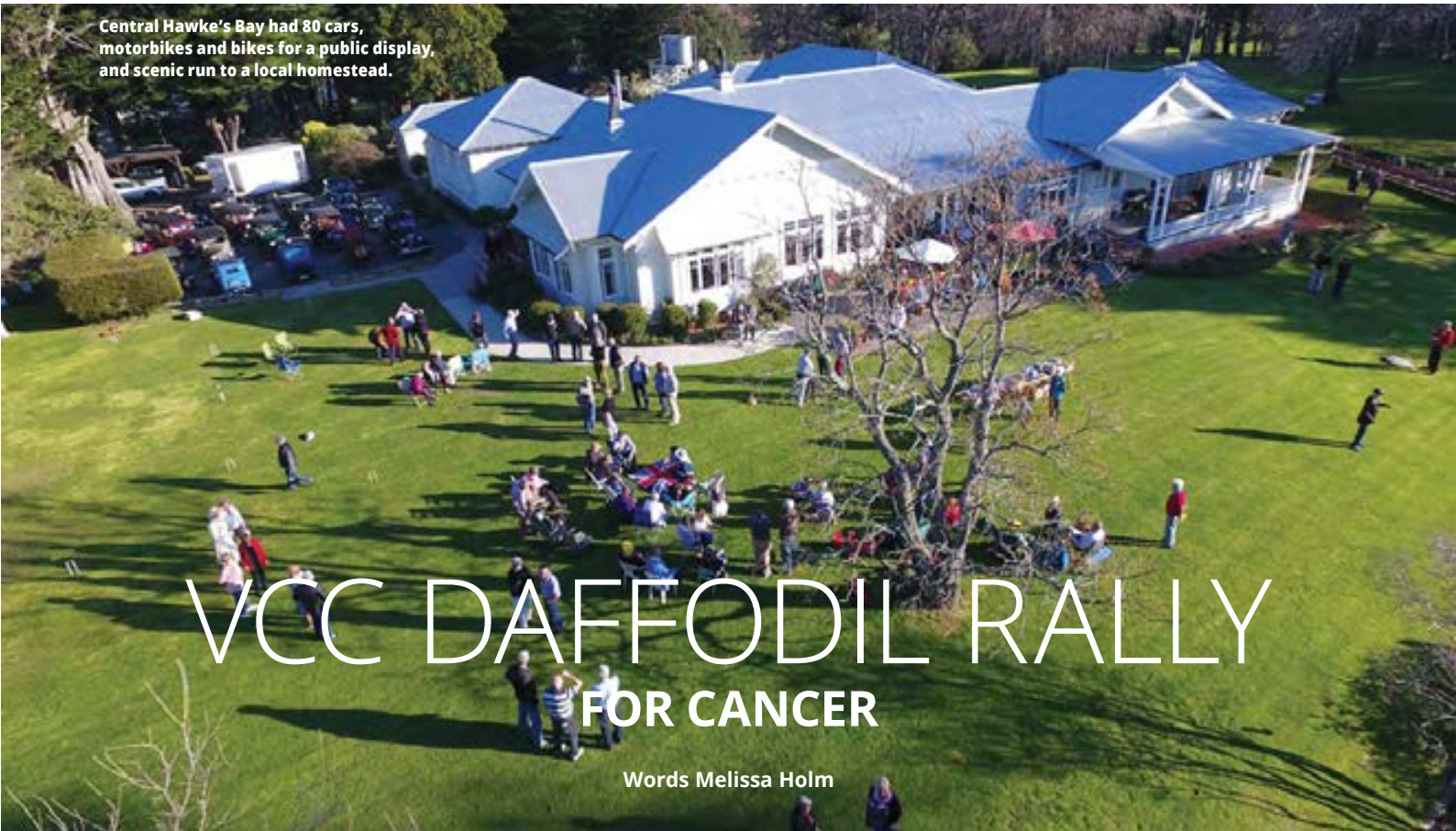
▲ Manawatu held a vehicle display at the Coachhouse Museum in Feilding and had 70 vehicles on display (31 of the displayed vehicles were those of non VCC members).

▲ South Canterbury: Entrants enjoyed a lovely rally to a stately home with beautiful gardens.



▼ Fifty cars paraded through Whakatane for the Eastern BOP event, including many from other car clubs.

Central Hawke's Bay had 80 cars, motorbikes and bikes for a public display, and scenic run to a local homestead.



VCC DAFFODIL RALLY FOR CANCER

Words Melissa Holm



▲ Hawke's Bay had a big turn out of 127 vehicles for a display and rally that ended at the club rooms for a bite to eat and prizegiving.



125 cars enjoyed an 80km country run on a perfect day in the Bay of Plenty.



▲ Over 500 cars, motorcycles and one tractor took part in the Canterbury event where they participated in a run of their choosing and finished at the club rooms for prizegiving.



Otago entrants enjoyed a tour around the Taieri Plains, via Waihola to Taieri Mouth.



The Taupo branch had around 50 cars on a run to Kinloch where a show and shine was arranged.



North Shore, Waitamata and Wellsford/Warkworth branches combined to run a successful run for 123 vehicles.



West Coast were thrilled with their event, which had car displays as well as a run.



Combined North Shore, Waitamata and WellsfordWarkworth branch event.



Taupo members getting into the swing of things.

Perfect weather, generosity and a good cause contributed to the success of our second annual Daffodil Rally for Cancer raising a record \$60,000!

The event, which raises money for the Cancer Society, is the Vintage Car Club's National Day and is open to everyone, not just members of the Club. It is growing in popularity, as evidenced by the over 3,000 vehicles that were either on the road or on display on Sunday 26 August.

National President Diane Quarrie said that she had a feeling that this year's Daffodil Rally for Cancer would exceed the 2017 amount raised. "We had great feedback and attendance from the general public for the 2017 event and were thrilled to raise \$40,000 for the Cancer Society. I am delighted that this year the amount we have raised increased by a significant amount, and I feel very proud of our Club and our members who were involved".

Twenty-six branches of the VCC from around New Zealand ran their own Daffodil Rally for Cancer event, and all the money raised stays in the area and is given directly to the local Cancer Society.

Many branch Daffodil Rally co-ordinators commented that the response from the general public has been overwhelming, both in attendance and in their generosity. One of the lovely outcomes of this event is the interest generated in the Vintage Car Club, which has resulted in new members.

The Daffodil Rally for Cancer has become a special event for the Club, and it can only get bigger and better from here!

Pop the date for next year's Daffodil Rally for Cancer in your diary now...Sunday 25 August 2019.



Central Hawke's Bay.



West Coast were thrilled with their event, which had car displays as well as a run.



▲ Marlborough Branch held a very successful vehicle display with over 240 cars, 30 motorbikes, 10 clinker boats, tractors, steam engines, train rides and more.



▲ A beautiful day saw Gore run a successful leisurely drive to Lawrence, a picturesque old goldmining town 1½ hours away.



▲ Southland attendees were given a choice of a short or long route that met at the club rooms for afternoon tea.



Huge crowds at the combined North Shore, Waitamata and WellsfordWarkworth branch event.



Bush bashing down Honikiwi Rd



**2018 R'OIL CAN RALLY
WAITEMATA BRANCH
Saturday July 14 2018**

**Words Rob Chapman : Waitemata Branch VCC Member
Photos Ian and Jacqui Goldingham, Keith Humphreys**

Alarms rang pre-dawn all over Auckland District calling the faithful to the 37th running of the R'Oil Can, the premier rally of the Waitemata Branch. Entry is restricted to open top cars only, so the dry day was appreciated as we motored down to our start at the Bombay Service Centre.

The rally is a mystery tour so early arrivals discussed our possible route and destination, as yet unknown. After the drivers' briefing the instruction envelopes were handed out and the impressive entry of 30 plus cars were on their way. Well almost. Harold Booth, in his Riley 9 tourer, had stopped after 100 yards with lighting difficulties. "Light a candle," was the unsympathetic advice given as dawn approached.

The cars headed towards the Bombay Hills, which were illuminated by the rising sun, and with blue skies we knew we were in for an excellent day. In the early stages of the rally the faster cars usually surge ahead, hoping to arrive at the shingled sections first and minimise the dust they would encounter.

Not this year - as we entered the Waikato and dropped into fog. I could hear, but not see, Stephen Aldersley in his supercharged Austin 7 come up behind me to join the queue of cars. The fog subsided as we crossed the Tuakau Bridge over the Waikato River.

As we followed a line of cars the call went out "where on earth are we" from the navigator just as Kevin Beasley in his Talbot turned right, but Dave Pitches in his Riley and Max Belcher in his Model A continued straight on. Knowing Max and Shirley as the intrepid back road explorers as they are, we chose to follow. Unfortunately a wrong decision, and five miles up the road we had to back track.

Back to the correct route and on to a damp but well graded undulating gravel road, perfect for vintage motoring. After 10 miles or so it was back on to tarseal where we found Graeme Bradshaw



▲ A stunning early morning drive into the sunrise greeted competitors in this year's R'Oil Can.



2018 R'oil Can Rally entrants.

parked up. He was the first casualty of the day with a broken right rear axle in his Buckler, a tragedy for all the following cars as we rely on him to sweep the gravel roads clear of stones.

At the 60-mile mark we arrive at Ruawaro School for morning tea. One of the last cars to arrive was Stan Smith's beautiful 1928 Sunbeam, unfortunately making some metallic noises from the area of the gearbox. It was terminal and the car had to be abandoned at the school.

The morning stop was over, and we again went south, deeper into tiger country, somewhere to the west of Ngaruawahia. The roads were undulating with few corrugations because of very light traffic. We slowed for Louis McNair in the Austin 65. He had stopped for a photo opportunity. The cars were spread out and we only encountered Jim and Kaaren Smylie in their Model A before the fuel stop at Raglan.

After the fuel stop we managed to catch the Delage of Max Jamieson and his grandchildren Caden and Saskia on a tight hill climb. "Left!" shouted my navigator, trying not to be caught out again as we almost overshot our next instruction. Max continued straight on and was late for lunch.

Lunch was at the Te Mata School, then the final stage went even deeper into tiger country. We again had glorious scenery and manicured gravel roads with no traffic. Curve after curve after curve on the later part of this section made for excellent motoring as we approached our final destination, the Waitomo Hotel.

The high point of the evening was the announcement of the winner of the R'Oil Can after the evening dinner. This is a highly competitive event and many people strive to win the event twice. Something that has never been done, unlike the Tour De France. Rumour has it that some performance enhancing octane boosters had been added to the fuel of some past winners' cars.

So the atmosphere was more than electric as Barry Howard announced the winners, Stan and Gilly Smith. Congratulations to you both, and well done Heather and Barry for a most enjoyable day of open top vintage motoring.

BAY OF PLENTY 60TH CELEBRATIONS

18 August 2018

Words and photo Donn White

A huge amount of effort went into planning and staging the 60th birthday celebrations for the BOP branch. The birthday party took place in the Cliff Road, Tauranga, clubrooms which were filled to capacity with around 110 people for an evening dinner and entertainment. Attending were the VCC National President, Dianne Quarrie, and Jack Hoven, a branch co-founder who has been recently made Patron.

Alistair Jones was largely responsible for coordinating the very successful evening. Paul Beck also worked tirelessly behind the scenes making a video concerning the 60 years of history behind the BOP branch and many names and identities were recognized and acknowledged from years gone by. This video will become a treasure in our extensive archives and much work was also put into displaying photos and media coverage over the six decades since 1958.

▼BOP: Eight previous BOP VCC Chairmen attended the 60th birthday dinner along with the present Chairman - Jim Smylie. Front Row - left to right. Patron and co founder - Jack Hoven, Maurice Nottle, Frank Ward and Peter Butler. Back Row - left to right. Present Chairman Jim Smylie, Ron Elton, Clive Taylor, Alistair Jones and Bob McGarva.



The evening sold out some weeks in advance and was attended by no fewer than eight previous chairmen plus the current chairman - Jim Smylie.

THE BALCAIRN TRIAL
2-3 JUNE 2018

Words Michael Williams photos John McDonald

After a very wet June the Fleming farm could have been too wet for serious competition, but like Goldilocks' porridge, conditions were just right for the annual Battle of the Specials, otherwise known as the Balcairn Trial. It's the 24th year that the kind and tolerant Fleming family have made their farm available to us, and some of the ruts created over the years will be there for eternity. The organisers always walk a delicate line when setting the course. Too easy and you get laughed at, too hard and you get abused. Bearing all that in mind, we decided to have two new events and to reverse one of the regular ones. This had the desired effect initially, as the old hands contemplated change.

