

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

Beaded Wheels

No. 355 December 2018/January 2019

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95

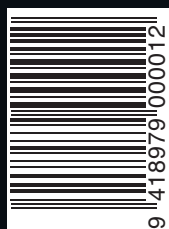


TESTING A RARE
TURNER

Tackling the
2018 TARGA



**VELOCETTE
DOUBLE KNOCKER**



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



This photo is of the Beary family taken in Christchurch in 1918. I am interested to find the identity of the motorcycle combination. The apparent horizontal bar across the handle bar is; I believe, a stabiliser from the bar to the headlamp. Maybe it is a Douglas but do not know enough to be sure. Any help will be appreciated. Information to David Macready, Villa 185, Summerset Falls, 31 Mansel Drive, Warkworth 0910, New Zealand.

Ed note: Bevars Binnie advises readers that the motorcycle is a circa 1916 - 18 Excelsior Big X. The "apparent horizontal bar across the handlebars" is exactly that, and while it was sometimes used as additional bracing for the headlight mount, it is an integral part of the bars themselves. Search for 1918 Excelsior Big X on the internet and you will find any number of photos, youtube videos and articles.

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 OFFICE

The Vintage Car Club of New Zealand (Inc.)
PO Box 2546, Christchurch 8140
Phone 03 366 4461 Fax 03 366 0273
Email admin@vcc.org.nz

VCCNZ MANAGEMENT COMMITTEE

PRESIDENT
Diane Quarrie
06 876 4009 president@vcc.org.nz
SECRETARY/ TREASURER
Michael Lavender
03 325 5704 hon.sec@vcc.org.nz

CLUB CAPTAIN NORTHERN REGION
Kaaren Smylie
021 664 341 nicc@vcc.org.nz

CLUB CAPTAIN SOUTHERN REGION
Alon Mayhew
027 202 9491 sicc@vcc.org.nz

REGISTRAR
Rod Brayshaw
07 549 4250 registrar@vcc.org.nz

SPEED STEWARD
Tony Haycock
021 662 441 speedsteward@vcc.org.nz

BEADED WHEELS CHAIRMAN
Kevin Clarkson
021 0270 6525 kevin@vcc.org.nz

Ed Boyd
06 348 4547 mgmt3@vcc.org.nz
Tony Bartlett
06 867 9850 mgmt1@vcc.org.nz

COMMUNICATIONS & MARKETING
comms@vcc.org.nz

ARCHIVIST
Don Muller
03 385 6850 archivist@vcc.org.nz

Please note this information changes annually - these details are valid until October 2018

VCCNZ BRANCHES

A full list of branch addresses and contact details can also be found on the VCCNZ website at www.vcc.org.nz

ASHBURTON
PO Box 382, Ashburton 7740
ashburton@vcc.org.nz

AUCKLAND
PO Box 12-138, Penrose, Auckland 1642
auckland@vcc.org.nz

BANKS PENINSULA
27 Showgate Ave, Riccarton Park,
Christchurch 8042
bankspeninsula@vcc.org.nz

BAY OF PLENTY
PO Box 660, Tauranga 3140
bayofplenty@vcc.org.nz

CANTERBURY
PO Box 11-082, Sockburn
Christchurch 8443
canterbury@vcc.org.nz

CENTRAL OTAGO
C/- 4B Roto Place, Wanaka 9305
centralotago@vcc.org.nz

CENTRAL HAWKE'S BAY
C/- 3 Fergusson Avenue Waipukurau 4200,
centralhawkesbay@vcc.org.nz

EASTERN BAY OF PLENTY
PO Box 2168, Kopeopeo
Whakatane 3159
easternbayofplenty@vcc.org.nz

FAR NORTH
C/- 2534 Kaitaia-Awaroa Road, RD 1,
Kaitaia 0481,
farnorth@vcc.org.nz

GISBORNE
PO Box 307, Gisborne 4040
gisborne@vcc.org.nz

GORE
PO Box 329, Gore 9740
gore@vcc.org.nz

HAWKE'S BAY
PO Box 3406, Napier 4142
hawkesbay@vcc.org.nz

HOROWHENUA
PO Box 458, Levin 5540
horowhenua@vcc.org.nz

KING COUNTRY
C/- 34 House Ave,
Taumarunui 3920
kingcountry@vcc.org.nz

MANAWATU
PO Box 385
Palmerston North 4440
manawatu@vcc.org.nz

MARLBOROUGH
PO Box 422, Blenheim 7240
marlborough@vcc.org.nz

NELSON
PO Box 3531, Richmond 7050
nelson@vcc.org.nz

NORTHLAND
PO Box 17, Whangarei 0140
northland@vcc.org.nz

NORTH OTAGO
PO Box 360, Oamaru 9444
northotago@vcc.org.nz

NORTH SHORE
C/- 7 Godwit Place, Lynfield
Auckland 1042
northshore@vcc.org.nz

OTAGO
PO Box 5352, Dunedin 9058
otago@vcc.org.nz

ROTORUA
PO Box 2014, Rotorua 3040
rotorua@vcc.org.nz

SOUTH CANTERBURY
PO Box 623, Timaru 7910
southcanterbury@vcc.org.nz

SOUTHLAND
PO Box 1240, Invercargill 9840
southland@vcc.org.nz

SOUTH OTAGO
C/- 1931 Breakneck Rd, RD 4,
Balclutha 9274
southotago@vcc.org.nz

SOUTH WAIKATO
PO Box 403 Tokoroa 3420
southwaikato@vcc.org.nz

TARANAKI
C/- 297 Huatoki St,
New Plymouth 4310
taranaki@vcc.org.nz

TAUPO
PO Box 907, Taupo 3351
taupo@vcc.org.nz

WAIKATO
PO Box 924, Hamilton 3240
waikato@vcc.org.nz

WAIMATE
4 Harris St, Waimate 7924
waimate@vcc.org.nz

WAIRARAPA
PO Box 7, Masterton 5810
wairarapa@vcc.org.nz

WAITEMATA
C/- Embroidme, 23E William Pickering
Drive, Rosedale, Auckland 0632
waitemata@vcc.org.nz

WANGANUI
PO Box 726, Wanganui 4540
wanganui@vcc.org.nz

WELLINGTON
PO Box 38-418, Petone, Wellington 5045
wellington@vcc.org.nz

WELLSFORD/WARKWORTH
PO Box 547, Warkworth 0941
wellsfordwarkworth@vcc.org.nz

WEST COAST
C/- 17 Loris Place, Greymouth 7805
westcoast@vcc.org.nz

Publisher

The Vintage Car Club of NZ (Inc.)
The Historic Vehicle Authority of New Zealand
ISSN 0113-7506 Vol CCCL No. 355

Editorial Committee

Kevin Clarkson (Chairman), Judith Bain,
Bevars Binnie, Rosalie Brown, John
Coomber, Mark Dawber, Marilyn McKinlay.

Material for Publication

Reports of restorations, events, road tests, historical and technical articles should be submitted to beadedwheels@vcc.org.nz. Email of text and photos is preferred, digital photographs should be high resolution eg 300dpi. Alternatively mail your contribution to PO Box 13140, Christchurch 8141, typed or neatly printed, double space on one side of paper only. No payment is made to contributors. The opinions or statements expressed in letters or articles in Beaded Wheels are the author's own views and do not necessarily express the policy or views of The Vintage Car Club of NZ (Inc).

Email beadedwheels@vcc.org.nz

Advertising Enquiries

Classified and Display Advertising to:
PO Box 13140, Christchurch 8141.

Email beadedwheels@vcc.org.nz
Phone 64 3 332 3531, Fax 64 3 366 0273
Rate schedule available on request.

Back Issues Available on request to PO
Box 13140, Christchurch 8141.

Correspondence & Editorial

Contributions

Phone 64 3 332 3531, Fax 64 3 366 0273
PO Box 13140, Christchurch 8141.
Email beadedwheels@vcc.org.nz

Subscriptions

Beaded Wheels subscribers change of
address to: PO Box 2546, Christchurch
8140.

Phone 03 366 4461, Fax 03 366 0273
Annual subscription (6 issues) \$45* inc GST
Australian subscription (6 issues) NZ\$76*
Other countries (6 issues) NZ\$136*.

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

Production

Typesetting & design by RGBDesign
Printed by Spectrum Print Ltd,
Christchurch.

Closing Date for Feb/March Issue

Editorial Copy 5 Jan 2019
Advertisements 10 Jan 2019

The Vintage Car Club of New Zealand (Inc.)

National Office
Phone 03 366 4461 Fax 03 366 0273
Email admin@vcc.org.nz

Postal Address: PO Box 2546,
Christchurch 8140, New Zealand.

Address: 12 Aberdeen St, Christchurch,
New Zealand.

Website: www.vcc.org.nz

Copyright Information

The contents are copyright. Articles may be reproduced complete or in part provided that acknowledgement is made to "Beaded Wheels, the magazine of The Vintage Car Club of New Zealand (Inc)" as the source. Beaded Wheels reserves the right to digitally store all published material for archival purposes.

FEATURES

- 14** Swapmeets are in our DNA
- 16** 350cc Velocette Double Knocker Reborn
- 21** Wheels Down – long-time Bentley enthusiasts touch down in the Wairarapa
- 22** Early New Zealand Motoring Publications
- 26** Light My Fire – part II of Kevin Casey's series on the origins and intricacies of the world of spark plugs
- 30** 2018 Targa Rally Review
- 34** Behind the Wheel of a 1960 Alexander-Turner Mk I
- 40** Rally Snippets
 - 40 60 Years On- Waikato Branch Celebrations
 - 41 Far North Tour 2018 - Northland Branch
 - 41 60th Hunua 100 – Auckland Branch



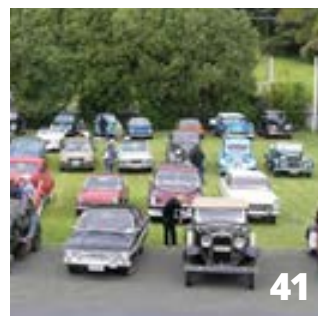
16



30



43



41

COLUMNS

- | | |
|------------------------------|---|
| 4 President's Message | 32 Mutterings of a Mature Motorcyclist |
| 4 As We See It | 32 Brass Notes |
| 5 VCC Events | 39 2021 VERO |
| 6 National Office | International Festival of Motoring - Rally Update |
| 7 Mailbag | 43 Marketplace |
| 10 Timelines | 49 Swap Meets & Rallies |
| 11 Book Reviews | 54 Idle Torque |
| 12 The Way We Were | 66 Passing Lane |
| 29 50 Year Awards | |

COVER

From the late 1940s, Jack Turner built a series of one-off specials, and prepared racing cars, including building his own engines. Greg Price grabs the opportunity to test drive a locally owned Mk1 Turner and discovers what all the fuss is about.



Like us on facebook
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.



In October members of the Vintage Car Club had the opportunity for the first time to be part of the annual Targa event, travelling the same route as the rest of the participants in a unique time trial. They had to maintain an average speed through the special stages, so the course became an exercise in precision driving as opposed to a speed event. This co-participation was the brain-child of Rod Corbett who put a tremendous amount of time and effort into organising the VCC sides of things. I would like to congratulate him for his foresight and vision which has resulted in new members for the Club and generated good publicity wherever they went.

Rod also involved members of lower South Island VCC branches who supported with their own car displays and marshalling assistance for both VCC and Targa car parking at lunch and evening service stops. I believe this worked very well. Thank you to Southland, Gore, South Otago, Otago, North Otago and Central Otago branches for getting behind this. Open to all VCC eligible cars, the event will be based in the North Island next year.