It was good to see lots of Maugers this year, with Thomas driving grandfather Warner's original Austin 7 Special, and Phil and Clarke in the Bi-Motore. For the uninitiated this is, very loosely, an Austin 7 with two, yes two, Climax motors. New entrants were Giles and Rosie Gill in their 1932 Morgan family model. It's a genuine three wheeler powered by a Matchless V-twin under the bonnet, and has been in the family for about 50 years. One wheel drive is something of a disadvantage, but I suspect they had more fun than anybody else, and they drove it home. An A+ for effort. Peter and Josh Thwaites were in an outstandingly ugly Morris 8 thing that did remarkably well. The usual highly competitive suspects made up the field of 27.

The first stage, Flemings' Flanders, is a 40 point one that is meant to be impossible, so when Avon Hyde and Gordon Dacombe both cleaned it, organisers were tense. However the Morris 8 thing got lost and earned 3 points so we feel better. The serious entrants got 33 - 36, as they were meant to.

Stage 2, Scotland's Joy, was in very slippery condition, but yet again Messers Hyde and Dacombe got maximum points, which was balanced by a group who achieved 5 or 6.

Stage 3, Jelf's Shelf, is what it suggests, a very steep drop into a gully and an equally steep pull out of it. The day before it had two enormous holes caused by scouring that the farmer was filling in with shingle to prevent lambs getting stuck. It was felt that the holes would be ideal for trapping passing Austin 7s, and general carnage was anticipated. So when the first half of the field got the maximum score, the organisers were shattered. But then Jess Ellwood got her Austin 7 wonderfully stuck and required two Landrovers to pull her out. And when Mark Dawber got the Pontiac thoroughly wedged into both ruts and hole, and needed three, yes three Landrovers to pull him out the crowd went wild.

Stage 4, Fendalton Road, was a new one through the swamp, and was seriously sticky, but Thomas Mauger (A7), Jared Dacombe (Morris Special) and the irritatingly cocky Avon Hyde got 20 yet

again, but in doing so they had turned the starting line into a gooey morass. The remaining punters couldn't get past 6, with the mighty Mog and the Bi-Motore managing just 2. The spectators loved it of course.

Stage 5, Newell's Nemesis, is named for the exploits, some years ago, of John Newell in the family 30/98 Vauxhall. John ceased forward motion up a steep grassy slope and began a controlled descent. However the greasy surface proved too much and as the Vauxhall descended it gained speed at an impressive rate. John managed to pull it up a disturbingly short distance from a very steep drop. We learn from our mistakes and a kink in the course now means that a runaway descending car will hit a fence. We decided to put a Stop-Go in the middle of the stage. Tough on clutches but great for spectators. The usual top guns got 20, but the Stop-Go limited the progress of many an entrant.

Stage 6 was yet another new one, and when some of the cars couldn't even get to the paddock we felt that the sheep may well be sorted from the goats. It was another sticky muddy one through a streambed in the middle of a sloping paddock. There was a decent sort of a run up, so cars could enter the bog at speed. Inevitably Avon Hyde got 20 yet again, and when John Fowler in his Austin 7, not usually a top contender, did likewise, competitors hopes soared, but they forgot the Dawber Effect. Mark Dawber is a big solidly built man driving a big solidly built Pontiac Special and he surged through the course to 17, creating an impressive bow wave. But in doing so he broke through the surface grass to the mud below. It was particularly deep at the 8 mark, and it was fascinating to see how a speeding A7 could stop so quickly when confronted by really deep sticky mud.

The evergreen Avon Hyde was a convincing winner with a perfect score, something that seldom happens. Thomas Mauger was a worthy 2nd and Jared Dacombe a close 3rd. The Spirit of the Day Award went to Giles and Rosie Gill in the mighty Mog. They never stopped smiling as they proved that one wheel drive does have its limitations. The mighty Bi-Motore could only manage 8th, something of an anti Climax. We have ideas for some new courses for next year, which might well include some riverbeds, so start thinking about snorkels.

SULPHUR CITY RALLY
25 August 2018

Words and photo David Tomlinson

The 2018 edition of Rotorua branch's Sulphur City Rally could perhaps have been sub-titled the Festival of Food. At the close of entries we had 46 cars which included nine vintage through to three P80s. At registration on the Friday we lost a couple of the vintage entries, and a couple of entrants had to change classes with vehicles not being ready. Those who arrived early dined together at the branch clubrooms. Early Saturday the weather was great, if a little chilly. After a hearty morning tea older cars set off first for a short section of straight-line navigation around the south of the city before heading into the country heading toward Atiamuri. As well as traditional questions and silent checks we were given eight colour photos with questions to test our observancy around the course. The lunch stop was at the picturesque Upper Atiamuri School where the school community put on a fantastic spread. It was almost too good to leave to complete the afternoon section of the rally. Back to Rotorua through country roads, the day mixed lots of one lane bridges, metal roads, river and stream crossings and some great vistas along the way. All the vintage cars, which ranged from a 1924 Velie through to four 1929 cars including a

The organisers always walk a delicate line when setting the course ... too easy and you get laughed at, too hard and you get abused.





Rotorua: Top Ladies award winners at the Rotorua branch's Sulphur City Rally. Rotorua branch member Fleur Maunsell at left, and navigator Kate Tomlinson (aged 11). Fleur and Kate drove a 1977 Mercedes-Benz 350SL. Photo David Tomlinson.

Graham Paige coupe, made it home safely. We had just one Riley needing assistance returning home. Back at the clubrooms we enjoyed afternoon tea, and then around two thirds of competitors and many of the rally support crew attended a prize giving dinner at the Distinction Hotel. Three entrants had navigators

not yet old enough to have a driver's licence and we had one teenage entrant driving his own MG Midget. It was a good mix of cars, great country roads, a happy bunch of competitors and an awesome amount of quality food all along the way. I can't wait for next year's edition. |BW

Is it time to take up the challenge?

Here at Beaded Wheels we are always on the lookout for a good article for a future issue. To encourage you to put pen to paper two lucky authors or photographers per issue will win a limited edition Beaded Wheels cap.

We can accept articles via email or handwritten or typed. Post to: Beaded Wheels, PO Box 13140, Christchurch 13140 or Email: beadedwheels@vcc.org.nz
High resolution digital photos are preferred.

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

Our lucky winners of the Beaded Wheels caps for this issue are Neil Hammond and Brendan Lamain.



Win this limited edition **Beaded Wheels** cap

2021 VERO

INTERNATIONAL FESTIVAL OF HISTORIC MOTORING



17 - 22 January 2021 ● Taranaki ● Festival Director Tony Haycock

I'm sure that by now your Branch Chairman or Delegate has given you the rundown from the National AGM and the challenge we have set...

Greg Terrill made a presentation on behalf of the Festival Committee. One of the key points was to identify 40+ people evenly spread throughout NZ to promote the Festival to you, our VCC members. These people are in fact the Executive members of the VCC. You will know them as your chairman or delegate, as well as the Management Committee. Their goal is quite simple, we have to attract a minimum of 10% of our members to enter ie 850 entrants.

There is a huge amount of time, effort, resource and money going into delivering the Festival to you all. We know that there are many reasons why not every member will be able, or even willing, to attend. But a 10% uptake, I am sure you will agree, is not an unreasonable expectation. The more entrants we get, the bigger, brighter and better the Festival will be for you. We have listened to what the membership in general has asked for and this Festival will be something very new for the VCC, a shorter, sharper yet relaxed 6 days of fun with old cars.

We have looked at the ever-increasing numbers of people (many of whom are VCC members) attending the likes of Beach Hop, Kaikoura Hop and AmeriCarna and taken some of the ideas from these events, given them a VCC twist and the result is the Festival we are working on for you!

UPDATE

The dates are set - in case you have forgotten, keep 17-22 Jan 2021 free for some fun motoring in scenic Taranaki. This gives you a weekend to get to New Plymouth and a weekend to get home.

The venue is booked. TSB Stadium and Pukekura Function Centre, aka New Plymouth racecourse will be the Festival Village for the duration of the event.

The Festival Committee is formed and starting with this issue of *Beaded Wheels* the team will introduce themselves to you.

The Festival Programme is developed and evolving as we work on the finer details.

NO ON-SITE CAMP AT 2021 FESTIVAL VENUE

Despite our best intentions and hard work, because of a lack of space, difficulties with providing suitable and adequate services and the fact that the racecourse is used for horse training from 4am each day we have decided this is not viable. We really wanted this to work but what works for a short music festival isn't going to be quite so practical for a week-long motoring festival.

There are two very good camps in reasonable proximity to the Festival venue, these being Fitzroy Beach Holiday Park and Belt Road Seaside Holiday Park. If we get our 800 entrants as targeted, we'll even put on a shuttle service from the camp to the Festival Village.



FAQ

Q: As it's an international event, can any VCC member take part or is it open only to exotic or high performance vehicles.

A: The festival is open to all VCC members and VCC eligible vehicles. The Festival Director's parents and brother will be there in vintage Chevrolets and they won't be alone! We want to see you all there and we really don't care what you drive... if it's VCC eligible, it is welcome, be it Ford or Ferrari, Austin or Aston-Martin.

HANDY HINTS

If you buy a \$10 petrol voucher every week from now until the start of the Festival you will have approx. \$1200 of pre-paid fuel to use.

Alternatively, the same amount of money in a separate bank account to use on petrol or accommodation.

COMMITTEE PROFILES

Route Controllers - Amber Brown and Nicholas (Nick) Carter

Amber - I'm a 26 year old automotive refinisher (car spray painter) living in South Taranaki and working in Stratford. I discovered my love for classic and vintage cars during my apprenticeship at Classic Auto Repaints

in Opunake. The owner, VCC member Nigel Fraser, is a vintage car enthusiast and gave me the old car bug. I currently own a 1972 Wolseley 1300 which I bought before it was to be sent to the wreckers, got it roadworthy. I really enjoy driving it.

I also have a 1961 Austin Mini panel van which is waiting for restoration as I am currently building/restoring a 1928 Chevrolet 1 ton truck which I have been tinkering away with for a while. I joined the VCC as a result of finally getting a club eligible vehicle of my own, after much prompting from friends who were already members and to keep my partner Nick company. He joined at the same time.

Nick - I'm 26 and live in South Taranaki. I work in the panel shop at Hooper Engineering. I grew up around vintage cars as my father has always been into restoring them and has quite the collection himself. Dad has been a member of the VCC for many years so it only made sense that I joined once I finally had a road legal vintage vehicle of my own, which I now have and love the opportunity to go vintage motoring

I own a 1927 Morris Cowley van, originally the Normanby butcher's van. I restored this myself as close as possible to the original specification. I enjoy owning and preserving a piece of real local history. It is road legal and I drive it often. I also own a 1928 Morris Cowley sedan which is waiting to be restored while I work on my current project, a 1925 MG special which is based on "Old Number One", the original and first MG. My daily vehicle is also VCC eligible, a 1987 Toyota Corolla which I have had repainted and try my best to keep in good condition.



Vintage Car Club Management Committee member, Tony Bartlett of Gisborne, has a 1916 Buick that is special to his family history. The car was sold in Gisborne to a local doctor by John H. Ormond the local Buick agent, and the company's plaque is affixed to the dashboard. Tony's great uncle Leslie James, a mechanic at the firm, was assigned as one of the original drivers of the car from the day it was sold, as in those days many car owners didn't have licences to drive and it was common practice to get someone else to take the wheel.

Leslie James was well practised in his chauffeuring role. In December 1913 at the age of 17, he had been the driver on a pioneering journey of around 95 miles and 10½ hours over barely-formed roads up the east coast from Gisborne. Similarly, this was in a vehicle newly purchased by a resident of Port Awanui, northeast of Ruatoria.

Not only did Mr James drive the doctor around, in the course of his business he also transported people, such as pregnant women, who needed hospital attention quickly. Because the Buick was used in this way, it was issued a dispensation to have a pedal-operated bell fitted to the floor as a warning device, which is still fitted today. A spotlight that was useful for identifying addresses during the hours of darkness is also mounted on the windshield stanchion.

After a couple of years, Mr James



▲ Tony Bartlett's 1916 Buick Tourer in Gisborne's main street in a March 2017 re-enactment of the nurses' peace celebrations that took place there in November 1919. Photo: T Bartlett

came to an arrangement to buy the car from the doctor and it became one of the first taxis to be operated in Gisborne. The card touting 'trips undertaken to any part of the island' is still attached to the windshield, and an eight-day Waltham car clock purchased locally at that time is still mounted in its bracket on the dashboard. Taxi journeys included at least one as far afield as Wellington with a family.

Sadly, Mr James died suddenly in 1921. The car continued to be used by family members until the 1931-32 registration year, after which Tony's great-grandmother then grandparents stored it in sheds at family homes in Gisborne.

In 1965, it went to be displayed by a man intending to expand his car museum in Taradale but

he went broke. Fortunately, in 1969 the car was purchased by a Buick enthusiast in Nelson who restored it to running condition over a period of 26 years, attending to repairs but also respecting its state of originality. In 1996 and roadworthy again for the first time in around 64 years, the Buick participated in the VCC 50th Anniversary Rally in Christchurch and was acknowledged as the oldest original vehicle at the event.

In 1997, after a visit to Nelson, Tony's father Les managed to buy the Buick back. Tony went with Les to collect it and after a 20 minute veteran-driving lesson in the Picton Ferry carpark they re-crossed the strait to Wellington and Tony drove it home over two days of nice weather, at a comfortable speed of 35mph. Buick reliability meant

it motored well, without any issues arising!

An important part of the Bartlett family history was recovered and when Les died in 2000 he left the car to his son Tony. Tony's son Gavin is also a VCC member, so he will likely become the fourth generation owner within the family.

Not only is the car an important family heirloom, it also holds an important place in the history of Gisborne, having taken part in the Armistice Parade through the town in 1918. The flags and bunting that adorned the Buick that day are still well preserved under the rear seat. Local nurses had returned from the Great War and photographs indicate that the Buick, or one like it, was used in a parade that was held in November 1919 on Gisborne's

From the family archive...

Ron Winchester of Ashburton delved into his family Archive and found two photos he would like to find out more about. Ron's family were farmers in the Sedgemere area near Leeston in Canterbury. The car on the ramp we think was possibly photographed at the Little River show. We're confident it is a 1915/16 Dodge. The other photo shows members of the Winchester family but what are the makes of the car and motorcycle? Can you help?



I have a request for information about the 1916 Dodge roadster that is being restored by James Bade and was previously well motored by his father Stanley Northcote Bade. James would like to prove the provenance of the vehicle. According to his father's diaries he bought the car, delivered very much in bits and pieces, from Len Southward on 9 February 1959. The museum's historical records have been checked but no reference to the Dodge can be found. His father believed it was imported into Wanganui in 1916 and had only one previous owner. It regularly took part in the Wanganui Branch Rallies and James still has the Wanganui Branch plaque for best veteran in 1981. The hood has been completely rebuilt with the help of some Wanganui Branch members complementing the new interior and body work. If anyone knows anything about the previous owner in Wanganui let us know.



main street to mark peace celebrations again. To promote the launch of a book and a local exhibition called "Recovery: Women's Overseas Service in WWI", Tony offered the use of his Buick in March 2017 for a re-enactment of the 1919 event. The car was adorned with Red Cross banners and the flags of the allies as it had been in 1919 and local nurses involved in the project made and wore nurses' uniforms of the era. Photographs were taken at the same main-street location as in 1919, adjacent to the local Cenotaph and outside the oldest standing residence in the city.

I was interested to read in the Otago Branch news that the 1901 Locomobile steam car restoration is now completed. Branch member Sir Julian Smith has put considerable effort into making representations to LTNZ, arranging for some modifications and acquiring engineering reports to ensure

the car could be complied for use on the road. It is now road legal, has a current wof and a Low Volume Vehicle plate attached. Training a driver is underway.

The 1903 Oldsmobile owned by Wayne Richards from Hawke's Bay has moved to Southland. Wayne would like to find a vehicle more suitable for longer distance motoring.

In *Beaded Wheels* June/July you may remember Bob Taylor had his 1906 Reo advertised for sale. Bob has had this car for 41 years and has motored it far and wide. It only let him down once when the flywheel cracked. A new one was made and fitted and since then it has run perfectly. A memory was sparked for me as many years ago the Reo and three other early veterans from the Waikato motored to the South Island and took part in rallies in Invercargill, Dunedin and Christchurch. On the way

through Ashburton we invited them to our farm for lunch. The late Bill Miller, originally from Ashburton, had restored the Reo and coincidentally the daughter of the first owner was our neighbour. Bob is a reluctant seller but sincerely hopes when he finds a buyer that they will have as much enjoyment from the car as he has had.

He also owned a 1913 Swift cycle car that he didn't really mean to buy, but when he visited a shed to look at a Harley-Davidson the pile of bits in the corner that was the Swift provided a challenge he couldn't resist. He fully rebuilt it and now it seems likely

that it will be going to a new home in Australia.

Jim Boag's 1915 Studebaker is now owned by Gordon Hay of Oamaru. One of its previous owners I believe was Ron Roycroft. Ralph Blyde of Hamilton restored it in 1977 before it moved through several owners before coming to rest with Jim Boag in Auckland who owned it for five years. He now drives the 1914 Humber once motored extensively by Michael Curry of Wellington.

|BW

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

Diane Ross





MUTTERINGS OF A MATURE MOTORCYCLIST

Memories from Big End Knocks

ANOTHER EPIC TALE.

Around 1959 or 1960 my mate Peter had left Coleridge and was working at Mount Cook doing something at the Ball Hut, the blowfly capital of the world!

He called in on us, as he always did when he came to town, and this time he wanted me to collect the 500cc Matchless he had just bought from a bike shop in Christchurch. I had a couple of days to teach him how to start the brute and then to ride it. He was fairly well versed in motorcycling as his father was a keen motorcyclist and trials rider, though it seems Dad hadn't let him ride. That was Thursday night and by some mismanagement we decided to take the bike to the Hermitage on Saturday morning and come back Sunday. Another couple who had a new Triumph also thought it a good idea. The run through to Geraldine was all gravel in those days as it was for about 90% of the way to the Hermitage. For most of the way I decided it would be fair to ride on the pillion and shout instructions at Pete. He must have inherited his Dad's trials riding skills because he took to the gravel like a veteran, outriding the 'expert' on the Triumph. Funny isn't it, how some people are just naturals, perhaps it was his cycle racing experience. Those funny skinny tyres and feeble excuses for brakes must do something to the brain, or is it the skinny seat?

We arrived lateish and of course it was raining. I got my own back by taking him up the Ball Hut road. It was here that John took his time photographing a kea sitting on his headlamp. The kea whipped the kea out and headed off over the Tasman Glacier with it. John had

been warned about this too but we got the switch bypassed. We had a very good night at the staff quarters and I confess to sleeping in a wardrobe. We were very late leaving next afternoon as the light was fading and it was starting to rain. By the time darkness had set in that had turned to sleet and snow. Our riding gear was totally inadequate, two parkas and an old flying jacket, so I was soon well wet and wrapped in soggy sheepskin. It was somewhere in the Mackenzie we met a car going like a bat out of hell spraying gravel and muddy water like a fire hose. Have you ever watched the stones curving up at you like tracer in an old war film? Well there was no avoiding the rocks and one broke the outer lens of my of MK 8 goggles and a hundred rattled on our bodies. From then on it was a battle to see without goggles and getting wetter and colder. As an added problem we didn't find any petrol places open. When we arrived in Ashburton we went to the police station to see if it was possible to get any petrol. We did get plenty of tea and biscuits and the promise that when the duty bloke came in with the car he would take us to get some. We sat there in an ever growing pool of water for a couple of hours and drank more tea. When the duty driver came in he had obviously been doing a little 'subcontracting' by his dishevelled state and silly grin and lipstick smears. Before he took us out Pete said, "Er I think you need to look in the mirror mate yer've got yer lips on crooked!". He took us for a frantic ride thru' town and turned out a garage bloke to sell us a couple of gallons of petrol to see us on our way for the last leg of the trip home in time for breakfast and off to work. |BW



CAPTAIN'S LOG

Kaaren Smylie, North Island Club Captain

Rallying, touring, cruising or just a good old fashion club run – whatever it is that captures your imagination, driving in your historic vehicle is more about pleasure than pace. The motive is to travel from point to point within a particular time, not too fast, not too slow, and to enjoy the countryside and the company of other car owners on the way.

Of course, we do have a point of difference with each of the different categories of motoring, and these can be classified as:

- a) Mixed competition and regular rallies
- b) Competitive regularity and endurance and
- c) Touring rallies

To achieve this, we all ought to have a bucket list of things we want to complete before we depart planet earth, after all what's a bucket list for? The average petrolhead should include on their bucket list some of the grand car events in the motoring world. To go to either a great car show or festival, try out the odd historic race or rally; attend a classic car concours or sign up for an all-famous Club Captain's Tour.

Whether it's Bonneville Speed Week, Goodwood Revival, the Le Mans Classic or Peking to Paris; new cars, historic cars, future cars, and cars you have never seen before – it's all about atmosphere, excitement, speed and sometimes a dash

of danger. All the above in my opinion, makes for a damn good formula to encourage and attract our next generation to historic motoring in whatever guise they choose.

I would like to believe my 2019 Club Captain's Tour next March will attract the odd young person to join us. So to encourage this, the tour needs to have all the elements I have just mentioned. While Jim and I were mapping out the tour route from one side of the North Island to the other, we were mindful that we must visit as many VCC branches as we can, so members can enjoy the fellowship and camaraderie with other like-minded folks.

We commence the 2019 Tour, initially titled 'The End of the

Summer Wine', in Tauranga in the sunny Bay of Plenty. Tauranga has a robust branch of our club and the famous Hairy Maclary bronze sculptures. On tour, we will join the Taupo Branch's Annual Lakes Rally, and during our visit to Hawke's Bay we have got the ladies in mind with the opportunity to enjoy a spot of shopping in the very charming Havelock North. Another day we will travel unsealed roads to arrive at a remote beach, and daily motor several country roads that guarantee to have an ever-changing vista. On day seven we finish in Wanganui at the local branch for our final evening of celebrations, when we will click our glasses together and enjoy the odd wine or two and a few good yarns. |BW

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

ONE PAIR OF 10" TILTRAY HEADLIGHT LENSES. Very good order. Honeycomb radiator Very good order 470mm wide, 730mm high, 55mm deep with a 65mm threaded filling neck. Ph Bob 021 364 308, rjscotty@gmail.com **MEM CANTERBURY**

FOUR 175 X R16C 6 ply tyres suitable for 4 inch wide wheels. Brand new \$600 the set. Phone 07 348 9397. **MEM ROTORUA**

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A colourless hybrid-organic non glycol based corrosion inhibitor designed specifically for use in Veteran, Edwardian, Vintage and Classic Car cooling systems. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, mscoombesltd@clear.net.nz

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I maintain a database of buyers and sellers of Veteran, Vintage and Post Vintage vehicles, placing buyers and sellers together. Free to list. No hidden costs. No computer, no problem. Just call me. Whether buying or selling a Veteran, Vintage or Post Vintage vehicle, contact Les at Rushmore Motors Ltd. Phone 027 224 5045. Inc. Sat. vintagecars@xtra.co.nz Free catalogue available. Finance may be available on most vehicles.

VALVES exhaust quality stainless for vintage engines. Available in blank form or machined to size required. George Calder, 307 Hoon Hay Rd, Christchurch. Phone 03 338 5372 or email gandkcalder@gmail.com



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



1929 DA DODGE COUPE. Restored 1985/86 has traveled trouble free on many rallies Nth Island twice. Tidy up/motor rebuild 2008 Bearings replaced in gearbox/4.3 diff, rear brakes/cylinders relined, water pump repacked and impellor replaced, new battery. First time offered for sale. Looking for offers over \$35K. Ph 021 0704 886, kmshieffelbein@gmail.com



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



EARLY FORD AR PHAETON Current reg & wof. Recent engine rebuild. Phone 04 526 9560

MEM WELLINGTON



1934 CHEV. 3 window Master Sport coupe \$55,000 ono. Ph Kevin 027 407 5344.

MEM CANTERBURY



1952 AJS 500CC SINGLE. Fully Restored. Been in storage for over 20 years. Currently not running but will not take much to get running again. Some spares. Reg on hold. Offers over \$5,000. Phone 021 1090 312.