I believe that as a Club we need to look at more ways we can co-participate with an existing event, becoming an integral part

of and enhancing it. Art Deco Weekend in Napier is another example of this working so well.

One of the key objectives of the Club's Strategic Plan, which was adopted several years ago, was the development of education modules for schools. We are looking for a member (preferably with education based experience) who would be willing to take on the role of Education Development Advisor to oversee the development and introduction of these components. One of the first steps would be to seek funding through the many charitable trusts and foundations to assist with seeking professional support in developing the various elements required for the modules.

I am pleased to advise that, following the decision made at the Executive Meeting in August, a 60 year award badge has now been struck which will also be issued retrospectively to past recipients via their branches. In total there have now been 34 60-Year awards and 346 50-Year badges. It has been a privilege and an honour for myself and members of the management committee to present these awards at branches throughout the country.

As mentioned in my last *Beaded Wheels* column, an additional

part-time person was required to cover the extra work-load in our National Office, and I am pleased to welcome Julie Orwin to the position. Due to both our staff being named Julie, she will go by "Jo" to avoid confusion.

Geoff and I have recently returned from the National Veteran Rally hosted by Nelson Branch. Jim and Kyra Wareing and their team are to be congratulated on their organisation. The Prince Henry Tour was held prior to the rally and a post-rally tour was going to Golden Bay so it was a very full couple of weeks for those that were able to do all three events. I would say that at least half the drivers were in their 70s and 80s and I congratulate them for still continuing to use and drive their vehicles. It was also good to see many younger drivers as well although sadly, I was the only woman driver.

One of the things that I and others in the Club have stressed over the years is that we must use every opportunity we have to get the public on-board and enthused with our vehicles. It really struck me at the public displays we had for the Veteran Rally vehicles, that the general public (of all ages) are still really interested in our old vehicles. I know that it starts to get hard when you are asked the same questions time and time again

about your car or motor-bike, but remember it is your enthusiasm and passion that will come through every-time and maybe lead to a potential new member or, at the very least, make them a bit more patient and sympathetic when they encounter us on the roads.

As 2018 is coming to an end, I would particularly like to thank those members who put up their hands time after time to organise events for us or to stand on committees. They are the backbone of our Club and they are our greatest asset. Winston Churchill said "We make a living by what we get, but we make a life by what we give".

I would like, on behalf of Geoff and the whole management team, to wish all our members and families safe travelling over the holiday season and best wishes for Christmas and the coming year.

Diane Quarrie
VCCNZ
National
President



AS WE SEE IT

In this issue, the final edition for the year, we have some meaty content, including: three pages of mailbag contribution, always a sign that people are taking an interest in their club.

Our features include a story by Greg Price on Dave Richardson's rare Alexander Turner car; fascinating information on early motoring magazines in New Zealand by Barry Birchall; Stuart Francis's story on a modified Velocette and how it is footing it in big events, with additional observations from the Isle Of Man Classic TT by Velocette Guru, Ivan Rhodes.

We also have Part 2 of Kevin Casey's excellent dissertation on Spark Plugs, "Light My Fire". We have received very positive feedback about Part One and having read Part Two I suspect that will continue. Andrew Anderson's "The Way We Were" continues to give readers an insightful look at the origins of our club. These articles along with all our regular contributions, add up to a packed issue with lots of good reading for the holiday period.

Beaded Wheels can now be purchased online from issuu.com. If you google *issuu beaded*

wheels you will find a link to the latest issue of the magazine. To look at the full issues there is a charge of AUD\$6.50. This gives our subscribers and non-member readers an opportunity to look at *Beaded Wheels* online rather than hard copy. As happens with the book stand copies the magazine will not be put online until 14 days after members have received their copy, thus protecting member's ability to peruse the classified advertisements before the public get to see them. Maybe you would like to take the opportunity to post the link from issuu.com on your Facebook

page or any other social media you are using should you wish to draw attention to something in the magazine to your followers.

The *Beaded Wheels* committee wishes readers safe motoring and all the best for 2019.

Kevin Clarkson
Chairman,
Beaded Wheels



VINTAGE CAR CLUB BRANCH EVENTS



Rotorua: Line-up of MGs and Sprite (and a Buick.)

DECEMBER

- 8 Ashburton Vintage & Veteran Only Posh Picnic/Christmas Tea
- 8 Far North Christmas Rally
- 8 Sth Otago Toko A & P Show
- 9 Auckland Pre 1950 M/C Run
- 9 Canterbury Children's Christmas Picnic
- 9 C. Hawke's Bay Christmas Party
- 9 Gore Christmas Run
- 9 Marlborough BBQ
- 9 Otago Christmas BBQ
- 9 Waikato Christmas Run
- 9 Wairarapa Christmas BBQ Lunch
- 12 Auckland Mid Week Tourers
- 12 Central Otago Christmas Barbeque
- 14-19 Ashburton Pre-Christmas Tour
- 16 C. Hawke's Bay Reliability Trial
- 16 Central Otago Sunday Run Omakau
- 16 Hawke's Bay Christmas Club Run
- 16 Marlborough M/C Christmas Pot Luck
- 16 Nelson Christmas Picnic Run & BBQ
- 16 West Coast Club Christmas Lunch
- 16 Nelson Christmas BBQ & Run
- 16 North Shore Christmas Party & Pot Luck Dinner
- 18 West Coast Morning Tea Shantytown
- 19 Waikato Wednesday Wander
- 26 Canterbury Boxing Day Run
- 30 Manawatu Sunday Run

JANUARY

- 1 Ashburton New Year's Day Run
- 1 Auckland New Year's Day Run
- 1 Banks Peninsula New Year's Day Picnic
- 1 Manawatu New Year's Day Picnic
- 1 Wanganui Taihape Gumboot Rally
- 1 Wellington New Year's Day Picnic
- 13 E Bay of Plenty Chairman's Run
- 13 Marlborough BBQ
- 13 Waikato Blue Smoke & Pedals
- 15 West Coast Morning Tea Shantytown
- 16 Auckland Mid Week Tourers
- 16 Waikato Wednesday Wander
- 18-21 Wellington Club Captain's Safari
- 19 Far North Picnic Run
- 19 Nelson Golden Bay A & P Show
- 19-20 Gore Overnighter
- 19-21 Wanganui Heritage Weekend
- 20 Banks Peninsula Afternoon Tea
- 20 Otago Jackson Rally

- 20 Waikato Gymkhana
- 20 Wanganui Burma Rally
- 24 Otago Mid week Run
- 26 Ashburton Annual Rally
- 26 Otago Dunedin-Brighton Veteran Rally
- 27 Manawatu Sunday Picnic
- 29 Gore Tuesday Ramble

FEBRUARY

- 1-3 Banks Peninsula Skope Racing Ruapuna
- 2 E Bay of Plenty East Coast Rally
- 2 Southland Southland Rally
- 2 Taupo Open Day & BBQ
- 3 Manawatu Veteran Rally
- 8-10 Banks Peninsula Enzed Racing Levels
- 8-10 Gisborne Three Rivers Rally
- 9 Auckland Annual Veteran Run
- 9 Nelson Swap Meet
- 9 Waimate Wallaby Rally
- 10 Wellington British & European Car Day
- 15-17 Hawke's Bay Art Deco Rally
- 15-17 Marlborough 26th National Motorcycle Rally**
- 16 Far North Ian and Mary's Gymkhana
- 16 Gore Festival Rally
- 17 Central Otago Sunday Run Cromwell
- 17 Nelson Pot Hunters Rally
- 19 West Coast Morning Tea Shantytown
- 20 Auckland Mid Week Tourers
- 20 Waikato Wednesday Wander
- 23 Gore Diggers Run
- 23 North Otago All British Day
- 23 Wellington Twilight Run
- 23 Wellsford Wkwth Swap Meet
- 24 Gisborne Club Run
- 24 Manawatu Sunday Picnic
- 24 West Coast Club Run
- 26 Gore Tuesday Ramble

MARCH

- 2 Manawatu Ruahine Ramble
- 3 Gore Clearwater Capers Run
- 7 Southland Veteran Rally
- 7-13 National NI Club Captain's Tour**
- 9 Canterbury Clipon Run
- 9 Far North Historic Adventure
- 9 Taupo Lake Taupo Rally
- 9 Wairarapa Rex Porter Memorial
- 9 Wellsford Wkwth Are We There Yet Rally
- 10 Auckland Annual Vintage Muster

- 10 Gore Frank Robson Run
- 16 West Coast Scenicland Rally
- 17 Central Otago Sunday Run Wakatipu
- 17 Gore Swap Meet
- 17 Nelson Club Run
- 17 Waikato Vintage Venture
- 19 West Coast Morning Tea Shantytown
- 20 Manawatu AGM
- 20 Waikato Wednesday Wander
- 24 Gisborne Club Run
- 24 Wellington Gymkhana
- 31 Manawatu Sunday Run
- 31 Waikato Ladies Rally

APRIL

- 6 Banks Peninsula Pomeroy Trophy
- 6 Sth Canterbury Swap Meet
- 6 Waikato Mooloo Meander
- 7 Gore Ladies Run
- 12-14 Otago Otago Rally
- 13 Far North Brian Parker Memorial Rally
- 13 North Otago Lynch Blossie Motorcycle Rally
- 13 Waikato Twilight Run
- 13 Wanganui Autumn Motorcycle Trial
- 14 Nelson Ladies Rally
- 17 Waikato Wednesday Wander
- 19-21 Ashburton National SI Easter Rally**
- 28 Manawatu Sunday Run
- 28 Wellington Dawn Breaker Rally
- 28 West Coast Club Run

VINTAGE CAR CLUB NATIONAL EVENTS

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

March

7-13 North Island Club Captains Tour

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

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

NATIONAL OFFICE

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

VCC SPEED EVENTS

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

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



VCC Vero Insurance Scheme

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

VCC Identity Cards - Renewal Applications

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

Even if your vehicle has had no changes this form must be checked, current mileage advised, signed and forwarded to your branch, along with the VIC (if the photo correctly shows your vehicle in its present state), or three new photos, as stated on the form.

Upon receipt at the National Office the VIC will be reissued and will be valid for a further 10 years unless there is a change of ownership or major changes to the vehicle during that time.

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



Vintage Car Club of NZ (Inc.)
National Office,
PO Box 2546, Christchurch 8140
Telephone 03 366 4461
Fax 03 366 0273
email admin@vcc.org.nz
www.vcc.org.nz
Office Hours Mon - Thur 9-5pm

Julie Cairns-Gee
National Office
Manager



Membership Cards

Membership cards were distributed early November, to all members who had paid their subscription by 31 October 2018.

Christmas Hours

I wish to take this opportunity to wish you all a very merry Christmas and happy and safe New Year. The National Office will close on Friday 21 December and reopen on 3 Thursday January 2019.

Discounts on INTERISLANDER and BLUEBRIDGE Ferries

All financial members of the VCC of NZ are eligible for a discount with Interislander and Bluebridge. Membership cards must be shown to receive the discount. Full information on how to book is on the Club's website www.vcc.org.nz or from your branch secretary. For Interislander bookings use the Group Bookings option. The codes are as follow:
INTERISLANDER - WH5465
BLUEBRIDGE - ANTIQUECAR

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 Wheels - Our long established title may have

readers wondering about its origin. By way of explanation beaded edge tyres use beaded edge tyres that are kept in place by reinforced rubber beads, which fit into the rolled edges of the wheel rim. This style of wheel was a distinctive feature of early motoring being used on early bicycles, many pre-1924 cars and most motorcycles until 1927.