MEM CANTERBURY



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



VETERAN 1917 WILLYS OVERLANDER. Motor turns over, many spares. Location Sth. Canty. \$16,000. 1929 Graeme Page roadster, model 612. Fully restored to high standard. Reg & wof, nothing to do. Free brochure available on all clients cars listed. Listing is free. Rushmore Motors Ltd. 027 2245 045. MEMNELSON



BUICK 1927 TOURER unrestored reg on hold. Big six 4 wheel brakes. Tidied up 30 years ago. May consider trade. Also 1938 Morris 8, 4 door sedan partly dismantled, 1938 Vauxhall DX 4 sedan flat back partly dismantled. Phone 03 543 2662 Murray for info.

MEM NELSON



1936 FORD 10 MODEL CX. All new, engine (yet to be run in), upholstery, woodwork, head lining, paint roof. Judged best post vintage car this year at BOP all Ford day. Call 027 287 1634 for more info.

MEM BOP



1948 AUSTIN 10, Art Deco styling. Reliable runner, always garaged, older restoration but in very good order. Reg until July 2019, WOF until Feb 2019. See listing on Trade Me for more photos. \$8,500 ono. Phone 022 604,2083, hugtheduck@orcon.net.nz

MEM WAIKATO



1999 MERCEDES 280 SL In excellent condition throughout. 58,000kms. Both hard and soft tops. Always garaged, has been in long term ownership. Useable classic \$15,000 ono. Phone Garth 07 576 4086

MEM BOP



1916 BUICK MODEL DX45 6cyl, OHV, 5 seater tourer. Body cream with mid brown upholstery and hood. Nice nickel finish. A very motorable car in concours condition. Upmarket car of its day and is a well known Canterbury vehicle. \$42,500. Phone Brian Rogers on 03 358 5322

MEM CANTERBURY



VETERAN PARTS, American Bosch horn, Lucas horn, Bosch DU4 mag, Eisman mag, Rotax electric generator, American front hubs, tourer rear screen complete, Lucas and Dependence oil taillights, 23" lock rings, 32x4½" tyres, vintage Bentley tail lights and Hartfort friction shocks, many more. Ph 07 348 4227.

MEM ROTORUA

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1998 FORD ESCORT One family since new. New cambelt. Current WOF and rego. Swap for low headlight Minor. Must be complete. Phone John 03 387 0387 **MEM CANTERBURY**



1923 WILLYS KNIGHT ROADSTER Ground up restoration, runs well. Rego on hold. Some spares. Must sell, space required. Open to reasonable offers. Phone Bill 03 212 8786 **MEM SOUTHLAND**



CHEV WENTWORTH ROADSTER 1929, 1st of the 6 cylinders, earlier restoration but still in great condition. Recent engine overhaul. Full size trunk (Not dicky seat) Full history since new. \$35,000. Contact Bill, Ph 03 688 6750 or 027 226 5811 **MEM STH CANTERBURY**



1962 RILEY 1.5 SALOON Registered and warranted with VIC. Motor and gearbox have been overhauled. Vehicle fitted with Webasto sunshine roof. \$7,000. Phone 03 686 0520 **MEM TIMARU**



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**



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



1951 DOUGLAS MARK V 350CC TWIN. Resleeved to standard pistons and alternator reconditioned. Good reliable bike. Reg & WOF. \$17,000 ono. Phone 027 452 2149 or gordon@lindsayfamily.nz **MEM CANTERBURY**



THIS YEARS BARGAIN PROJECT Two complete Austin 7s, one is a racing body, marked as Burksul 750. The other is a saloon (saloon is dismantled). \$3000. Ph Peter 06 343 9234. **MEM WANGANUI**



1920/21 SUNBEAM 16HP LIGHT SPORTS TOURER 4CYL OHV. Excellent performance. 2-wheel brakes improved. Older ground-up restoration, good condition, low mileage, rare model. Spares. \$45,000. Phone Bill Janes 07 578 7583 or email sunbeam@kinect.co.nz **MEM BOP**

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BORGWARD ARABELLA English version workshop manual to buy or borrow to copy call 021 451 701, denis@hibbs.net.nz



INFORMATION WANTED regarding the pictured Karrier Van. Also any information that may lead to the discovery of a Karrier van for a restoration project. Ph Don McLaren 021 117 2418, donmclaren21@gmail.com. **MEM HOROWHENUA**



1930 REO FLYING CLOUD 1 x Radiator shroud. Measures 880 High 600 Wide 140 Deep. Also 2 x 7 stud 18" wire wheel rims, and 3x bumper overriders as per photo. Ph Ken 06 755 4553, kmaul@primowireless.co.nz. **MEM TARANAKI**



WWII VALENTINE TANK WHEELS to complete a restoration, any condition considered. Ph Andrew 027 230 6560, roweheavystructural@xtra.co.nz



SALISBURY DIFFERENTIAL 1920/1921 Crown wheel and pinion required. Contact John Lynn 027 448 1430. **MEM CANTERBURY**



ENGINE FOR 1901-1904 WERNER MOTOR CYCLE. Email: Dale at jendale@slingshot.co.nz or phone Richard on 027 292 9526. **MEM NELSON**

1920 DODGE 4 TOURER hood bows wanted for patterns, also a fuel cap. Ph John 06 751 5554 or megandjohnny@xtra.co.nz **MEM TARANAKI**

1930 CHRYSLER SERIES 65 OR 66 motor, gearbox and differential (Ideally a 4.3 ratio). Also interested in other parts. Ph Peter 04 233 5113. **MEM WGTN**

1930 FORD MODEL B BELL HOUSING. Phone 07 378 4774, 021 060 3956, nz.btjeff@gmail.com **MEM TAUPO**

1930-31 FORD MODEL A ROADSTER project. Prefer a car that needs a bit of a tidy up. Nothing too difficult as just a beginner. Ph David 07 543 3684 or email stafford1@xtra.co.nz

1934 CHEVROLET STANDARD COUPE or Master sedan. Right and left front door ¼ glass frame and assembly in good condition if possible. Phone 021 0285 7500. **MEM WELLS/WARKWORTH**

1938 DODGE GLOVE BOX lid with hole for clock. Phone Peter 027 526 9170 **MEM GORE**

1957 AUSTIN A55 CAMBRIDGE 13 INCH RIMS. 4½ pcd. Packard books especially *The Packard Story - the car and the company* by Robert E Turnquist. Steam engine. Complete or parts of. Phone/text Andrew 027 611 6225, steamer.boy@gmail.com **MEM CANTERBURY**

3.70 TO 1 RATIO CROWN WHEEL + pinion or diff head from Hillman Hunter automatic. Phone 03 488 3354 **MEM OTAGO**

BMW 2002 OR 1602 Must be in very good overall running condition. Happy to inspect around the country. Phone Tony 027 687 7757 **MEM WELLINGTON**

CHEV 1930-31 ROADSTER PICKUP PARTS. The following items are wanted to complete this restoration. Body panels, doors, roadster windscreen, hood bows or irons and the back tray/ tail gate. Any condition. Phone/email Geoff Quarrie 027 422 7696, 06 876 4009 quarrienz@gmail.com **MEM HAWKES BAY**

1976 BEDFORD CA DEBONAIR CAMPER front RH ¼ lite window glass to suit a Debonair camper. Phone Alistair 027 434 0934, mooreautos@xtra.co.nz. **MEM ASHBURTON**

CHRYSLER FRONT SEAT TARTAN upholstery in red with white edge piping. I need the matching front seat bottom with this upholstery (original?) to complete my restoration of 1939 deluxe Chrysler/ Plymouth sedan. I have all the other seats in good condition. I have blue upholstered front seat bottom to exchange. Phone Don Windley 021 184 4598, teresa@echovalleyolives.co.nz **MEM WELLSFORD/WARKWORTH**

DOUGLAS 1914 complete front end and carburettor missing, any parts thereof to get this motorcycle up and going again would be appreciated. Phone Brent on 03 325 4223.

FATBOY STEERING WHEEL with a diameter of between 17 or 18 inches for a 1925 vehicle. Robert Butchart 06 278 8694, 027 444 4118. **MEM TARANAKI**

FRONT MUDGUARDS FOR FORD ZEPHYR MK I wanted. Also in need of a capable panelbeater to do work on Mk1 convertible. Dents only no rust. Phone 09 407 4638 **MEM FAR NORTH**



DOOR HINGES FOR 1929 BUICK TOURER. Either tourer or roadster hinges will do. Anything considered. Phone Neil 06 273 4366 or email carter.435@hotmail.com **MEM TARANAKI**



BULLNOSE MORRIS COWLEY or Oxford rear spring hangers wanted in usable condition as per photo. Call Nick on 027 755 7300 or email carterbrown92@outlook.co.nz **MEM TARANAKI**

I AM LOOKING FOR AN AUSTIN J 40 PEDAL CAR or a Pathfinder both in good order. I would like Red if possible but will consider other colours. Email kenaustin522icloud.com Ph Ken 021 164 4848 **MEM CANTERBURY**

MODEL A OR B ENGINE and gearbox wanted, or block with a single plate clutch flywheel. Ph 021 246 1991 anytime. **MEM OTAGO**

NEW ZEALAND CLASSIC CAR Magazine Issue 237 Vol 20 Number 9 September 2010. Phone Bob 09 444 4066, deb.rob@xtra.co.nz **MEM AUCKLAND**

RILEY POSTWAR 2½ LITRE rear axle crown wheel pressed steel rear cover panel. Phone Rob 09 2929447. **MEM WAITEMATA**

STORAGE WANTED for my classic car in Auckland. Prefer Onehunga, Penrose, Mt Roskill or Henderson areas. Anything secure and dry please. Barry Ph. 027 348 7661. **MEM SOUTH WAIKATO**

TRIUMPH 2500S manual looking for a good original car, Ph John 07 578 8779, jsccarroll@xtra.co.nz **MEM BAY OF PLENTY**

TRIUMPH TR3, TR5, TR6 IN good condition. Phone 07 576 8083 **MEM TAURANGA**

TYRE 600X16 FIRESTONE DELUXE CHAMPION 3" Whitewall good condition. Phone/fax 09 626 6076

MORRIS 8 CONVERTIBLE OR MORRIS MINOR I want a car in excellent condition. No projects or do uppers. Phone 027 345 2676. **MEM BOP**

WIRE WHEELS AND HUBS for 1924 Buick 4 cyl Ash type 23"x4" with lock rings or parts of. Phone Russell 021 0245 7984 **MEM BOP**

SWAPMEETS / RALLIES



SWAP MEET

Saturday 23 February 2019

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

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

Venue: Wellsford/Warkworth Vintage Car Clubrooms
 Satellite Station Rd -off SH 1 - 3km south of Warkworth
 All enquiries to 021 277 9010 or wellsfordwarkworth@vcc.org.nz

EASTERN BAY OF PLENTY ANNUAL RALLY

East Coast Rally

2 FEBRUARY 2019

Rally starts in Whakatane,
 Prize Giving Dinner Saturday 2 Feb
 at Lyceum Club,
 Cnr Domain/McGarvey Rd Whakatane

Enquiries to: Joy Growden. Email growden@xtra.co.nz
 EBOP Branch PO Box 2168
 Kopeopeo, Whakatane 3121

Entry forms available late October 2018




Nelson Branch VCC

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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NELSON BRANCH VCC NZ

SWAP MEET

9 FEBRUARY 2019

Speedway Grounds - Lansdowne Road, Richmond

SITE SALES : swapmeetnelson@gmail.com
 PHONE 03 548 3899 • MOBILE 027 454 8188

Food and drink available on site

Sites \$15 each
 Car sale only: \$10 each
 (Both above include 1 entry)

Entry non-site holders \$5

Gates open; 7am Stall Holders
 8am Public.



**50th Anniversary
Weekend**



1968 WAIRARAPA BRANCH 2018

**OCTOBER
13th AND 14th
2018**

SATURDAY 13th ★ **SUNDAY 14th**

- Rally day
- Dinner
- 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 Omapa Aviation Heritage Centre
After Rally Hub Tour



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

50TH

INVITATION

It's the Ashburton Branch's 50th Birthday next year and we'd like you to come to our Party.

To celebrate our Golden Anniversary of Marvellous Mid-Canterbury Vintage motoring we're delighted to be hosting the National South Island Easter Rally from 19 to 22 April 2019.