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

MAILBAG

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

Swap Meets

I've been going to swap meets for around 50 years, throughout New Zealand and, with my good mate Brian, Australia and even USA occasionally, selling, buying, trading or just looking for that missing bit of Indian memorabilia to complete my cabinet displays.

The general trend is an overall decline in the availability and quality of parts mechanical and particularly veteran era parts.

Swap meets are swamped by all manner of other goods (household junk) which may help bring Joe Public through the gate, but may not help our club movement in the long run.

There is one exception, the Hororata Swap Meet which I have just returned from.

Congratulations to organisers John, Dave and team for a simple, no household junk swap meet.

Comments from many of the other 'old farts' I talked to were around what will happen to my shed full of bits when I fall off my perch. (Your missus already has a skip ordered.)

Well here's the solution:

- 1 You need to realise you are not going to live to 360 years of age – the length of time required to restore all those projects in your shed.
- 2 If you really want the next generation to follow your hobby, the next time they visit, make a compulsory rule: turn off all electronic things. Talk and engage them in your man shed projects, cars, motorcycles.
- 3 Hororata Swap Meet is

less than a year away. start sorting and labelling some of that surplus stuff *now* (while banana boxes are still available). You can turn it back into cash.

- 4 Bring some of the next generation to the swap meet with you – they could even mind the stall for you, while you look for new stock.
- 5 Is there an old fella in your street that is getting towards the end of the perch and might welcome some help to clear his shed? This could ensure mechanical parts get recycled rather than go to the dump. Go and talk to him now, while you have time.

And remember, if you find any Indian parts in the shed, ring me on 027 221 3100 and maybe I can help you clear them quickly! See you at Hororata 2019

**Terry Meadows,
Kaikoura**

Automotive Magazine Index

A few issues ago I read with interest that someone was asking for copies of the British vintage magazine *The Automobile*. Several years ago, I received around nine boxes of magazines containing various quality British classic and vintage magazines going back to the early '80s – two of those boxes contained copies of *The Automobile* from 1983 to 1993. I have documented most of these and they are now included in my massive detailed car magazine index with 40 other titles going back to 1947. Everything is documented in a very meticulous manner with cross references to other makes or people.

Although it was initially car based it has branched off in recent years to trucks, vans and motorcycles as many car magazines now often feature articles on these. I have created this Automotive Magazine Index over 44 years and it has been my all abiding interest over that time.

To get a greater appreciation of this resource I invite members or marque representatives to come and see it at my family home in Upper Hutt. There would be a small donation to access the information. I am also happy to come and talk to branches but must limit that to those in lower North Island at present.

I welcome any questions and feedback.

Julian Walls
Tel 04 528-8532 or
text Mob 0274 192 717
Julian.walls@xtra.co.nz

La Salle Parts

Parts from a vintage Cadillac project, and a VCC vehicle identity card dated 1990 in the name of Mr K P Silke, of Nelson, have turned up in the Wairarapa branch parts department. The car is a 1927 La Salle Model 303 roadster and the parts may have been sent somewhere to be rechromed. It may have been owned at one time by Rick Walczak, of Carterton. The photo below is from the VIC card, identification number VV0666. Inquiries to Wairarapa branch reporter Kevin Ball at 06 377 1236, evenings.

A Matter of Precision

In *Beaded Wheels* 353 Frank Metcalf wrote of a motorcycle previously owned and researched by the late Lew Wyatt, and now in the Marlborough Branch's museum. After asking the question "what is it?" he came to the conclusion

that it is a Precision motorcycle, manufactured in England for F E Baker by the Sun Works and sold in Australia as a Precision motorcycle.

However, I think there is another feasible answer to that question that needs further research, and that is that it could be an Australian built motorcycle. Until Robert Saward's excellent 1996 book *A-Z of Australian-Made Motorcycles 1893-1942* most English experts believed that Australia did not have any sort of motorcycle building industry in the early 1900s. According to them, any bike that was thought by Australians to be of Australian manufacture was most likely to be a British built bike that had a different name painted on the tank when it was marketed in Australia. Rob Saward conclusively dismissed that idea by describing hundreds of different motorcycles manufactured and/or assembled in Australia, although there certainly were a few that were just renamed British bikes. Most were marketed in Australia, but there is some evidence that a few were exported.

There is no direct evidence that has been found in the motorcycle, or other, literature of the 1911 – 1918 period showing that F E Baker, or Precision, made complete motorcycles, or that they were made for them by others. It is only in the 1970s and '80s that the sheer number of circa 1911 – 18 motorcycles in Australia with some Sun frame



▲ 1927 La Salle Model 303 roadster

components, Precision engines, and sometimes Precision painted on their tanks, that the idea that these bikes had been made by Sun for F E Baker, to be marketed in Australia, became accepted wisdom in Britain.

Saward's book shows more than a dozen different makes with Precision Big 4 engines (the Big 4 designation was generally only applied to the 4hp 600cc engines). Many of these bikes survive and have the name Precision, or Precision Big 4, painted on the tank. Others have names like Bullock Precision or Sun Precision. Some had no name on the tank when found prior to restoration. Most of them have the words "The Precision" cast on their timing cover. These last two features were also found on Lew Wyatt's bike.

At this time A G Healing & Co, wholesale sellers of Precision engines in Australia, and Saward's book shows a 1912 photo of 28 Big 4 Precision engines on benches in Healing's Elizabeth Street factory in Melbourne. These would have been put into their own motorcycles as well as being sold to other manufacturers/assemblers to put in their machines. So Australia was

a large market for Precision engines, and F E Baker would have almost certainly been no more likely to upset that by making and marketing his own motorcycles in Australia as he would in Britain.

Healing, and other manufacturers, were both wholesale and retail sellers. They would supply anything from a set of frame lugs for the buyer to build their own bike, to a complete frame, to a complete bike with their name on the tank, or even a complete bike with no name on the tank, so that the purchaser could paint their own name on it.

The Marlborough Branch bike appears to be assembled from a combination of some Sun frame components and some other frame parts clearly not of Sun origin, a Precision engine, and various other parts which could have been made in Australia or Britain. When purchased in 1913 from Nairn Brothers in Blenheim it had allegedly been imported to New Zealand from Australia as a new bike.

So it is possible that it could be an Australian made bike, and perhaps the evidence for this is stronger than the possibility that it was made by F E Baker,

especially when there appears to be no direct period evidence that Baker made complete bikes at this time. Further research of period newspapers and motor cycling magazines in Australia, or correspondence with enthusiasts in Australia could perhaps provide further information.

Bevars Binnie
Member Canterbury

Amazing Result

What an amazing result. \$60,000 is not to be sneezed at in today's financial climate. All the hard work planning and participating in VCC Daffodil Rally for Cancer events paid off and is commendable. Congratulations to all who took part, not only the fantastic Bentley on the front cover of *Beaded Wheels* October/November but also this was a great way to showcase a diverse range of veteran and vintage cars which is surely what the club is all about.

My dear deceased uncle, who was for many years the very proud owner of a 4¼ litre 2 door James Young Bentley aluminium coupe, would be very impressed by it.

As a teenager I was allowed to operate the steering boss throttle as a passenger, my uncle always smiling as we watched the Flying

B on the bonnet lifting in the air as we accelerated up to 100mph.

As usual looking forward to next issue of our great magazine *Beaded Wheels*.

Ken Braddon

What's in the Future

There has been much debate recently about banning our beloved vehicles from city centres and banning them from the roads altogether in favour of more environmental friendly vehicles.

Some 20 years ago there was a TV documentary which featured an entire town in the USA powered by hydrogen. Initiated by the son of a local farmer, the whole idea started when he converted his father's Model A truck to run on it. He connected a cylinder of hydrogen situated in the back of the truck and adjusted the carburettor slightly. It was as simple as that. The only by product was water vapour from the exhaust. As our foremost representative organisation why not take the lead in developing this as a replacement for petrol. As a group you could put your support behind companies who are actually manufacturing the

SAVED FROM THE GOAT



In 1978 after the death of Len Avery, Maurice Wasley purchased a 1927 Austin Seven Chummy from the Avery estate, Fielding. It was in a very broken and rusted state, with a shed collapsed on top and a goat

sleeping in it (chewing up all the upholstery). Body panels were only good for rough patterns. The car had been used to feed out hay and cart milk cans to the gate on the Avery farm. Maurice remembers playing in it as a

child. He restored the chassis and running gear, then other commitments such as family, building a house and sport took over. The car was shelved until 2010 when, with the pressure from wife Jillian, things started happening again. A secondhand motor and gearbox in good running order was purchased from another Austin enthusiast.

Some bodywork and painting was done by Country Classic Cars, the electrical work was completed by Fielding Auto Electrical Ltd, and the upholstery by Len Shailer Ltd. Mission accomplished except for the hassle

of applying for registration, no problem with vehicle certification. Almost unreadable ownership papers made it a bit tricky, but with the help of the VCC, things got sorted in June 2017. We are now enjoying outings with the Vintage Car Club.

Maurice Wasley



hardware to convert vehicles to run on hydrogen and our members could test and report on them.

By doing this you would not only be doing your bit for the environment, but also safeguarding the future of historic motoring.

Nigel Wells
Member North Shore

No-remittance Scheme Dates

Catching up on my reading recently, I read in the August/September 2018 issue that "in 1974 New Zealand was in the midst of what was then known as the no-remittance scheme ..."

My memory is somewhat different. I believe the scheme had come to an end in 1972 or perhaps 1971. In 1972 we bought a brand-new MkIII Cortina from Hutchinson Motors in Christchurch. We had no overseas funds and a choice of several colours from the cars on display – my wife and I chose Vermilion Fire! It is the only brand-new car we have ever bought.

David Ayers
Member Canterbury

TT or not TT that is the question?

Further to Bevars Binnie's letter in *Beaded Wheels* 354, the whole issue of the term "TT", in AMA context, is a can of worms, which I believe was based on a misnomer at the outset. However I accept that even the latest edition of the AMA rules do strangely still refer to "Tourist Trophy" races!

The heading of the page quoted by Bevars from the 1933 AMA rule book is the first clue that something is not right: "Three Class Disciplines", they are..... Flat Track, TT and Road Racing, note the distinction between TT racing and Road Racing. The definition in the rule book then goes on to further confuse the situation by saying "that a TT track is like the race held in the Isle of Man and how it should resemble a normal road and include changes of height...."

From the outset the AMA TT races were dirt track events with corners on fairly flat ground, and were the antithesis of the Isle of Man Motorcycle Tourist Trophy races. By 1933 the Isle of Man Motorcycle Tourist Trophy was a road racing event held on sealed road. The more pedantic would even argue it is not a race at all but a time trial (TT?) because the riders are released in pairs at 10 second interval and race against the clock.

In 1954 the AMA made a rule revision stating that a dirt track, that was not oval, was a TT track. As TT racing evolved over the years they also became known as TT Steeplechase events(!) because they now included some jumps. Peoria, Ascot Park and Castle Rock became the famous National TT events with some enormous jumps and a class limit of 900cc.

By the time the KRTT was designed it would have been clear to even the most myopic that the term "Tourist Trophy" was a very strange description for dirt track racing with corners and jump. I understand that it was about this time that term "Turning Track" started to be widely used. Harley-Davidson used the TT designation to denote a machine with brakes and suspension and differentiate it from Dirt Track (DT) machine that had no brakes and rear suspension. I have found no evidence that Harley-Davidson ever referred to the KRTT as a Tourist Trophy machine.

The original Tourist Trophy was the "RAC Tourist Trophy" donated by the RAC for a 1905 car race held on the Isle of Man, it is still awarded to this day for car racing.

Stuart Francis

Targa New Zealand VCC 2018

I have just returned home from participating in the VCC competition of Targa NZ's Tour in Otago and Southland. I want to publicly thank the organizers, both from Targa NZ and the VCC, especially Rod and Anne Corbett,



I must say I have been enjoying "Start Me Up", the new show on TVNZ.

It is only available via their OnDemand service but who knows maybe it will make it onto mainstream TV if more people watch it.

For those that haven't seen it MOD & Martin travel the country with a mission of starting an elderly vehicle that hasn't run for many years, on

the way visiting collections of cars unknown to most of us.

Although (and I'm sure this is intentional) it is impossible to take too seriously, they present it in such a light hearted and fun way it is totally infectious.

If you're reading this guys, well done, and I look forward to seeing what else you manage to discover to start

Kevin Atkinson
Canterbury

the numerous volunteers, and stewards on the special stages, sponsors as well as anyone involved in supporting a very special event.

The VCC section comprised an eclectic collection of well loved cars, none of which was out of place.

I have not participated in an event of this nature before, but was very enthusiastic to join a sealed road event in my native Southland- Otago area. My only VCC eligible vehicle was the natural default, even though it was clearly neither competitive nor entirely appropriate with the fleet of much more nimble vehicles.

The Crown Range closed road section was a challenge but a privilege to be able to drive such an iconic road with the full width

of corners available, a unique experience.

Similarly the opportunity to drive the Highland Park track was amazing, we may not have provided the spectator excitement that Hayden Padden created with his rally car antics, but from behind the wheel it was enormous fun.

A wonderfully social group of competitors and supporters although early starts and late finishes made it clear the priority was on driving.

I understand that the VCC and Targa are working on cooperation for next year's event. It has my recommendation, well worth the investment of time and money in terms of miles of smiles.

Murray Hawkes
Member Ashburton



TIMELINES



RAF Sopwith Camel Fighter Plane

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

100 YEARS AGO

December January 1918/19

It was the start of a great marque when Royal Naval Air Service Captain Walter Owen Bentley received an MBE in 1919 in recognition of his work on perfecting aluminium pistons for fighter aircraft engines.

The first Bentley rotary engine made the Sopwith Camel the most successful British fighter aircraft of WWI. Bentley also received £8,000 for his work - enough capital to start his own car company.

50 YEARS AGO

December January 1968/69

Not only did our speed limit rise from a heady 55mph to 60mph on suitable roads, but we were wooed by British Leyland's first new products. From Australia came the Nomad, a 1500cc sohc engined four door hatchback that was built downunder to dodge the Australian import tariffs. From the UK we got the five door, five speed Maxi powered by the same sohc engine in 1500cc or 1750cc guises.



Graeme Rice

75 YEARS AGO

December January 1943/44

The war years 1939-45 saw 33 year old Sydney Allard's firm Adlard Motors Ltd flat out overhauling damaged jeeps, trucks and staff cars ready for another tour of the front.

Adlard Motors was named after a Putney roofing company Robert Adlard, bought by Sydney's father Arthur, although Clapham was chosen for building Sydney's thundering J, K and P Ford based sports cars.

30 YEARS AGO

December January 1988/89

Final preparations were being made by Ford and Mazda to reclaim the market for a small, lightweight, good handling, simple roadster that would put a smile on your face and leave your bank balance reasonably intact. Ironically Mazda had a hand in both cars which makes their different products all the stranger.

Ford Australia's Mazda 323 based Capri sold just 66,279 units in five seasons while Mazda's own MX-5 is into its fourth generation, has sold over one million units and is still going strong.

Mechanical Restorations Vintage & Classic Spares (1980)

Stockists of new
AUTOMOTIVE PARTS
CAR, TRUCK &
TRACTOR
1912-1997
(85 year span)



ENGLISH
AMERICAN
CONTINENTAL
AUSTRALIAN
JAPANESE

- | | |
|-------------------------|-------------------------|
| Kingpin sets | Rear axles |
| Engine gaskets | Water pumps & kits |
| Gearbox gears | Clutch plates |
| Suspension parts | Clutch covers |
| Steering joints | Carburettors |
| Crownwheel & pinions | Fuel pumps & kits |
| Spark plugs | Brake & clutch cables |
| Electrical fittings | Pistons |
| Wiper motors (vac) | Steering box parts |
| Engine bearings | Valves, springs, guides |
| Shock absorbers | Speedo cables |
| Wheel cylinders & kits | Ignition parts |
| Master cylinders & kits | Timing gears & chains |
| Shackles | Lenses |
| (pins & bushes) | Engine mounts |
| Ring gears & pinions | |

**MECHANICAL RESTORATIONS VINTAGE
& CLASSIC SPARES (1980)**

RD 7 • Fordell • Wanganui • Phone/Fax 06 342 7713

Specialists | Modet T & Model A 1907-1931

Veteran AND Vintage

Spares and Repairs Ltd

Restoration Supplies Tyres & Body Panels

16" Tyres black and white wall



Errol & Linda McAlpine



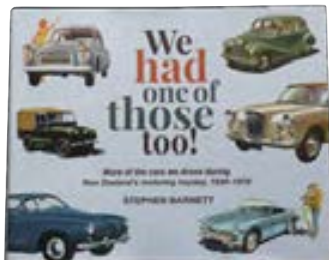
P: 09 832 9818 M: 0274 543 983 F: 09 832 3578 E: vet.vin@xtra.co.nz
1127 Scenic Drive | Swanson, Waitakere | Auckland
www.veteranvintagecars.co.nz

BOOK REVIEW

WE HAD ONE OF THOSE TOO!

Stephen Barnett
Hard Cover, 216 Pages, RRP \$49.99
Published By Pottan & Burton
ISBN 978 0 947503 91 8

Reviewed by Kevin Clarkson



This is the second book from Stephen Barnett covering cars of the '50s, '60s and '70s. He has spread his net a little wider and included some cars a little less known and the book is the better for it. Many of our members will have previously owned cars such as these for their daily use, and they will relate well to them now. Some now seek out cars from this era to purchase for use in VCC events, keeping their vintage and veterans for special rallies.

Stephen gives a commentary about some 35 cars and each description is accompanied by sales brochures and other literature provided by the car manufacturers and distributors of the day. These were important sales aids, as back

then cars were expensive and prospective purchasers studied all the literature provided by the manufacturers before the final purchase decision was made.

Most of the cars in the book are from Britain, as was also the case back in the '50s, '60s and '70s. There are also a few from USA and a handful from the European manufacturers. Like the cars it features, this book is a classic and will add interest to any coffee table. A great idea for a Christmas present.

VWS DOWNUNDER

Steve Reid
Hard Cover, 216 pages,
RRP \$39.99
Published by Imagination
Press
ISBN 978 0 99510 326 9

Reviewed by Kevin Clarkson



If you are a VW fan you should have this book in your collection. If you are not a VW fan but read this book anyway, you probably will want a VW! This book covers the history and other information about more than 60 or 70 Australasian VWs. There is a brief bio of each car with ownership trails, details of modifications, often quite a lot, and other pertinent details. Many models are covered, from the ubiquitous beetle to Kombis in various guises, a few later model VWs, and even beach buggies. The "Dubbie" enthusiasts are all keen to tell their story, and interesting stories they are too.

A book for the coffee table where, because of the iconic nature of the Beetle and the Kombi, it is sure to spark interest from most who pick it up. A great Christmas present for the VW enthusiast in your family.

The author, Steve Reid, has written a number of motoring books including Veteran Cars, Vintage Trucks, and Kiwi Vintage Car Collections.

This book is only available at Paper Plus, and Take Note.

CLASSIC TYRES

Established in New Zealand in 1991

importing major brands:

DUNLOP, AVON, WAYMASTER, ENSIGN, VREDESTEIN, EXCELSIOR, FIRESTONE, BF GOODRICH, US ROYAL, UNIVERSAL, MICHELIN, COKER, AMERICAN CLASSIC, HERCULES, etc, including DUNLOP, AVON, & EXCELSIOR Competition and Race tyres.

							
	30 x 3"	30 x 3-1/2"	4.00-17"	4.50-17"	4.50-19"	5.00-23"	5.00-24"
							
4.75-5.00-19"	5.00/5.25-16"	Comp V (150mph)	Comp H (130mph)	beaded edge (8 sizes)	indent spl Grey		

The above photo-images are all typically from the best-selling Excelsior tyres – ask for more details and current price of your preferred size (over 60 options in the entire range)

Contact

PETER WOODEND (proprietor)

Ph 07 571 5525 . Fax 07 571 5526

Mobile 027 605 4040 P. O. Box 2245, Tauranga 3140

Email ctyres@wave.co.nz Website www.classic-tyres.co.nz



THE WAY WE WERE



▲ Starting line up: Billie McMillan, D8 Delage; Direen, Chrysler; Bill Cope, Ulster Austin 7; Beech, 23/60 Vauxhall; Don Grieg, 6½ Bentley; Frank Blandford, 2 litre OM.



▲ Direen, the ultimate winner, gets off the mark.



▲ Russell Beech at speed past the pits.

25 February 1950

VINTAGE WIGRAM CURTAIN RAISER

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



Andrew Anderson
VCCNZ
Founding Member



This lot could well be described, like the proverbial Scotsman on the scaffold, "This be a lesson to me!" As can well be imagined, after all the Police hassles over the very first supposed road race and its final relocation to Wigram, left our VCC/ Motor Racing Club's joint venture in some severe quandary as to the future. Where and what would we do for the 1950 event. We of the VCC of NZ, whilst still in the partnership, were increasingly involved with the up and coming December 1950 Canterbury Centennial. We were already committed to provide a major slice of the procession and possibly a motor show with historical accent. Thus it was that the Motor Racing Club provided all the "push and shove" that got Wigram on a more or less continuous basis, this after lots of arguments

as to the merits of again pushing for a road circuit. The enthusiastic Wing Commander helped considerably as to venue. Deciding on the format took even more arguments with pressure to introduce races for small cars and other special categories. There was a final very late decision for two "curtain raisers" - a saloon car race and one for the junior partners - the VCC of NZ.

In spite of an invitation issued in January for a February race, we accepted with enthusiasm and set about finding a field, and soon enough realized that we would be very hard pressed to find one! The Stantons had the 3 litre and the BSA in pieces and no way to fix in only four to five weeks. We could have arranged for Roy Cowan and the 8cyl TT Sunbeam to stay in the South Island if we had known but of

course we didn't and the 'Beam was back in Wellington - just too expensive to ship again for so short an event (five laps). So we landed up with six cars, three local Christchurch and three visitors. Of the latter, Billie McMillan, wife of John McMillan of Wellington and manufacturer of the Jackson Special that was to appear later in the year at Ohakea, had a very recently acquired D8 Delage. She had had a lot to learn, and was out with very expensive noises at the hairpin before even completing a lap. The car however is still with us with no more noises. Peter Direen heard about the race from mates in South Canterbury Car Club and entered his very well prepared Chrysler. He drove up from Timaru and won the event with no more hassles than a briefly locked up



▲ Main Race: Hec McLean in Ex Bennett Invicta.



▲ Dunedin owned 2½ Riley.



▲ Beech passing Cope.



▲ Direen at speed past the Start/Finish line.