Registration forms available in November in the meantime please feel free 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 Commercials from the Bill Richardson Transport Museum.

Arrive in Napier on Wednesday 13 Feb to participate in a special run for just the Commercials 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: stevendon@xtra.co.nz

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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

Taupiri Automotive
-SWAPMEET-
 Hosted by Road Knights Inc

SUNDAY 28 OCTOBER 2018
 Taupiri School, Main Rd.Taupiri

Gates Open 8am
 Swappers \$10
 Lookers \$2
 Under 12 Free
 Phone Stuart 027 214 8670



END OF THE
Summer Wine
 NORTH ISLAND
CLUB CAPTAIN'S TOUR
 7-13 MARCH 2019



Day 1	Thursday 7 March - Tauranga Hosted by BOP Branch
Day 2	Friday 8 March - Taupo Hosted by Taupo Branch
Day 3	Saturday 9 March - Taupo Hosted by Taupo Branch
Day 4	Sunday 10 March - Napier Hosted by Hawkes Bay Branch
Day 5	Monday 11 March - Waipukurau Hosted by Central Hawkes Bay Branch
Day 6	Tuesday 12 March - Palmerston North Hosted by Manawatu Branch
Day 7	Wednesday 13 March - Wanganui Hosted by Wanganui Branch

Kaaren Smylie
 North Island Club Captain
 Mobile: 021 66 43 41
 Email: nicc@vcc.org.nz

Bring along your 'Smylie' face, relax and cruise at your own pace!



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.

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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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



FAR NORTH TOUR

It's all happening again

2-4 November 2018

Details to be finalised.
 Sunday morning tea at Far North VCC clubrooms.

CONTACTS

Chairman. Ron Anderson wishbone@ps.gen.nz ph 027 531 8969
 Secretary. Mike McGee northland@vcc.org.nz ph 022 087 2128

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WEST COAST BRANCH SCENICLAND RALLY

16 March 2019

Come along and enjoy our hospitality

Contact: Marie Woolhouse
 Phone: 03 768 6525
 Email: b.m.woolhouse@xtra.co.nz
 Entry forms available January 2019.



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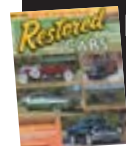
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VCC NZ NORTH OTAGO BRANCH

SWAP MEET

Saturday 17 November 2018

A&P SHOWGROUNDS, ETTRICK ST, OAMARU

Seller's Entry: 7.00am;

Buyer's Entry: 8am

Hot Food and Coffee available

Enter your Vintage, Classic Car or Hot Rod in the Show & Shine

Site Holders: \$15 including one entry free Public Entry: \$5 Adults, accompanied children free.

Enquiries to: Lynette Newell 0277800182 Email: northotago@vcc.org.nz



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IDLE TORQUE

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

ASHBURTON COLIN SWEETMAN

David Oakley has stepped down from his position of Club Captain after many years' service in this, the Chairman's role and other positions on our executive. We acknowledge David's contribution to the branch over many years. We would also like to acknowledge Owen Wilson's year of contributions to *Beaded Wheels* as scribe and he has now passed the baton on.

Jocelyn Hosken was looking forward to receiving her 50-year badge at our annual dinner in July but sadly she passed away

two weeks prior. Her badge was presented on her behalf to her sister, Judy Kingsbury.

On 22 July we had our mid-winter run which was organised by Rob and Karen Bell. We had a great turnout of 33 cars with 80 people and we cruised via Mayfield to Geraldine for lunch. We stopped at the famous Overflow store where many purchases were made, including one by Rob of a teapot for the Tractor Club. We had a wide variety of cars from a Rolls-Royce to an Austin 1300 and the colours stood out against the stunning blue sky day.

The annual garage raid held between Ashburton, South Canterbury, Waimate and North Otago was hosted by South Canterbury this year and a large contingent attended from Ashburton. Members visited six garages and sheds and saw a wide variety of vehicles and equipment. At the same time, the VCC ladies of Ashburton held an enjoyable lunch at a local Ashburton café.

Our annual Quizco, quiz night with the South Canterbury Branch was held on 16 August with three teams travelling up to Ashburton to successfully defend their title from last year.

AUCKLAND

JOHN STOKES

Motorcycles: Thirty five vehicles attended a mid-winter Kiaua Fish and Chip Run. Speakers at the July section meeting were Mike Noonan who took a 350cc class record at Bonneville on a highly modified Moto Guzzi and Paul Pavelitich who is co-owner of Pro Rider, a motorcycle tutoring company. Several motorcyclists supported our Daffodil Day rally. Michael O'Kane won the Kick Start Rally on his BSA and sidecar.

Veteran: Pat Bren and Mike Stuart had a major success when they found a c1908 Daimler steering box in our spares department for their 1908 Daimler project. Phil Henley has purchased a 1913 60hp Mitchell in the USA and we await its arrival with interest. Jim Boag's 1915 Studebaker has gone to Oamaru. Denis Lowe produced a Motsinger aftermarket generator at the July meeting. On the Daffodil Day run veterans were represented by; Denis Lowe, 1903 Curved Dash Oldsmobile, Gavin Welch, 1913 Model T Ford and the branch 1915 Renault charabanc.

Vintage: Monty Scarborough has carried out an extensive re-wooding of the ex-Wilbur Brown and Ron Richards



Auckland: Silver Cloud Rolls-Royce, Daffodil Rally for Cancer.



Ashburton: A colourful turnout for Bell's Run. Including Murray Hawke's white Rolls-Royce; Colin Sweetman's green Jag and Peter Jacob's red/white Sunbeam.



Bay of Plenty: Group about to leave on tour of Port of Tauranga.

1924 Model T Ford which is now owned by Monty's daughter and son-in-law. Peter Alderdice and various crews have successfully completed both the Irishman Rally and Waitemata's R'Oil Can rally in the 1926 Oakland As far as is known, this is the first time one vehicle has completed these strenuous rallies in the same year

Classic: We welcome Brian Hood with a 1979 Mercedes Benz 280 coupe.

General: Twenty two Aucklanders went to Waikato's Double Fifty Rally and came away with ten prizes, including the Teams' Trophy. Several Aucklanders attended the Rotorua Sulphur City event and some brought home prizes. Wayne and Carrie Roberts organised another back roads tour to this event. Twenty Aucklanders attended Wellsfords Winter Woollies, bringing home more prizes. At our July club night North Island Club Captain Kaaren Smylie spoke about a trip she and Jim made across Route 66 in the USA. The August club night was taken up with a presentation about the restoration of the *Toroa*, the last of the Albatross class traditional Auckland harbour ferries.

The bingo night at the clubrooms and the Daffodil Day run to Edmund Hillary Retirement Village were very successful with some \$1600 grossed. Russel McAlpine won the run in his 1930 Model A Ford.

BAY OF PLENTY DONN WHITE

A fine day in June saw members take in a whirlwind tour of the Port of Tauranga. This was an opportunity for members to have an escorted tour of port operations on both sides of the Tauranga Harbour.

BOP members took a trip to Rotorua recently to see firsthand just what is involved with some aspects of automotive restoration. Doug Green of Kiwi Metal Polishers gave everyone a most informative tour of the premises. It was interesting to see that the hands on attitude not only encompassed things such as wheel rims and doors but old steering wheels have been painstakingly rebuilt here and Doug has a reputation for ensuring quality workmanship. Whole car bodies could be immersed in vats for cleaning prior to rust and other repairs. Car bodies come to the premises from all over the country for this treatment.

After the tour of Kiwi Metal Polishers people viewed the interesting line up of vehicles parked outside, including Doug Green's 1929 Graham Paige. Those on this visit agreed in that the outing made a nice change from all of the funerals that many

of us have attended in recent weeks. This winter has witnessed considerable traffic in the Passing Lane and these people were long term members of our branch. We would like to extend our condolences to the families and friends of the following - Snow Greaves, Neal Lindsay, John Lucas, Winton Nicholson, Allan (Wattie) Watson and Rex and Dorothy Williams.

CANTERBURY TONY BECKER

Cameras got a workout at Cutler Park for the VCC Daffodil Rally for Cancer in August. The event attracted a diverse gathering of more than 450 vehicles of every description. Long and short runs were planned by organiser Colin Hey and family. Devonshire teas were served in the clubrooms by branch stalwarts complemented by an outdoor sausage sizzle for lunch, all in brilliant sunshine making for a memorable day.

Our biggest branch event, Swapmeet and Display will be held at the much improved Cutler Park 12-14 October. Chairman Colin Hey's team has simplified some gate-entry changes. New gatekeeper shelters have been built by Neil Stevenson and his Parts Shed team. Maintenance by Mike Foster and landscape-caring members has the Park looking great as the weather warms. The spacious new parts shed together with extra shelter for some outdoor-stored parts is important to that facility. Welcome too is the repositioned bar in the clubrooms, aptly christened the Noggin Nook. These improvements are directly the result of income generated by the swapmeet, the bar and parts shed volunteer teams.

Graeme Sword organised a novel outing for 9-90s July mid-week event; an entertaining Hangi at Tuahiwi Marae. After a traditional welcome and exchange of greetings, 66 members enjoyed a really splendid meal served in their equally splendid new Community Centre. August's 9-90s picnic run terminated at the home of VCC members Ray and Nancy Drury where we drooled over one of the best high-quality car collections anywhere. 50+ vintage, veteran and classic cars that included Packards, Rolls-Royce, Bentleys, Jaguars, and many more varieties. Ray is currently building an extension to accommodate even more. Annual High-Tea, this year planned by Barbara and Alan Hill, supported by 52 members, enjoyed a pleasant sunny evening drive via North Canterbury countryside and Pegasus town,

to the revamped Rangiora RSA dinner destination.

CENTRAL HAWKE'S BAY JOHN FOOT

Our July run started in Dannevirke with 39 members in 19 cars and travelled south through the Maharahara and Papatawa districts to Woodville. From here the route took us towards the now closed Manawatu Gorge then crossed the river and passed through the Balance district to Pahiatua where we viewed a collection of Austins from the 1950s. Our next stop was to the Tui Brewery at Mangatainoka for lunch and prize giving. After a very enjoyable day we made our own way home. August club night and dinner at the Leopard Tavern Waipukurau was attended by 52 members, approximately 50% of the branch membership, where we welcomed another four new members. Sunday 26 August turned into a bright sunny day for our VCC Daffodil Rally for Cancer with 82 cars entered including non-member entries. We gathered at the Waipukurau Showgrounds for a car show, with vehicles ranging in age from the 1903 Holley to the latest technology Tesla, before departing on a very picturesque drive out to Wallingford Station Homestead for afternoon tea. This was followed by the drawing of raffles and spot prizes. The large amount of prizes we were able to give away were very generously donated by local businesses whose generosity is much appreciated. Without these very generous people we have in our area we would not be able to do some of the things the branch and other local sports bodies are able to do.

EBOP BRUCE SEDDON

The first Sunday in July saw our regular two monthly Classic Car Breakfast at the Red Barn which has classic and VCC car buffs mixing with a varied display of cars. Many VCC cars were present and mingling with the classic guys.

Later in July we held a town and country cruise for 19 cars. Alison and Walter McFarland even braved the elements by travelling with the hood down on their 1926 Alvis. The destination was in the hills of White Pine Bush overlooking Whakatane township at Peter and Robyn Hadley's log house for afternoon tea. Apart from the novelty and craftsmanship of Peter's house we admired the stained glass window of a Model A in the entrance door - made by Robyn herself. They have a spectacular location high in the bush with views of Whakatane and White Island.

August was marked by two mid-winter events – the annual Nobby’s Nosh which gets about 20 attendees out for a dinner at the local RSA to prevent cabin fever. This was followed two weeks later by the membership badge presentation and lunch. Twenty-five and thirty-five year badges were presented to Phil and Margaret Leaming, John and Emily Steiner, Lorelei Pollard, and Bruce Taylor. It was a very convivial social time attended by three generations of some families and was a reminder of why we belong – fellowship, family, and cars – great memories.

FAR NORTH **DAVE DUIRS**

A well-attended AGM signed on a full team who will guide us through a full programme of events. Without our Autospectacular, and with changes to other fundraising commitments, we will be adopting a different financial management plan, hopefully with less stress and more time to enjoy and drive our old vehicles.

The Annual Dinner and Awards luncheon at the picturesque Mangonui Cruising Club was a great success - great venue, good meal and plenty of time to catch up with some members who haven’t been seen for a while.