▲ Harding at work.

brake. Ray Beech drove down from Havelock in the OD type Vauxhall, having missed out at Nelson and keen to race. Whilst my caption says Russell Beech, it was his son who was to campaign the Vauxhall later and also the ex Lucy Wills 3 litre Bentley ute (to be later properly restored by Michael Haggitt). I'm pretty sure that Ray, the father, actually drove at Wigram. Like everyone else, he overlooked the real problem of oil surge in big un baffled vintage sumps in circuit racing, and fell out with big ends gone just before he could finish. Exactly the same fate befell Frank Blandford, our principle local entry with a 2 litre OM. He was going very fast and sounding terrific until going out with bearings all gone because of oil surge, again just before he could finish. Bill Cope had only recently relocated to Christchurch

from stints in Hawke's Bay and Wellington, and had this recently acquired genuine Ulster Austin 7 but hadn't got the blower operational. Nice and reliable but not terribly fast, he successfully finished in one piece. Our final local was Don Grieg's massive 6½ litre Bentley which proved a total "fizzer". This car was a standard 6½ saloon acquired in Auckland by J Johnson, proprietor of MotorSpecs, the contemporary equivalent of Repco or Super Cheap Auto. He rebodied it with a very sporty close-coupled four seater open sports body at vast expense and replaced the standard big single Smiths five jet carb with his own fabricated manifold and twin modern downdraught carbs. After a lot of singularly modest competition results in Auckland, it was advertised in July 1949 *Sportscar* and appeared in the

MG sale yard of Bert Wheeler in Lyttelton St, Christchurch. Enter plumber apprentice Don Grieg armed with a legacy and a vision of motor sporting glory for which Spud Jackson, Frank Blandford and I were delighted to help; alas, those dreadful carbs proved totally impossible to tune and the manifold was 100% disaster. For all our efforts (the car barely got into long cog and finished last. We learned our lesson the hard way. Never do anything without plenty of planning and preparation time!

Other photos show some of the saloon car race, our other five lap curtain raiser and one of the main race which was deservedly won by Hec Green and that amazing Wolseley.



▲ Buddy Harding doing his utmost for the carbs on Don Grieg's 6½ Bentley.



SWAPMEETS ARE IN OUR DNA

My son Paul (who finds pleasure in Holdens) told me I had to get my car junk out of storage in the company premises. Well, I am the landlord but still lost the battle...

Words Ray Betteridge Photo Bruce Hutton QSM, FPSNZ

So I bit the bullet and proceeded to uplift the said junk. I was appalled to discover the vast amount of stuff I had accumulated at swap meets - tons of it!

So for the first time I went to a swapmeet as a Purveyor of Automotive Finery rather than a picker.

With a largeish truck laden with my finest Ford wares I was ready to go. At the last minute my other son Sam, who appreciates the virtues of Ford, was unable to accompany me. Thankfully my wife Tasi stepped into the breach and came along. I could not have coped without her.

After leaving home at 5.30am we duly arrived at Feilding for the Manawatu Swapmeet, an undercover affair, at 7.25am.

I arrived thinking that selling old stuff to the great unwashed could be like selling chewing gum to edentate octogenarians. How wrong I was, just beat the buyer down, not up, he sees a bargain and reacts accordingly. It's in his DNA.

Before we could get organised it became bedlam. I sold two Model A radiator surrounds straight away. One was bottomless and the other had a wonderful patina. (Patina being a posh word for rust.) These were marked sold and pushed under the

truck. People proceeded to pull these out all morning, we could have sold them 20 times over.

As the day proceeded the pile of sold parts under the truck grew to the point where the truck was rising off the ground. At this time I committed an unforgivable sin. I sold a tyre that I had already sold previously! The gentleman who first bought it - was somewhat disappointed (a polite interpretation) on his return and thought someone had stolen it. I didn't have the courage to admit my gaffe. I offered him a full refund but he wasn't excited. Then I offered him three other tyres of the same size to compensate. His DNA came to the fore and he couldn't resist a bargain. But they would not have room in the car. I suspect he told his wife that he had bought her some jewellery to wear home. Imagine her dismay when, instead of two strand of pearls, she wore two 6.00x16s home around her neck. Anyway, the chap who bought the missing tyre had a 1935 Wolseley and consequently needed any help or sympathy he could get.

Swapmeet sales are all about Banter, Bartering and Bull.... And I soon got the knack. Two for the price of one, everyone

needs a flathead cylinder head as a wall hanging in the lounge. So Tasi was flat out, I could not believe the alacrity with which she took the money I passed her (to be lost in places unknown). But then why should I be surprised after 46 years of marital bliss.

Stock was getting low and soon we could leave, but the best deal was yet to come. A gentleman arrived and I managed to sell him some small items for a couple of bucks. But, not to miss a chance, I offered him a Model A cylinder head for \$5 (everyone needs one of these!), then when I said he could have two for \$8 his eyes really lit up. He had it in his DNA! I duly attached the first one to his right hand and he started to subside, then the second to his left hand. This removed the curvature from his spine but he was sagging considerably now. I hoped his conveyance was nearby or he would soon be getting a role in a little person documentary.

He slowly staggered away and after a few steps turned back and, with a wry smile said "I don't know why I am doing this, I have sold my Model A"

As I say "it's in our DNA"

|BW

VETERAN CAR RIMS

101 Harman St
 PO Box 9164
 Christchurch 8149
 New Zealand
 Phone 03 338 4307
 email office@veterancarrims.co.nz



Lock ring Heavy
 and light
 Now available



Beaded edge
 Wide range
 30x3 to 895x135
 Split Rims
 Motor cycle rims



Well base Rolled edge.
 All sizes



WELDING SERVICES

MIG, TIG or ARC WELDING

Auto Restorations Ltd.'s talented welders can repair almost anything, be it steel, aluminium or stainless steel, with MIG, TIG or ARC welding processes. Certified skills for peace of mind. Our engineering team can return it to its original specs if so desired.



Contact Michael Pidgeon: +64 3 366 9988
 e: michael@autorestorations.co.nz
 w: www.autorestorations.co.nz
 52 Stewart Street, Christchurch, New Zealand.



EXCELSIOR®
 VINTAGE TIRES

Firestone



B.F. Goodrich



+61 3 9458 4433

Largest stockist in the southern hemisphere

Take advantage of
 Great freight rates into
 Auckland & Christchurch



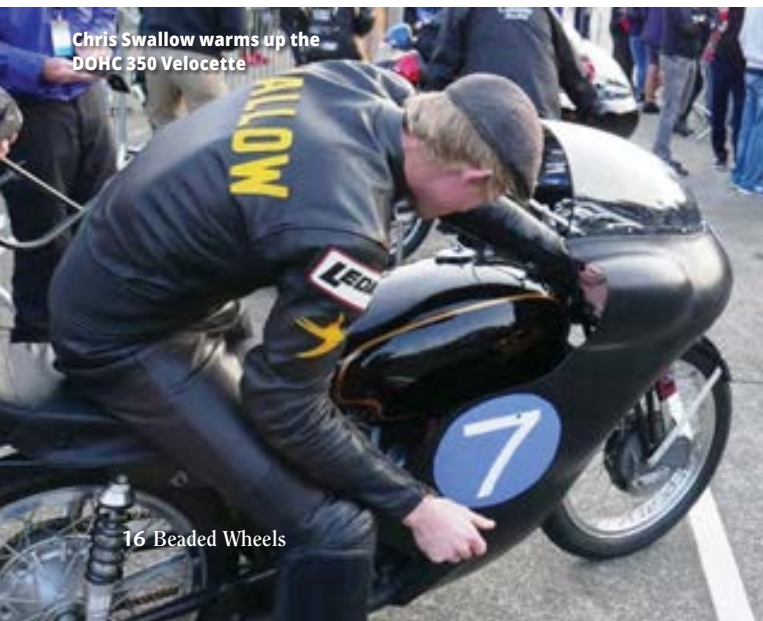
www.antiquetyres.com.au - info@antiquetyres.com.au



350CC VELOCETTE DOUBLE KNOCKER REBORN

At first sight Phil Price's latest Velocette looks like another well prepared 350cc KTT from his collection, however on closer inspection, if you know about racing Velocettes, you realise that this is a very unusual machine. It is a copy of a 1936 double overhead cam (DOHC) works engine housed in a replica of a 1952 Works semi duplex frame. This extraordinary Velocette is a product of Phil's long-term friendship with Nick Thomson, Velocette aficionado and engineering guru.

Words Stuart Francis Photos Phil Price



Chris Swallow warms up the DOHC 350 Velocette

16 Beaded Wheels



First outing for the twin cam Pukekohe 2018. Chris Swallow and the creator Nick Thomson

The inspiration for this 350 Velocette came while Phil and Nick were watching Bill Swallow, aboard the 250cc DOHC Eldee Velocette, compete in the 2014 Isle of Man Classic TT. It was becoming clear that the 250s were being side-lined and to be competitive in the 350 class (with 'later' model twins and multis now involved) that a very special 350 Velocette was needed. They wanted to achieve a faster lap than any previous Velocette and possibly a 100mph lap, the Holy Grail for a Velocette.

Phil and Nick quickly came to some simple conclusions. To attain these goals they needed more power, better handling, better suspension and a significant weight reduction. To achieve this they decided to carry on where the Velocette factory left off, and being Kiwis they decided to undertake as much as possible themselves.

Modern practice dictated a higher revving short stroke engine was the way to increase power output. The 350 KTT bore and stroke (73 x 81 mm) never changed throughout its 25 year run (although there may have been an experimental short stroke engine towards the end). After considering the success of Velocette's short stroke 250s, the success of other British 350s downsized to short stroke 250s and the highly successful Moto Guzzi 350s, they finally decided on a bore and stroke of 80x69mm.

To build the ultimate 350 racing Velocette a number of choices had to be made, particularly which engine to use. The Mk VIII is an excellent vintage racer and their own highly tuned machine, with Chris Swallow on-board, is very competitive. However at 145kg it is far too heavy to be competitive on the IoM. An obvious option, given the team's experience, was an enlarged version of the Eldee Velocette. A further option was to replicate one of the Velocette works double overhead cam models.

Phil and Nick decided to copy a 1936 works double overhead cam engine, not the later engine as most pundits would expect. The main reasons for this surprising decision was the combustion chamber was much flatter, as was the valve included angle (more like current practice) and it matched well with the short stroke they intended to use. The bolt-on 1936 cambox design was also much simpler than later integral design.

The decision was made to stay as close to the original design and appearance as possible. The only major deviations from the original drawings were, a larger and steeper 34mm inlet tract, increased cylinder bore, a flatter valve-included angle and coil valve springs (so much easier to keep oil tight). They also wanted to rectify a couple of well-known KTT issues, like the timing side main bearing. The KTT oil pump is an interference fit in the timing side crankcase and can distort the main-bearing. So they fitted a smaller outside diameter needle roller bearing and shrunk a steel plug into the pump cavity whilst boring the main bearing housing.

The crankshaft is dimensionally a reduced stroke Mk VIII but with one-piece flywheels and main-shafts machined from single billets, the big-end runs on a pressed up parallel pin with expanding plugs and the balance factor is 76%. The one piece I beam conrod, with a case hardened big end eye, was made from a billet by Nick. Ross Pistons supplied part machined piston blanks, which were then machined by Nick to create the valve cut-outs, a squish band round the sides of the dome and a 12:1 compression ratio.

Studying current valve-gear practice it was clear that more lift and overlap were required to exploit the higher revving short stroke engine. Cams were made that gave similar valve timings to a late 350 Manx Norton but with 460 thou lift on the inlet and 420 thou lift on the exhaust. The titanium 43mm inlet and 35mm exhaust valves were supplied by Ferrea.

The drive to the camshafts is through a vertical splined shaft with bevel gears top and bottom, then to five gears driving the cams. The gears run on roller bearings and have vernier adjustment for accurate valve timing. Nick made all the gear blanks and Bethanys of Paraparaumu did the final gear cutting. A Morris magneto was used initially but after problems was changed to a Pazon electronic unit for the Isle of Man.

Colin Quartly, one of New Zealand's most experienced pattern-makers, produced the engine and gearbox patterns following Velocette practice. Steve Howell, of CH Tooling in Melbourne cast all the magnesium parts. The cambox is, in itself, a wonderful piece of form and function, machined from a solid billet of magnesium alloy to ensure dimensional accuracy and strength.

The cylinder head is also a work of art. The enlarged inlet tract has been steepened, the included angle between the valves has been reduced, the combustion chamber is flatter and there is a 3/4 inch skull cap around the combustion chamber. These modifications were blended into the original design such that the vintage exterior has been maintained.

The team decided to copy the last works semi duplex frame and girder forks, and after some arm twisting, Ivan Rhodes lent them a late works frame to measure up. Nick extensively modified a standard road-going RS frame to duplicate the works construction and bronze welded the final configuration. The effort required for all this, in particular the making of frame lugs, was significant. The Mk VIII swinging arm was copied because it is stronger and better braced than the RS frame version.

Nick also fabricated a replica of the final racing girder forks that incorporated needle roller bearings. The steel lugs holding the needle rollers and fork tubes were cast using the lost wax process. The front end is extremely rigid and true, with minimal friction compared to most telescopic forks. The final change was a combined spring and hydraulic damper unit engineered by Robert Taylor. It's a mixture of Nitro and Ohlins in the unit, a real improvement over the stiction prone friction dampers.

The development of the girder fork side links is a story in its own right. Girder forks follow a kind of S shaped curve, with a fairly straight line over the middle of their movement but deviate significantly at the extremes, creating trail variations that can cause handling problems. The team also believed that more trail was needed but the Mk VIII's front wheel is very close to the front down tube. The late works machines used smaller 19 inch front wheels, which allowed a bit more room to increase trail.

*The cambox is, in itself,
a wonderful piece of
form and function,
machined from a solid
billet of magnesium alloy
to ensure dimensional
accuracy and strength.*

Chris Swallow and the team experimented using a full scale MDF replica of the forks, steering head and side links, and achieved near perfect movement and increased trail. The bottom pivot remained in the standard position on the centreline of the steering head and the top pivot was moved forward with a shorter link. The front wheel is a standard 19 inch late Mk VIII but with an internal double leading shoe linkage behind the brake plate and the 18 inch rear wheel has an alloy hub, the same as a Mk VIII.

The transmission was an easy choice, the same set up that has been used through years of short circuit racing in New Zealand. The Nova six speed gear cluster with a low first gear and an extended main-shaft, in a magnesium alloy gearbox casing. Primary drive is by a Synchroflex belt, which once set never needs adjusting. The aluminium clutch pulleys and basket use off-the-shelf Suzuki friction plates. The Velocette final drive sprocket is outboard of the clutch which puts tremendous bending stress on the main-shaft and gearbox casing. The extended end of the main-shaft runs in an outboard needle roller bearing, significantly reducing the load on the main-shaft and gearbox.

The crowning glory is the petrol tank which sits on the upper frame tubes. The oil tank is unchanged from the road going item. The completed machine's dry weight is a phenomenally low 102kg and there are plans to shave off a few more kilos.

Pukekohe was its first outing after being completed only a few hours before the meeting started. Straight out of the box it ran well but with some inevitable teething issues, a great result for this ground up project. The second outing at the Burt Munro Challenge was even better, with a clean sweep at the Teretonga sprint races. Bill Swallow and Chris Swallow (both very experienced racers) took turns riding it and expressed their satisfaction with the way the machine performed. Although initial running was undertaken on methanol they quickly moved to petrol in preparation for the IoM. A very sleek fairing was also fitted.

The trip to the 2018 Manx Grand Prix Classic TT was a series of highs and lows. The machine showed much promise in practice with nearly 123mph in the speed trap and a 95mph lap, albeit with a couple of teething problems. In the first lap of the race Chris was the fastest single to Glen Helen. However he noticed the engine going off song at Ramsey, scraped the pipe at the Verandah and cruised back to the pits. The back exhaust mount had fractured which caused the exhaust itself to fracture and fall down. This had been a problem in practice but the repaired mount also failed. Plans are already in place to return in 2019.

VELOCETTE WORKS 350CC DOHC RACERS

Velocette's small, but very capable, racing department produced two different double overhead cam single cylinder 350cc junior engines, the first in 1936 and the second in 1949, neither of which received the development they deserved.

Percy Goodman built the prototype single overhead cam 350cc K engine Velocette in 1924, and after some refinements, the road-going KSS was launched in 1925. Percy along with Harold Willis also developed a works racing version with which Alec Bennet won the 1926 and 1928 Junior TTs. In 1929 Velocette offered a replica of the TT winning machine, the Mk I KTT. In the early 1930s the works racers and customer KTT models went through a series of Mk's, improving performance, mechanical reliability and handling. By 1935 thoughts turned to better valve control at high revs for more power on the works machines.

Stanley Woods, the consummate professional racer, joined the Velocette team in 1935 and was appalled by the handling of the works machines, he diagnosed poor weight distribution. After a series of tests with lumps of lead attached to the front downtube to improve weight distribution, the engines were moved far forward, by steepening the front downtube, on the works frames (copied on production Mk VII KTTs in 1937). Stanley was a convert to rear

VELOCETTE MATTERS



Phil Price's Velocette was spotted at the 2018 Classic Manx by world reknown Velocette guru Ivan Rhodes - his interest was aroused as he describes here for *Beaded Wheels* readers.

A bold and expensive effort by the Kiwis to continue the development of Harold Willis' double OHC project of 1936 culminated in a trip to the Classic Manx this year with a revised twin cam engine machine. This engine is based on the first double knocker in Birmingham, which was of course Velocette, designed by Charles Udall way back in the 1930s, presumably at the behest of Percy Goodman, in their efforts towards further TT successes.

I always felt the pinnacle of Veloce fortunes was reached in the 1930s; a good range of machines, all selling well, and both Percy and Eugene had new houses built.

They had secured the services of Stanley Woods, and in response to his seasoned advice had produced new frames with improved brakes and gear ratios for the TT. They also revamped the experimental 495cc dog kennel engine while upgrading the 350s by adding Udall's double ohc top end. Despite suffering an intermittent misfire, Stanley put up the fastest lap in the Senior to finish a close second to his great friend Jimmy Guthrie.

suspension after winning the 1935 Senior TT on a Moto Guzzi. He convinced Velocette to produce a swinging arm frame for the works machines (subsequently introduced on customer Mk VIII KTTs in 1938).

In 1936 Velocette produced three works DOHC 350 singles with 4 speed positive stop gearboxes. The extensive use of magnesium alloy, (a fairly new and experimental metal) for the crankcases, gearbox shell, wheel hubs and brake plates reduced weight to a minimum. The machines had a full loop frame with rear swinging arms and air and oil suspension units.

Ted Mellors had a very successful year on the continent with the new engine fitted in a rigid frame, however the factory reverted to single cam engines for 1937. Why they never continued with the early DOHC engine is not clear, but it did have a habit of breaking Oldham couplings in the vertical driveshaft and the race department was wasting most of their time on the fruitless Aspen rotary valve project. Australian Frank Musset acquired all of the engines, one of which eventually formed the basis of Sid Willis' 250 twin cam which came fifth in the 1953 TT.

In the tightened financial situation after WWII there was wasn't much money for a works team. Velocette won the Junior World Championship in 1948 with machines virtually identical to Stanley Woods' 1939 TT Junior winner. In 1949 Percy Goodman somehow found the money to build five special 250cc and 350cc twin cam engines based on the Mk VIII engine. Magnesium alloy was again used extensively to reduce weight. A special five speed gearbox was used for the first time to keep these engines in the power band. The new engines were eventually housed in a much modified frame that took some design cues from the Norton featherbed.

The new semi duplex frame had a lowered steering head, two near horizontal tubes connecting the bottom of the steering head to either side of the seat tube and another tube connecting the top of the steering head to the seat tube, this runs directly through



▲ 1936 TT DOHC Velocette engine

▼ Bill Swallow with the DOHC 350 Velocette with the Eldee Velocette in the background



We know that Stanley's 350 failed at the first lap of the Junior due to a broken Oldham coupling. After this Willis seemingly lost interest and abandoned the project, to the chagrin of the Goodman family who felt that there was great potential for development.

Harold Willis then went down a blind alley in pursuit of the Aspin rotary valve design. He was sworn to secrecy about this having been given exclusive rights to the project by Frank Aspin himself.

Having had some experience of the dog kennel type of experimental engines myself I am convinced that the secret of their successes, even at the early experimental stages, is the included valve angle of 60 degrees (like a Moto Guzzi) as against the usual 70 degrees of a production KTT.

I have seen no reference to the importance or otherwise of this feature. When it was found that the new works 350 engines for 1937 "wouldn't pull the skin of a rice pudding", to quote Stanley, there's still no reference to this changed feature. However just prior to the commencement of the 1938 TT practice a new bigger inlet valve was fitted and we all know that both Woods and Mellors pulled off a 1 and 2. Percy Goodman merely stated that they had found a fault and put it right without saying any more.

Reverting back to my first paragraph, I have been closely following the progress of this Kiwi effort over the past few years. The principals being my good friend Phil Price, Nick Thomson, and Chris Swallow. They, like myself, appreciated the advantages of the valve angle difference since they also

own and race the NZ big Velo Number MT5001 which is still campaigned with much verve. As stated they set out to run their freshly built twin cam 350 in the island along with the 250 Eldee. The 250 was originally built years ago by the late Les Denier in Australia using a head based on one of those twin cam heads from the 1936 works 350 engines taken to Australia in 1939 by Frank Mussett and Len Perry.

According to information to hand Chris Swallow put in his first lap of practice at an average of 95 mph on the 350 with what turned out to be a poorly performing front brake. He was timed at 123 mph down Sulby Straight and I believe proud to be the fastest non Honda from the start to Glen Helen on his first lap of the race which ended when an exhaust bracket broke. Chris's father, Bill, riding the 250

Eldee I believe put in a lap at 90, but retired in the race when still going strong due to having run out of fuel on the last lap caused by a faulty leaking float chamber.

Chris rode the Steve Linsdell 500 Enfield in the Senior Classic on the Saturday in to a fine fourth place just three seconds behind the Honda mounted rider Lee Johnson in third and while the TV pundits, being focussed on putting on a show for the general public seemed only interested in the first half dozen and I doubt would know anything of this noble effort to revive a bit of old English history. Someone must have taken note however because I understand that at the prize giving ceremony Chris was presented with the Spirit of the TT trophy by being the best performing private entry with no commercial connections whatever.

the petrol tank. Initially fitted with telescopic forks the factory reverted to girder forks that had needle roller bearings and two way hydraulic damping. Works riders said it was by far the best handling and most comfortable Velocette they ever rode.

Velocette won the 1949 and 1950 350cc World championships with the new engine in a Mk VIII frame. The new frames were introduced for the 250s and 350s in 1951. Despite this success the cash-strapped factory ceased production of customer Mk VIII KTTs in 1951, and stopped racing altogether after Percy Goodman's death in 1953.