The monthly Noggin ‘N’ Natter pot luck dinners have a small following with a recent quiz proving challenging and amusing. Reminiscing and general discussion often generate ideas which are followed up later at a monthly branch meeting.

We supported the VCC Daffodil Rally for Cancer fundraiser with two rallies which were well supported by members and visitors. One started in Kaitaia and the other from Kerikeri with basic instructions and articles on local history taking participants over back country roads on a sunny afternoon. We finished at Matthews Vintage Collection, where our host Winston Matthews gave a detailed demonstration of early corn planting, cultivation, shelling and grinding, using some of his museum machines. We were entertained by several old stationary engines chugging away in the background. Win got the pianola going while we had a cuppa and country goodies. The rally entry, museum takings and afternoon tea donations all contributed to a worthwhile donation to our cause.

GISBORNE **RODNEY CLAGUE**

Our AGM in June saw two new members, Barry Atkins and Andrew Champion, elected to the committee but, as at the time



Far north Daffodil Rally Starters.



▲ Far North: Daffodil Rally: Matthews Vintage Museum



▲ Far North: Daffodil Rally; monster "ute"!



▲ EBOP: 35 year service badge recipient Lorelei Pollard with grand-daughter Lee and daughter Judy.



▲ EBOP: Phil & Margaret Leaming at the presentation of their 35 and 25 year service awards with son Graham and daughter Joy who grew up travelling in Dad’s Whippet.



Kiwi Metal Polishers with Doug Green’s 1929 Graham Paige



Hawke’s Bay

of writing, we do not have a new chairman as our previous chairman, Gavin Bartlett, stood down after completing his term of four years.

Our annual dinner at the local RSA attracted 25 diners this year, and included the presentation of a 25-year badge to John Moffat, whose 7-year-old son collected it on his behalf as John and his wife were unable to attend.

The shed raid held in July visited Andrew Teesdale's collection of tractors and farming memorabilia, with over 70 tractors on display.

Our VCC Daffodil Rally for Cancer attracted 72 entries this year, 23 of whom were members of our branch, with a total of \$1,032 being raised for the Cancer Society. The run again visited Tolaga Bay.

Gavin Bartlett is getting stuck in to the restoration of his 1918 Buick roadster, with the motor overhaul nearly completed. Tony Browne is assembling his 1927 Buick roadster after purchasing it in a dismantled condition. It will be nice to see the two cars together on completion.

John Griffen has purchased a very nice 1930 Model A Ford sedan, while new member Andrew Millington has joined our ranks with a 1930 Humber coupe.

GORE

JIM MC FADZIEN

Our clubrooms, with an outside caterer brought in, was the venue for the branch annual dinner. The evening's highlight was the presentation to club members Bryan Neilson, John Graham and Graeme Clearwater of their 25 year membership badges and 35 year badges to Paul Herron and Starr Mc Dougal. Chairman Greg Elder presented another 24 trophies to members for their efforts through the year. The branch hosted the Combined Rally held between the four southern clubs. Gore had 15 entrants, Southland 10, five came through from South Otago, five from Central Otago, and one from North Otago.

After the usual driving tests we were sent away on a glorious day through Pukerau, Conical Hills, Tapanui, over the hill to what once was Kelso, and on

... the visit to the new premises ... ended with everyone drooling at their magnificent vehicle collection and facilities.

to Waikaka, homeward bound through Riversdale back to Gore. The evening was spent at the Heartlands Hotel where friends and new friends met and enjoyed a meal together. This event was held on 11-12 August. The next host for the Combined Rally will be the Central Otago Branch.

HAWKE'S BAY

HELEN BALL

Winter Deco was a huge success again this year, with money donated from the ever popular car rides going to the Citizens Advice Bureau. Hot on the heels of this event was the National AGM which our branch was hosting and the weekend went off very well. An afternoon Art Deco Walk on Saturday was enjoyed by a small group, and a tour of a couple of sheds on the Sunday before morning tea was also well received. The visit to Steve Trott's shed in Corunna Bay had the blokes in awe of his huge collection of amazing automobile memorabilia, and the visit to the new premises in Onekawa of Hooters Vintage and Classic Car Hire ended with everyone drooling at their magnificent vehicle collection and facilities. Our branches clubrooms were also greatly admired. The general comment from the men "how tidy and well organised the spares department is, and from the ladies "what a dream kitchen we have". We are proud of our facilities and we put them to good use as much as possible.

About 29 of the 36 branches around the country put on an event of some description on 26 August to fund raise for the Cancer Society. Our branch organised a stunning show of about 200 vintage, classic, custom, hot rod cars and motorbikes at the National Aquarium on Marine Parade and the large car park was almost overflowing with vehicles and the public enjoying the display. The weather was perfect and the event finished with an hour long run into the countryside. As a result \$1,800 was raised for the local Cancer Society

HOROWHENUA PETER NIGHTINGALE

It is with sadness that I report the death of branch stalwart Warren Birch. Warren had a long battle with illness and right up to the end was determined to press on regardless. His 50 year badge and citation was due to him and Roger White, Wellington Branch, spoke at the very large funeral and placed it on the casket.

Warren has contributed many things to the branch and was our delegate,

bringing back to us a great understanding of national executive reports with great explanation of policy and events. Our condolences to Loraine, and Warren we will miss you greatly.

At our mid winter dinner, Tom Hayes and Bob Disher were presented with their 50 year badges and a unique 60 year recognition to Ivan Bengel for his long standing membership. President Dianne presented the awards.

The Austin 12/4 that was well on the way to being restored has been sold and relocated to Feilding.

Club run to Vern Jensen's wheelwright shop was great, and attended by at least 50 members followed by a visit to Mike Marshall's car collection, The Irish pub for lunch, then Coach House Museum.

On the local rally scene 40 turned up for the Night Owl Fun Run and enjoyed the usual social contact

Parts report - we hold a lot of Model A parts now as donations still flow in.

MANAWATU

IAN HOWELL

Our July run saw us heading to Feilding to visit the Rush Collection, well known in the historic motor racing world. Terry Rush described the various historic racing cars under his roof and touched on his family's deep involvement in the development of the Manfeild motor racing circuit. Terry and his family have also collected a wide variety of family cars from the '50s and '60s. Memorabilia and collectibles of all sorts filled most of the wall space.

The August Wednesday run took us out to Sanson, a small village west of Palmerston North that sits on the junction of SH1 and SH3. The attraction was a visit to St Thomas Anglican church, a category two listed building. Built in 1876 to a Gothic revival style using wooden pegs and wedges in its construction, a bell tower being added in 1881. The local parish is to be congratulated on recognising the important status this church has, lovingly maintaining it, especially the interior.

Only four days later our regular café run took us a bit further down the road to Bulls. Apart from the coffee, a strong attraction was the local museum. Inside we were privileged to view two displays, one focussing on the locally born motoring racing legend, Chris Amon, and, by way of contrast, the story of Flock House Farm Training Institute started in the 1920s in recognition of the debt owed to many seamen who lost their lives in WWI. Orphans of

these seamen were invited to train at Flock House as farmers at no cost.

MARLBOROUGH CARROLL WIBLIN

We welcome new members; George Sutherland, 1974 Yamaha and 1972 Honda, Daniel McGowan, 1955 Studebaker truck, Francis Lacy, 1926 Chevrolet and Ken Pascoe, 1939 Chevrolet.

Brian Pearce recently celebrated his 90th birthday. He and his wife Louise joined our branch in the early 2000s after previously being members of the Otago Branch. They are both keen motorcyclists and have competed in many rallies. He recently did the return trip from Bluff to Kaitia – a trip he did when he was just 18 years old and thought it was a good idea to see how much had changed in that time.

At our annual prize giving dinner the Popular Vote went to Tris and Helen Winstanley with their 1911 Brush. The Concours was won by Bernard Miller with his 1939 Ford V8 and the runners up were Denny and Audrey Greer with their restored 1948 Morris Minor. The Ladies' Trophy was won by Dulcie Mant-Old for her contribution to branch activities over many years.

The blokes in the shed do a sterling job. One of our young members, Ben Habershon, has sorted out a problem with the forklift brakes. It is great to see our younger members contributing.

The motorcyclists recently had a garage run to catch up on restorations. Always good to see the end result of a lot of effort.

August saw a good turnout for our run to Picton to visit the Edwin Fox. The AV on the history of this ship is very interesting and well worth the effort to go and see it. The ship is not being restored, but is being preserved so that future generations can see into the past.

NELSON RAY ROBERTSON

A great selection of vehicles and 150 members from Nelson and Marlborough wound their way to Lake Rotoiti, St Arnaud for the annual Snow Run. This year Marlborough was tasked with organising the branch challenge which consisted of three activities competed for by three ladies from each branch, the outcome was a tie and as the ladies did not want to do a tie breaker, a quick thinking Marlborough organiser broke the trophy in half so the winner's trophy was shared. We think Nelson got the better half. This year we offered the catering to the local community as a fundraiser for their school and they



Marlborough Branch visit the Edwin Fox Maritime Museum



▲ Horowhenua: 160 years of knowledge Tom Hayes, Bob Disher and Ivan Bengé



▲ Horowhenua: Mike Marshall's 1912 Austin.



▲ Marlborough: Denny Greer receiving runner up concours.



▲ Marlborough: Tris Winstanley receiving Popular Vote.

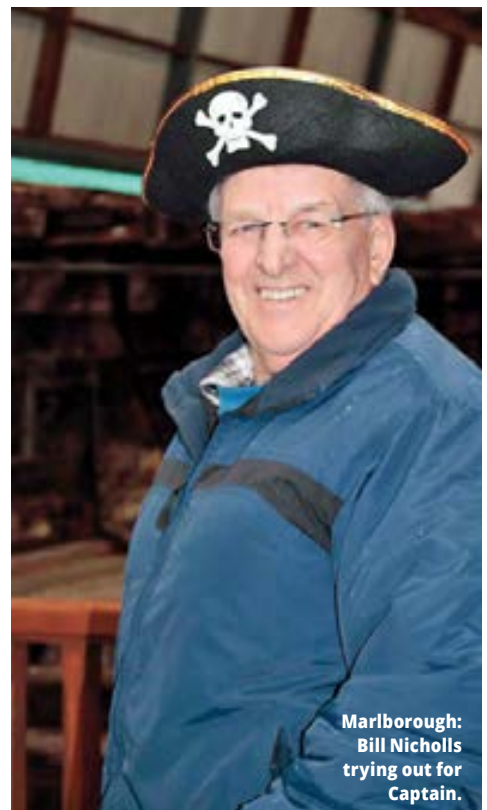


▲ Horowhenua: Bob Disher.



▲ Nelson: Nelson ladies and their half of the winners trophy.

▼ Nelson: Jim Wareing presenting Gay and Jim Galway with their 25 year badge.



Marlborough: Bill Nicholls trying out for Captain.



▲ Otago: Daffodil day events. Tony Pomfret Triumph 2500 TC.



▲ Otago: Daffodil day events. Gil & Ruth Edmunds - Mini van.

▼ Otago: Daffodil day events. Ray Wilson, with sister and grandson (Morris 8).



▼ North Shore: John Higham cuts the grass while Owen Sturgess paints the clubhouse.



▲ Nelson: Lewis Riley and Farley Hillman Imp ute.

▼ Rotorua: Watching the Lacre bus being manoeuvred into the parking area.

▼ Northland: 1912 Scar, 1929 Austin 7, 1924 Dodge truck converted to bus.



▼ Otago: Daffodil day events.



North Shore. North Shore VCC Chevrolet fire engine with Neil Beckenham's 1973 Ford Galaxie at Smales Farm.

did not disappoint with a great morning tea with heaps of home baking and an awesome lunch. Plenty of spot prizes and raffles with a 25 year badge presentation to Jim and Gay Galway rounded out an excellent event.

A combined Nelson Branch, Model A Club and the Historical Society run, organised by Kevin Mercer, saw 27 cars and 50 people head up the Aniseed Valley for a very informative visit to view the old copper mine workings, and a four wheel drive trip to the head waters of the Roding Water Works Reserve which supplies about one third of Nelson's water supply – a thoroughly enjoyable day had by all.

NORTHLAND TREVOR REILLY

The morning of first Wednesday of the month is set aside for a branch morning tea, where the participants socialise and then view the ongoing upgrading of the branch's parts and truck shed.