ELDEE VELOCETTES

The Eldee Special which began life as a 1936 250cc MOV Velocette was developed by Les Diener into a very successful Double Overhead Cam racer. Les added a Mondial style arrangement to drive the overhead cams, allowing it to rev to 9,000 rpm, and with a glass fibre fairing achieved 116 mph. Les racked up a number of wins until he had a major accident on a Manx Norton that finished his racing career.

Keith Hamilton rebuilt the Eldee in 1981 after it was badly damaged in a fire. Keith reintroduced Les Diener to his Eldee and after Keith donated some Velocette parts Les decided to make a second DOHC Eldee. Fortunately, the original patterns were available and work began in 1987. Eldee 2, was a more modern machine incorporating a number of engineering improvements, Les took to the tracks again at the age of 68, on the Eldee 2.

The Eldee 2 was eventually acquired by Phil Price who has raced it successfully ever since. It taught the team valuable lessons; the short stroke double overhead cam engine produced relatively more power than a normal KTT, a five or six speed gearbox was required to really use the power and the power to weight ratio was critical. The original Eldee is now owned by Motorcycling Australia. |BW



▲ The brake is internal twin leading shoe. The girder have needle rollers on all four pins.



▲ Picking up where the factory left off in 1936, Phil Price's and Nick Thompson's replica DOHC 350 Velocette

▼ Road frame modified to replicate late works semi-duplex frame.



▼ Belt drive and clutch.



Bill Swallow at speed on the Eldee Velocette at Teretonga



WHEELS DOWN

After 35 years ferrying passengers for British Airways, and with retirement looming pilot Mike D'Alton looked for somewhere less hectic to put his wheels down for the last time.

By Kevin Ball



Mike and wife Jane chose New Zealand, where their daughter had settled some years before. (They also have two sons). Today, home is on a hilltop overlooking the Wairarapa valley, with views of daffodils and sheep. It's a peaceful scene ... until Mike fires up his 1934 Bentley and heads off to enjoy the region's scenic roads.

Now there's a car to turn heads. It began life as an early 3½ litre Derby Bentley with a sports saloon body by Park Ward. Mike, a long-time Bentley enthusiast, owned one at one time. His present car had been abandoned and left to rot. In the late '70s it was rebuilt with an open sports body "in the spirit of W O Bentley", the man responsible for the glorious Bentleys that dominated Le Mans from 1924 to 1930. Older readers may remember a Speed Six driven by John Steed in *The Avengers* on television.

Mike says the aluminium replacement body makes the car much easier to drive, being lighter than the steel original.

The engine is a development of the six cylinder 3669cc unit fitted to the Rolls Royce 20/25 saloon in production at that time. The Bentley featured higher compression ratio, sportier camshaft and twin SU carburettors on a crossflow head. This engine developed 110 bhp at 4500rpm. There is a four speed gearbox, with synchro on 3rd and 4th gears. 90mph was achievable, although an emergency stop from this speed with mechanical drum brakes even with the servo assistance would be interesting to say the least.

His uncle acquired the car around 1980 and Mike bought it at auction in 2008. Since then the couple have been active in both the British vintage movement and an organisation with the appropriate name of Sadcase.

Sadcase is an acronym for "Storrington and District Classic and Sportscar Enthusiasts, a car club with a difference. It was set up for all petrol-heads living or working in Storrington and the surrounding areas of West Sussex in England. There is NO membership fee, NO committee and NO regular agenda. You just visit the website to see where they are meeting next (usually a pub) for a chat between like-minded individuals.

If that sounds excessively-casual, consider the fact that this year's annual Sadcase car show attracted 600 exhibits.

In addition to the Sadcase group, Mike and his wife Jane are members of the Rolls-Royce Enthusiasts' Club. When the club heard the D'Altons were moving to New Zealand they said there were a couple of Rolls-Royce owners, John and Rae Kennedy, living somewhere in the country. Mike was able to advise them that the Kennedys are "just down the road" in Martinborough.

The two cars are likely to be fellow entrants at Wairarapa Branch outings.

|BW

EARLY NEW ZEALAND MOTORING PUBLICATIONS

In this article I have looked at some of the early New Zealand publications which were devoted to the motor car, the various responses by government and councils to the issue of raising funds for roading, approaches to licensing, testing and certifications, along with some of the topics in the news at the time when the publications were printed.

Words and photos Barry Birchall



THE NZ WHEEL AND MOTOR NEWS

Printed from 1902 to 1905 in Christchurch, this was the first publication which focused on the arrival of the motor car. This magazine replaced *The New Zealand Wheelman* which was published fortnightly in Christchurch by Alex Wildey between 1892 and 1902, and followed the enthusiasm in the 1890s for pushbikes. In its October 1902 issue it tells us of a Mr Muir of Invercargill who had just purchased one of the McLean motor cars, which were originally in Wellington, from Adams Star Co in Christchurch. It describes the vehicle in detail, and tells us the “steering and regulating apparatus is extremely simple, so no difficulty with unsolicited encounters with walls or lamp posts should be experienced. The wheels are fitted with cushion tyres, which should be suitable for the rough roads in Invercargill”, they wrote.

SPORTING AND DRAMATIC REVIEW

Another early source of motoring stories published by Arthur Cleeve in Auckland. It was primarily a sporting paper, but the early editions did have a motoring section. In October 1903 they told us that David Crozier had been on a world tour to look at motor cars and had come back with the agency for Cadillac. In the *Motorist* page in the May 1904 edition, “Petrol” (nom-de-plume) reports on the run organised by the Auckland Automobile Association from the city to St Heliers Bay; the new Milnes Daimler motor bus ordered for the Howick run, and how Vanderbilt in the States had travelled at a speed of just over one hundred miles an hour. There was an item extracted from Melbourne published *Punch* about someone in England who was fitting petrol engines to lawn mowers and selling them.

THE NZ MOTOR AND CYCLE JOURNAL

In 1905 Arthur Cleeve purchased the *NZ Wheel and Motor News*, and from February 1905 he printed a magazine in Auckland called the *NZ Motor and Cycle Journal*. It was to become the first major New Zealand publication devoted to the motor car. The magazine became the official organ for the Automobile Associations that had recently been established. There were pages devoted to motor bikes and cycling. Arthur Cleeve also took an early interest in aviation and motor boats, so from 1909 many of the early flights were reported in the publication. In the '20s there were always a few pages about radios.

In the first copy of the magazine we are told there was a considerable saving in the cost of a motor car if the body was built locally. The Government had put a duty on tyres and the editorial suggested, that as the horseless carriage in New Zealand only covered 2,500 miles on a set of tyres, it will be a great expense to keep the vehicle shod. They said the modern motor car was no longer a toy but was something that many now were using in business. In July 1905 Mr Bockaert wrote an article on how to drive a motor car. In 1907 the government put a tax on motor vehicles that were imported complete. If the car arrived as a chassis and the body was built locally, there was no tax to be paid. In July 1912, the *NZ Motor and Cycle* reported there were 690 vehicles in Auckland, 820 in the Hawke's Bay, 735 in Wellington, 2256 in Christchurch, and 802 in Dunedin. In the December 1915 issue, several motorists went through the court in Christchurch



and were fined for exceeding the speed limit of six miles per hour in the city. The following year the speed limit was raised in Auckland from eight miles per hour to ten. In 1918 they talked about the massive move forward they had seen in the aviation industry because of the war.

THE NZ MOTOR JOURNAL

Published from 1921. On the cover of the February 1924 issue Bill Miller had just established a new record from Wellington to Auckland in a Chandler motor car. In 1925 all new taxi-cabs in Auckland were to be fitted with meters. A delegation from Auckland went to Wellington to see the new traffic lights. In the November 1926 issue they tell us that 13,257 cars were imported that year, with 3,818 sold in Auckland and 2,174 sold in Canterbury, so the figures are quite different to those we saw 13 years before. In 1928 there were more Chevrolets sold than Fords. The other makes that were popular were in order; Essex, Austin, Whippet, Dodge, Chrysler, Morris, Buick, Rugby, Plymouth, Erskine, Pontiac and Hudson. Lots of discussion in 1929 centred around the just introduced compulsory third party insurance on motor vehicles.

The same magazine predicted that in future we could see front wheel drive cars and automatic transmission. In 1929 they reported that tourists coming into New Zealand had to have a New Zealand license and third party insurance before they could drive a car here. In the same issue we see the removal of the Gisborne battery tram fleet, and a photo of the seven new buses that would replace them. In September 1929 they review the cars available and make some suggestions on the best car to buy. We often looked at the motor shows overseas and saw the new cars on show. Lots of great reading.

THE NZ MOTOR JOURNAL AND RECREATION MAGAZINE

In 1930 the format and title of the *NZ Motor Journal* altered but it was the same publication. The new magazine had a lot more content from overseas. In the November 1932 issue A R Messenger profiles a Brooklands Riley. In March 1935 the editorial told us that in Britain manufacturers do not want to install radios as they believed it would lead to more road accidents and it complicated production. Meanwhile in the States they were fitting them to all cars, because they said it is helping vehicle sales. In 1935 they reported 15% of the population in



New Zealand presently owned a motor car, and too much of our petrol tax was being spent to establish a tobacco industry. Keith Holyoake saw the tobacco industry as a great way to establish full employment after the Depression. He was for many years referred to as Holy Smoke.

PROGRESS MAGAZINE

Progress Magazine, which incorporated the *Scientific New Zealander*, had a large section on motor cars from 1906. They look at the demise of steam cars, the vanishing horse, and a report from the Nelson Automobile Association. In March 1907 there are photos and a road test of the new Ford model K that had just arrived in Wellington on its way to the Christchurch Exhibition. In February 1908 we see a two-page report on a four-day reliability trial promoted by Canterbury Automobile Association, and in July it talks about beach racing in Invercargill.

MOTORING SUPPLEMENT TO THE PROGRESS

Printed in Wellington from 1913, when the editorial talks about the money we spent importing motor cars. There are articles on motoring in Hawke's Bay and a 1000-mile tour made in a 12 hp de Dion Bouton. They look at the pros and cons of bus travel vs trams, and how Christchurch was going to supply cheap electricity for electric vehicles. In 1913, for the first time in a motor magazine, we see coloured photos touched up by hand. There is an article about motor bodies built in New Zealand, and the arrival of cycle cars.

THE MOTOR

First appeared in New Zealand in 1915 and replaced the Motoring Supplement. In January 1918 there is an article about the new concrete roads in Wellington and the Parliamentary Tour of the north.

THE WHEELING MAGAZINE

First published in Wellington in 1913 to cater for the motor cycle enthusiast. In the first issue there is an article about a trip from Bluff to Whangarei on a Douglas motor cycle. In the publications sighted there were notes about the Auckland Exhibition, reference to some trucks that had just been sold at the Exhibition, a great photo of a taxi stand in Queen Street, results of a motor cycle race in Australia, and a report on a new road between Te Aroha and Paeroa. Lots of advertisements appeared after 1915 for Model T Fords.