The upgrading has been underway for the last couple of years by a band of dedicated vintage enthusiasts every Wednesday morning. During this time the many donated parts have been sorted, boxed and displayed in a very easy to find manner. The stock is continually changing as more donated parts arrive. The truck shed has been reorganised to provide our many visitors a clear view of the branch vehicles. Displays of accessories to the vintage motoring scene are arranged around the walls, giving a good idea of what the motorists of old had to use. With the revitalisation of the truck shed it was an opportunity to move the vehicles around and give them an outside viewing.

The August run of 11 older cars plus two moderns with 22 people took a tour on highways, byways and forestry tracks to visit the site of a 1940s mercury mining area at Puhipuhi north of Whangarei. The mining operation started in 1907 and reached its zenith during WWII producing 15 tons of mercury from the quartz rocks. The tour concluded with a lunch at the Helena cafe.

NORTH OTAGO KATHLEEN PERRY

At our July Club night five of our members gave an interesting account of their participation in this years' Irishman Rally which started in Oamaru. Lee Orchard (1926 Chev Special) had Gordon Pringle as her navigator. It was Gordon's first time on an Irishman Rally and he was amazed by the originality of the vehicles taking part and the organisation of the

rally. Lee's special memory was how the bright red rosehip berries stood out in the hoar frost in the Hakataramea Valley. Quentin Barrow (1929 Erskine) was also a first time participant. He experienced a 'detour onto the grass' and was impressed with the performance of the Model As. He was the recipient of a tow from a Model A going up to the airstrip at Bluecliffs Station. Ralph Weir and Trevor Appleby travelled in Trevor's Model A and had stories to tell about their accommodation. They were one of the 88 Model As entered. After listening to their escapades Jerry Wing showed photos of some of the vehicles on the rally that he had taken near Wright's Crossing Bridge in the Hakataramea Valley.

NORTH SHORE RICHARD BAMPTON

A warm welcome to new members Reg Hopper and Martin Drew.

The run in July was the shortest on record. After all meeting for lunch at Columbus Coffee in Albany some 40 people drove all of 1.7 miles to an interesting collection of Maseratis, including a replica Grand Prix car, some motorcycles, also made by the Maserati factory, and two Maserati bicycles – these were no relation. No one got lost on this run.

The Daffodil Run, organised with the Warkworth and Wellsford Branch started at Smales Farm. On the last Sunday of every month there is a Caffeine and Classics car show and it was interesting to see the huge range of vehicles there. At 11.00 am the first vehicles set off on a scenic run, crossing the North Island twice to arrive at Warkworth Quay where a number of cars were waiting to welcome the 100 plus vehicles that completed the run. Both the Club Chevrolet fire engine and Morris 8 completed the run. \$2,600 was raised for the Cancer Society.

Kevin Benseman has purchased a very small Suzuki. Kevin is tall. Somehow he fits into it.

Many people help to maintain the clubrooms and grounds. Currently, and in spite of the awful weather, Owen Sturgess has been painting the front of the clubroom, John Higham keeps the grass mown with Ray Urbahn doing the edges and weed killing, and Brian Bissett maintains the plantings.

OTAGO MARION MCCONACHIE

Our branch has managed to get really involved with the local branch of the Cancer Society. Sunday 26 August saw about 50 cars and motorbikes arrive at

the carpark then embark on a 1-2 hour tour around the Taieri Plains and then over the hill from Waihola to Taieri Mouth with a pleasant trip back to Dunedin. The weather was balmy for this time of the year so many stopped for ice creams, coffee or a picnic en route before returning to the start point for a public display. We raised \$677 for the Local Cancer Society. Besides the many members who volunteered for marshal duties we had 15 members attend. The rest were members of the public or other clubs. On the Monday ten members, some in their club eligible cars, assisted by volunteer runners (mainly university students), delivered pre sold daffodils to many individuals and businesses around the city. We were then called upon to assist with collecting the donation boxes from many of the business the following week. Was humbling to see the amazing support that our branch members provided for this charity.

Moped ownership is increasing as members find these little treasures in garages, and sheds around the region. The Taieri plains is a popular area for these to be test driven as it is flat, and traffic is light.

The last Thursday of the month run team had a thermette challenge. They needed to be able to get the fire burning effectively to get the water boiled for a cuppa. Sounds like some of the ladies proved their worth here as one or two of the men struggled with it.

ROTORUA RONALD MAYES

The Central North Island Swap Meet in July was a resounding success, with fine weather, large numbers of sellers, visitors and show cars, and a healthy profit to help maintain the branch clubrooms and activities. Leah Hoffman, a young visitor, won the draw prize for show cars with her 1972 Ford Cortina, just back on the road after restoration.

More young people are joining in club activities: in the Sulphur City Rally we saw Chairman David Tomlinson with son Sean (1929 Essex) and his daughter Kate with his partner Fleur Maunsell (1977 Mercedes-Benz), plus three generations of the Munro family: Reg and Annette (1929 Austin), plus son Ross and grandson Jason in the latter's 1973 MG Midget. And there were more amongst the many visiting participants.

"Cars in the Room" on recent club nights have included Terry Wadsworth's 1975 Holden one ton utility on which he had just completed a major restoration

project and the writer's 1964 Vanden Plas Princess 1100, fresh from its repaint. He did not undertake the painting work, but did re-attach all of the shiny parts and paint the coach lines. Pride before a fall: the car recently "failed to proceed", fortunately near home, to which it was towed. An AA mechanic could not find the electrical fault but, suddenly, the ignition system again began to function. It is suspected the ghost of Joseph Lucas may have been at work.

Mid-week runs to places of interest continue with increasing numbers of participants and later will come the annual spring tour, this time to Gisborne and Napier.

SOUTHLAND RUSSELL MCIVOR

Welcome to new member Paul Bates with a 1938 Ford truck.

We recently held our annual auction night in the clubrooms which is always an entertaining event. Librarian Roy Shanks is indexing the collection of 4,000 handbooks, catalogues and magazines in stock. One interesting item is a scrapbook of newspaper cuttings of car and motorcycle events in Southland from 1927 to 1932.

Oreti Beach competition autos are Sunbeam, Bugatti, Thomas Special Beardmore Sports and a locally constructed Morris based Godward Special. Tappers, the motorcycle dealer, successfully competed with two factory tuned TT Triumphs. These won the Bluff Hill climb and many grass track events. H Munro raced a modified Indian. Nobody would imagine it going to Bonneville. KTT Velocettes were Tappers next choice of bikes. Other articles were about the Triumph Super 7 beating an Austin 7 from Auckland to Invercargill. The Triumph arrived in Invercargill minus a windscreen and door after rolling in North Canterbury resulting in the mechanic being knocked unconscious. Also noted in February 1931 £68 from a grass track meeting was donated to the Napier Earthquake Fund.

Our meeting night display vehicle was a 1948 Ford Light truck, restored by Henderson Construction.

Forty vehicles competed in the Daffodil Rally with \$850 raised from donations. Local members delivered pre-ordered daffodils to firms around the city which was well received.

Visitors are welcome to the Saturday night social hour at our clubrooms on Ariki Ave, Otatara. This is also an opportunity to look through our parts shed and browse through the books in our library.

SOUTH CANTERBURY

SHANNON STEVENSON

Our AGM was held on 5 July. Awards for 2018 were; Restoration - Eddie Craig, Chairman's Trophy - John Campbell, Navigators trophy - Janet Campbell, Best branch performance - Swap meet committee. Eric Robins was presented with his 60 year certificate, Norman Bunt with his 35 year badge, and 25 year badges went to Barry Yates and Jim Geddes. For the 2018-2019 committee most members are continuing their roles. Clive Merry is now parts manager, and swap meet chairman is Colin Johnstone. A mid-winter dinner took place on 21 July at Seven Oaks where Alvan Jones, who has motored Studebakers over many years, was presented with his 50 years award. We were saddened to hear in July about the passing of life member Stuart Hatton. Key involvements of Stuart in our branch included the swap meet, and secretary treasurer, a role held from 1988 to 2000.

Mid-week runs are proving successful, the June run attracted over 20 vehicles, and the July run to Pleasant Point attracted 19 vehicles. At our August Noggin and Natter night we were treated to a slideshow and videos of the Irving family's experiences on the recent Irishman Rally. The Garage Raid took place on 4 August. Garages and sheds visited included a Washdyke car restoration business, and the collections of several members; Clive Merry, Bill Weir, Lex Westoby, Kevin Manchester and Gavin Ladbrook.

SOUTH OTAGO JOHN COOK

Back in July, David and Cathy Renton's pot luck tea and night trail was a great night out. The route took us out and around Kaitangata/Lovells flat area with a few questions to answer back at the clubrooms on our return. Overall winners were Russell and Jenny Carr in their Hyundai.

The branch's annual dinner held at Kelly's Kitchen at the Milton Town and Country Club was well attended. Roger Smaill received the service tankard for his services to the branch's motorcycle rally. Noeline Milne received the Ladies Trophy for time put in on the branch's newsletter, *Split Rim*.

The Combined Rally hosted by the Gore Branch and held in August, had a number of South Otago members attending and going by all the reports in it was a good weekend.

The branch's first attempt at the VCC Daffodil Rally for Cancer was a Vintage and Classic car run that was superb. Organiser Robin McCall had an all sealed route planned, leaving Balclutha then to Lawrence, Beaumont, Raes Junction, Tapanui, Waipahi and back to Balclutha.

Ian McDonald and Bill Falconer have been busy at the clubrooms giving the male and female toilets a bit of makeover making access in and out a bit easier.

TARANAKI COLIN JOHNSTON

Like other branches we participated in the VCC Daffodil Rally for Cancer on 26 August. A Vintage and Classic motor show was organised by our Club Captain John Muter. Other motoring clubs were invited and a very good attendance of over 150 vehicles were on show at the grassed East End Reserve down by the sea and our popular Coastal Walkway in New Plymouth. Our branch had a good turnout of vehicles including the two vintage Rolls-Royce motor cars owned by the Simkins' who offered rides to the public for a donation to the Cancer Society. Taranaki Cancer Society Support manager Meg Rodel said she was absolutely delighted that the motor show raised \$2,100 for the Cancer Society.

The branch is saddened by the passing of three of our members, Brian Gernhoefer, Robin Chadwick and Brian Tipler. They have attended many branch events over the years and will be sadly missed by us all. We send our deepest sympathy to all their families.

The annual Breakfast Run was held and members had a navigated course to follow that took them around the streets of New Plymouth ending at the Auto Lodge for breakfast. Ron and Dianne Hyatt were the winners this year.

Our mid-week runs are still very popular and the July run took members to Toko's Purley Wood workshop which is out the back of Stratford. In the showroom was a variety of wood crafts ranging from trinket boxes to large storage chests, all made from different timbers.

TAUPO NEIL CHAVE

In July we hosted the Cancer Society Waikato Branch CEO and the Taupo based cancer nurse to provide our members with an update on cancer services available. Also in July the branch held the annual Hobbies Expo where the branch had a number of members' cars on show. This year we focussed on convertibles and



▲ Rotorua: The engine always attracts attention: Terry Wadsworth's Holden.



▲ Rotorua: Last year's haul, Ronald and Gloria Mayes (not in the running this year..)



▲ Rotorua: Cliff and Shona Wickham receiving 25 year badges from chairman David Tomlinson.

▼ Rotorua: David Tombleson presents show car owner Leah Hoffman with her prize, Branch treasurer Terry Fitzpatrick on right.

▼ Rotorua: Central North Island swap meet: many many visitors.



▼ South Canterbury: Inside Gavin Ladbrook's 'shed' - Garage Raid.



▼ South Canterbury: Bill Weir showing members his Chevrolet and International fleet - Garage Raid.

▼ Southland: The 1948 Ford was on display on monthly meeting night with notes from me.

▼ Southland: This sports car is a NZ built Tiki based on a Morris 8 chassis owned by Southland Branch local Tony Longman.



▼ South Canterbury: Gavin Ladbrook's 1924 Dodge Tourer, dressed up as a tribute to previous Irishman Rallies.



Taranaki: Jolene Simkin in the Rolls-Royce giving rides for a donation to the Cancer Society at our motor show.



sports cars, and these attracted a lot of interest from the public. In August our winter Quiz Night was the highlight and this year committee member Chris Smith set the questions with some 1960s music clips thrown in to test the memories of all present. Later in the month the Chairman's run was held and this was a drive out to Tihoi Tavern some 40 minutes away from Taupo on the Western Bays. It was a great spring day so the turnout was very good with a number of not previously seen member's cars joining the run. An outstanding Porsche 356 as well as another member's recently restored Mercedes 230 convertible were show stoppers. Another interesting arrival was an immaculate Volkswagen Westfalia Kombi van from one of our recently joined members. With August being the Daffodil Rally the club held a run from Taupo to Kinloch and this year we had in excess of 60 cars join in. Cars were flagged off at 1pm and most arrived at Kinloch for a show and shine followed by afternoon tea or an ice cream or two. The following morning a dedicated group arrived at the clubrooms to deliver the 100 bunches of daffodils to local businesses in the build-up to the Daffodil Day.

WAIKATO JEREMY BROOK

We have a new president in Tony Brierley, with Derek and Gaye Dixon as secretary and treasurer respectively. Jan Dearlove stood down as secretary after many years of sterling service in that role. Terry Pididuck is our new club captain. Barrie Grant, a founding member of the Waikato Branch has been presented with his 60 year award. He has been actively involved in the club all of this time and we acknowledge his contribution.

We had 200 cars turn up at the start for the VCC Daffodil Rally for Cancer. We went out around the lake and finished at the Classic Car Museum for lunch and a meet up.

The motorcycle section visited Chris Minnee's property at Hautapu to view a helicopter-engine-powered motorcycle. This will be something to watch out for when he gets it on the road.

Graham Pate organised a trip to the Classic Flyers Museum at Mt Maunganui where we were shown the work being done on various jet engines in Vampires.

In August we were entertained by Paul Johnson who told us about his apprenticeship and working career with the Vauxhall works in England. I particularly liked the fact that he and his co-workers engineered a remedy for an underperforming Victor

model which was failing to make the advertised speed of 100 mph. They removed the mud flaps and achieved the magic 100mph. Amazing what a small change can make

WAIMATE MARIE MEHLHOPT

Waimate turned on a beautiful sunny day for the Waimate Branch's event for the VCC Daffodil Rally for Cancer on Sunday 26 August, which included members and visitors. The rally began with a drive through Bushtown which is looking good. We then drove to White Engineering where business owner Andrew White gave us a very informative presentation including how he came to start up his successful business. Andrew also gave us a working demonstration of how he creates one of his many plastic products. The cars then headed to the Arcadia Theatre to visit the Grand Old Lady who is patiently waiting to be advised of her destiny. We then drove to visit the Waimate Volunteer Fire Brigade - Station 88 to check out the fire engines. Then it was time to return to our clubrooms for afternoon tea.

The Branch wishes to thank all concerned for assisting with making our Daffodil Rally for Cancer a success

WAIRARAPA KEVIN BALL

Two of our younger members, Ryan Dewes 21, and Alec O'Hara, 24, in their own cars, featured in the 2018 Gravel Challenge, an event that consists largely of unsealed surfaces. Club Captain Francis Pointon and his wife Gaye put together a challenging run on unfamiliar roads. Alec, our magazine editor, debuted his 1924 Dodge pickup on the run. He made it to the finish, despite radiator problems. Ryan, in his 1926 Model T, helped get him back to town after the event.

Francis featured again when he gave his 1925 Dodge tourer a test drive after getting it back on the road following the seizing of a water pump. Not a man to do things by halves, he chose a 6-hour run from his home near Masterton to Tinui via Castle Hill, the Riversdale turnoff and Te Parae Road. Although it was not an official club run, Francis invited interested branch members to join him and put together a convoy of five cars – a Morris 8, Morris Cowley, the Dodge, a Model T and a Model A. All, including the Pointon Dodge, made it home safely. All save the Morris 8 were tourers with their tops down and with an early start (9.30am) and a heavy frost winter woollies were the order of the day.

However the frost soon disappeared and sunshine made for very pleasant touring.

WAITEMATA IAN GOLDINGHAM

The R'Oil Can Rally was held over the weekend of 14 -15 July, see the full report on page 34.

We have lost one of our founder members with the passing of John Gairdner. His unique people skills were used to create the motoring ethos of the North Shore Branch, and later was distilled into Waitemata Branch. The annual New Year's Eve parties at the Gairdner homestead were legendary, from the spit roasted lamb, mid evening singalong to the pyromaniac's firework display finale. John's funeral on Thursday 2 August was handsomely attended with a generous complement of members.

On Sunday 19 August we visited AvSpecs Ltd at Ardmore. They are doing their third Mosquito restoration, which is expected to fly before the end of the year. Derek Smith gave us a well-rounded explanation of difficulties the team have faced and progress to date.

The end of the month was capped off by the VCC National Daffodil Rally for Cancer, held in conjunction with North Shore and Wellsford Branches. It started in Takapuna and ended in Warkworth, where the local Lions had set up the Riverside carpark as a reception/display area. Keith and Diane Humphrey's Model A won the People's Choice. The organisers were more than happy with both the support of the VCC and the public response.

WELLINGTON CLAIRE BENGE

Our normal Colonial Cup day was delayed because of the VCC Daffodil Rally for Cancer on Sunday 26 August, although judging for best newly restored vehicle for the Colonial Cup was held the day before.

David Howard's 1920s turquoise Packard coupe was awarded restoration of the year at the Wellington Branch VCC Daffodil Rally for Cancer; one of four vehicles displayed at the show entrance. A beautiful 1951 Citroen was voted the most popular car on the day. We were supported by other car clubs, and the Wellington Tramways Museum adjacent provided tram rides. Sausages and coffee were on sale, together with over 200 cupcakes topped with icing daffodils made by our rally secretary, Diane White. The branch raised over \$4,000 for the Cancer Society.

Both our regular monthly runs, on first Sunday and the last Wednesday, had good



Taranaki - Over 100 vehicles on show with other kindred clubs proudly supporting the Cancer Society.



▲ Taranaki - Tidley Cox's Model A with the daffodils on the bumper for the motor show.

▼ Wairarapa: Francis Pointon built this Chevrolet Special.



▲ Wairarapa: Peter and Nola Groves travel big distances to compete in their Holden.



▲ Taupo: Daffodil Rally for Cancer.



▲ Waimate: Daffodil Rally for Cancer.



▲ South Otago: Vintage & Classic Car Daffodil Run South Otago Branch.

▼ Waikato: Hamilton Mayor Andrew King together with branch members (L to R), Bev Taylor, Aaron Kearney, Glyn and Robyn Doughty, and Mayor Andrew King at the Hamilton Daffodil Cancer Fundraising Parade.





Wairarapa: Off on a great adventure...
 Morris 8 (Hugh Hunter), 1925 Morris
 Cowley (Ian Lambess), 1925 Dodge
 Tourer (Francis Pointon), Model T (Ryan
 Dewes) and Model A (Tim Johnston).



▲ Wairarapa: Visitor Peter McKeown, from the Wellington Branch, with his 1929 Chrysler 66.



▲ Wairarapa: John and Sheila Clark in their Daimler on the Gravel Challenge.



▲ Wairarapa: Willis St Clair's Riley.



▲ Wellington: A parade of Packards.

▼ Wellsford Warkworth:



▲ Waitemata: Humphrey's award winning Model A.

▼ Wellington: Flying the flag for some of the single make clubs.





Wellsford Warkworth: Tops down.

attendance; a Sunday visit in July to Kim Rose's place in Pauatahanui to visit his collection of Austin 7s, and in August to the Dominion Museum in Wellington to "The End of the War" display. The Wednesday group went to Feilding in July to visit the Coach Museum for "an amazingly wonderful display of things of yesteryear", and in August to the Time Cinema in Lyall Bay to see "Those Magnificent Men in Their Flying Machine" a nostalgic experience for most of us.

Our big event for the year, the 61st November Rally, is on Saturday 3 November followed by a 60th birthday dinner. If you would like to attend the rally and/or the dinner, please contact our

Rally Secretary, Diane White by Tuesday 23 October at white.house@xtra.co.nz or ring 04 563 6236.

WHANGANUI

We welcome new members Tom Francis, 1933 Bedford, and Grant Bullock, 1946 Fargo and 1967 Fiat Bambina.

There are two major stories from our branch – and both occurred on the same weekend. On 25 August one of our members, Jim O'Neill, was fuelling his 1929 Dodge DA tourer ready for the Daffodil Rally. He discovered a leak in the petrol tank and when he was attempting to repair the leak the petrol ignited resulting in a shed fire. Jim had removed

one vehicle and was going back into the shed to get another when the fire "flashed". Jim was burnt, but is recovering well. The Dodge is unlikely to be repairable. We are all relieved Jim will be ok, and wish him a very speedy recovery.

The other major story is the enormous success of the Daffodil Rally. With the support of our local papers this event was very well advertised and we attracted 135 cars, many with four occupants. We hosted between 400 – 500 people for afternoon tea. Peter Hardy organised a scatter run which prevented a parade of cars trailing down a single route. A cheque for \$2000 has been presented to the Cancer Society and our branch has once again shown



Wellington: Overall view of the Rally for Cancer.



**Wellsford
Warkworth: Ford
restorer's delight.**



▲ Wellsford Warkworth: Gavin Welch.



▲ Wellsford Warkworth: Collectors at Warkworth Wharf.



▲ West Coast: Colin & Elaine Peacock with their grandson (obscured) collecting the cash.



▲ West Coast: VCC Daffodil Rally for Cancer.

itself to be a real force for good in our community. Plans are already afoot for next year's event.

WELLSFORD WARKWORTH

CHRIS HARVEY

Winter is always a busy time for us, as our main event of the year is the Winter Woollies Wander which was held on 7 July. The start was at Matakoho and it took in scenic routes both west and east of SH1 before finishing at The Wharf in Warkworth. In the field of 59 cars the branch's entrants were outnumbered as usual by the visitors who came from far and wide. The rally was won by Gavin Welch and Sophie Zhou in their pristine Model Y Ford.

Daffodil Day delivered better weather than last year and 105 vehicles set out from Smales Farm at Takapuna and finished at The Wharf in Warkworth. The rally was organised jointly with North Shore and Waitemata Branches and it raised \$2,656 for the Cancer Society, which was a handy increase of over \$600 more than last year.

Now that spring is in the air our midweek runs for lunch at cafes in the area give way to picnics at the lovely beaches nearby. On a Sunday run we sadly lost one of our members when Franz Edgar suffered a heart attack at the wheel of his MGB and we can only be glad that he was doing what he enjoyed.

After nine years in harness Leon and Brendda Salt have stood down as Chairman and Secretary of the Branch. We thank them for their hard work over this long period, particularly for their foresight years ago in securing the former visitor centre at the Satellite Station for our clubrooms. It's a vast improvement on the previous facilities and gives us plenty of parking and entertainment space for the social activities which are so much a part of the branch's life.

WEST COAST

JUNE CAMPBELL

We welcome three new members to the Branch. Bruce Heyward and Zoe Gough reside in Reefton and Kevin Alsweller from Westport. They are all motor cycle enthusiasts and between them own an interesting collection of motorcycles, Panther, Ariel, Royal Enfield, Triumph and BSA. We look forward to meeting up with them on our runs in the future.

Our July Club Run was a garage raid to two local garages. Both contained collections of vehicles and memorabilia, which resulted in a few green faces among our male members. Fifty-eight visited the garages and 49 enjoyed lunch and a natter afterwards.

Our second National VCC Daffodil Rally for Cancer attracted wonderful support from the local Hot Rodders and Straycats groups and the public at the display area in

Greymouth followed by a run to Hokitika for a public display in the town area. On the fundraising side, we are anticipating an increase on last year's total once the numbers are added up.

Our bid to host the National AGM next year has been accepted and planning is underway. We do hope there is a good whitebait season this year as a substantial order has been received by our Club delegate Roger Devlin and Chairman Allan Giles when they were at the recent AGM in Napier.

PASSING LANE

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

Information is supplied to
Beaded Wheels by
VCCNZ Branch Secretaries.



Birch, Warren	Horowhenua
Chadwick, Robin	Taranaki
Greaves, Jack (Snow)	Bay of Plenty
Gernoefer, Brian	Taranaki
Hatton, Stuart	South Canterbury
Johnson, Jack	Southland
Slocombe, Peter	Wellington
Webber, Merle	Gisborne

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¹ Natural disaster means earthquake, natural landslip, volcanic eruption, hydrothermal activity, tsunami or fire.

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