RADIATOR

First appeared in May 1919 and was published by the Motor Trade Association. The editorial in 1922 tells us the government had passed a regulation that by 1925 all petrol pumps had to be checked to establish they complied

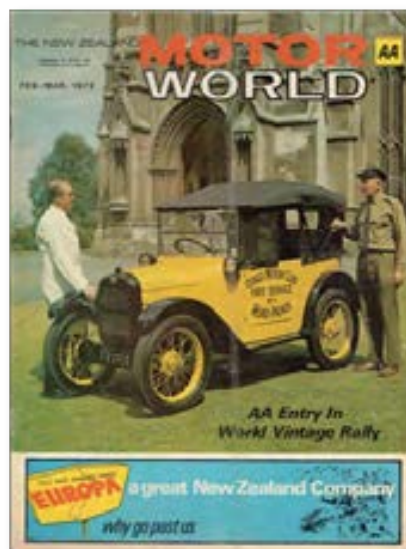
with the distribution of fuel regulations. Car manufacturers in Detroit were tooling up to produce more closed cars, predicting that 75% of new car sales in cities across the States would within a few years be closed cars. There was a list of vehicles being wrecked around the country, a report on a hill climb in Wanganui and some handy hints on how to repair your Ford. The MTA had organised motor shows every year between 1919 and 1939 in most of the main centres, each resulting in more great publications. In the early twenties a quarter of the cars and almost all the trucks on display still had NZ built bodies. In 1928 the Government put a tax on petrol for the first time.

In 1937 they talked about the new Lewis Pass highway between Canterbury and the West Coast, said to provide a scenic route unrivalled in New Zealand. The Government said lights and brakes would



be checked on all vehicles. The work was to be done by Transport Department but as there were now 200,000 vehicles to check, New Zealand garage proprietors would have to do some of the work in the first two years until the Transport Department built the new testing stations. They claimed the average life of a new car in England was eight years, but in New Zealand cars went on for an average of 13 years, so we had older cars on the road. Sixty percent of new car sales in 1939 were cars imported from the UK.

In December 1941 there was an item about how to build a gas producer. If you couldn't build one then Paine Bros in Otahuhu would sell you one and fit it to your car. By 1942 spare parts, petrol, oil and tyres were very difficult to source. By 1946 there was a lot of conversation in the *Radiator* about the warrant of fitness and what should be checked. Ten years after



the warrant first appeared, the Ministry of Transport had only established testing stations in Christchurch, Dunedin and Wanganui. In other areas local garages were still doing the work. The apprentice scheme was revamped in 1948, and for the first-time apprentices had to sit an exam.

NZ MOTOR LIFE

NZ Motor Life was first published by the Automobile Association in Auckland in 1925. The editorial of the second issue said that the Auckland City Council was going to collect a license fee from motorists to help pay for road maintenance. The Government had passed legislation where they could charge a license fee, and said that the money was to be spent on road improvements. The Automobile Association said the fee set for a motor car at £14 was far too high, told members they should not pay the fee, and the Automobile Association would fight it through the courts. A motor mechanic in 1925 was getting just under £5 per week. Driver's licenses first appeared in 1913 but were not compulsory until 1925. In the same year the Government took control of the number plates, and owners of vehicles had to notify authorities of a change of ownership.

The editorial also said that the Mokau River pontoon should be replaced with a bridge as there are a lot of delays getting across the river. The Tauranga Borough Council said if you were camping in town they would for a small charge provide an electric light and a small electric cooker for your tent. There were reports about the beach races at Muriwai, the clay roads between the main centres and the motor show in Auckland. Motorists in Wellington were taxed 30 shillings to seal the Hutt Road. Some councils had set up toll gates to collect money to pay for road maintenance. The money collected from license fees was meant to remove these toll-gates. In 1927 the Waitemata Bridge Committee was formed to look at building a bridge across the harbour.

THE BULLETIN

Replaced *NZ Motor Life*, and over thirty-six issues starting in October 1939 George Hutchinson wrote up the early history of the Automobile Association in Auckland. In the postwar period we saw a huge shortage of both new and second-hand cars, which meant a car purchased new in 1938 was now worth more on the second-hand market after the war. The Government had introduced an import

licensing scheme in 1938 to reduce the number of new cars coming into the country, and this was not helping the situation. At the time they also encouraged us to buy British. If the vehicle had come from the States then there were extra tariffs to pay.

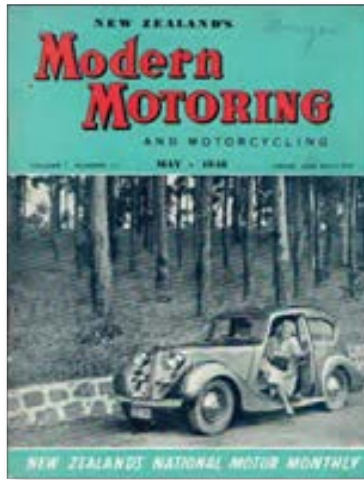
MOTO SPECS REVIEW

This was first published in Auckland from 1930. Not one of the great publications, but it was free and ran for many years. The copies I sighted from 1949 had quite a lot of technical information, with the odd great article, normally on speed. On the back pages you could place a free advert. The lack of ships and tankers after the war created huge problems for the industry. Shell had just placed an order for 50 new tankers from a shipyard in Denmark, at the time the largest order given to a shipyard anywhere.

THE NZ MOTOR WORLD

Starting in 1935 The *NZ Motor World* was produced in Wellington for the Automobile Association. The magazine went to all members of the AA south of Taupo. It was also the official organ for four motor cycle clubs. It may have led to the demise of the *NZ Motor and Cycle* magazine.

In volume three they said that in the States and the UK there was glut of used cars, and they were concerned about the used cars coming into NZ as it was a threat to employment in the assembly and body building industries. A lot of these second hand cars had already been shipped to Australia and South Africa, and *NZ Motor World* wrote that the Government needed



to shut the doors so they do not come here. After warrants of fitness were introduced in 1938 *NZ Motor World* reported that 80% of the vehicles failed on the first test. After repairs the MTA had issued 234,000 warrants. When they checked the vehicles again six months later only 55% failed. In 1940 all drivers over 70 had to have a test and obtain a medical certificate every year. Overseas drivers no longer had to obtain a New Zealand license, providing they could demonstrate they had a license overseas.

NZ MODERN MOTORING

First published in Auckland in 1947. In the November '47 issue they tell us that the Vintage Vehicles Association had just been formed by a group of eight enthusiasts in Christchurch. The date also marked the 50th anniversary of the removal of the UK regulation where every car had to be preceded by a man on foot with a red flag. Andrew Anderson tells us the new club would be open to anybody who has a car or motorbike built before 1927. He said this date marked the end of the Tin Lizzy Ford



and the end of flat tank motor bikes. The club's objectives, events planned and a list of some of the older cars in the club were included. A great little publication with lots of great road tests on cars, commercials and motorbikes and items on places you could visit.

BEADED WHEELS

First published in March 1955, and included Bob Turnbull's article on his run from Christchurch to Dunedin in his 6hp 1904 Humberette. There were seven pages about the first Dunedin-Brighton run (which they said was a huge success), a road test of Gordon Sharpe's vintage Bentley, and a report about a speed event with the MG Car Club at Birdlings Flat. *Beaded Wheels* had replaced the *GuffSheet*.

I have not included the odd small publication, as space did not permit. I could not have written this article without the support of Barry Robert, Mike Curry and Ian Goldingham, who have copied material I was able to use, or without the Library at the Auckland Branch of the VCC. |BW

Specialising in Vintage & Classic Collectable Car,
Tractor & Truck Automotive Repairs

Suppliers of Morris, Penrite & Fuch Lubricants
Vintage Automobile Tyres available on order

34 High Street Geraldine, 7930
Phone 03 693 1401

Truck Parts Mid 30's to Early 70's

We provide personal service for the General Motors truck restorer. Detail items for the perfectionist. Most parts always in stock. Customer satisfaction is our goal. Can we help you? Our ever growing catalog remains the same price as always - FREE! (Specify year of truck.)

Personal service from the crew at:

Jim Carter

CLASSIC 1934-72 Truck Parts

VISIT OUR WEB SITE: www.oldchevytrucks.com

FAX Toll-Free for Catalog
0-800-449196

or Call **00-1-816-833-1913**



Eisemann (Germany), Eolé (France), Affinity (US) and Macquaire (France) were just some of the companies that used bright colours to attract buyers.

LIGHT MY FIRE

Part II

Words and photos Kevin Casey



This red Imp/Devil implies a hot spark akin to hellfire. Imp relied on this attractive graphic and a cheap 60c to worm into the Model T bonanza.

In Part One I discussed the massive influence of Henry Ford in the relatively brief existence of an astonishing 5,000 spark plug companies. For honest manufacturers and charlatans alike, the humble spark plug had to be the ideal product for a quick, steady turnover - cheap to manufacture, light and simple to move, glamorized packaging and eye-catching advertising with colourful, often outrageous claims, banking on the mechanical ignorance of naive motorists to see through the smoke and mirrors. Even the devil got involved as we shall see...

Manufacturers used various ploys to try to gain their share of this Model T-enhanced market; name, porcelain, packaging and size prominent among them. We'll look at some of the names first.

Gimmicky and probably short-lived brands invented superlatives: Perfection, Beat-Em-All, Winner, Perfect, Onliwon, Quality and Wearever are just a few. Some had confident names such as 100%, Fool Proof, 20,000 Mile Guarantee, Best, Faultless, Infallible and Moneybac.

Dr Ferrell Oil Proof and Dr Coyle's Wonder were two brands from companies

whose core business was peddling snake oil quack medicines. There was a plug called Dollar and another undercut them with the Half Dollar, likely not around long enough for inflation to erode their credibility.

Some names were an own-goal, No Flame and Burn Oil spring to mind. Explosive power was claimed by Power Flash, Volcano, Exploder and Lydon Lynamite - an alliterative version of dynamite. Did weird names such as Silver Snoot, Bald Head, Plugugly and Not-Nac attract buyers? Maybe the whimsical did. Try Me, Nine Lifer, She - - LL-Fire, Survivor and Oh! Gee are just a few of this genre.

English is a living language so we expect meanings to shift about. Ogden's Gay Spark Plug might not make it in today's world and we can be sure the Climax Guaranteed plug certainly wouldn't.

Numerous brands used animal names such as Bull Frog, Goose Neck and a rather clever Go-Far complete with gopher silhouette, but it was the names that invoked strength and courage that abounded. Bear Cat, Lion, Tiger, Elephant, Bulldog and Panther have these qualities while others took to the air, allying their plugs to speed



A delightfully intriguing name but what does it mean? My guess is silver references expensive quality and snoot is taken from cock-a-snoot. You tell me!

and grace with Eagle, Hawk and Falcon – there is no Sparrow spark plug! Assorted gods from Roman and Greek mythology were popular: Thor, Apollo, Vulcan, Hercules, Venus and Vesta leading the way.

We all know of the queen bee but some long-ago misogynist decided to trump that with their King Bee plug complete with a row of little bees, male of course. Businesses with their own brand plugs were legion. None of them manufactured their own plugs as there were a number of large companies happy to do it for them if the order was significant. Cloud 75, Cities Service, Sears and Miller Stores were some of the big chains selling their branded plugs. Philco, Mobil and Esso plus every big tyre company joined their ranks.

One brand of plug simply read Spark Plug. Really? Did the plug sporting a four leaf clover design mean good luck in getting there? Quite a number of manufacturers opted for the Native American path, Sioux, Cherokee, Savage, The Warrior, Mohawk and First American among them.

American railway companies are huge, as they were 100 years ago. Missouri Pacific Lines, Lackawanna Railroad and Erie Railroad were some that had their names on spark plugs, as did the armed forces, such as the US Navy. Splitdorf and Stitt were the chief suppliers to these organisations. Bulk buying reduced costs but the primary reason for their own branded plugs was to combat employee theft.

Red Chief, Red Head, Red Line, Red Marvel, Red Hot Special are among those who put their trust in red to get the message across. Red equals heat and fire, projecting on the subconscious the suggestion of a fiery red-hot powerful explosion. We associate that mythical, damnable destination called Hell with fire. Some plug makers sold their souls to Satan, creating assorted devilish names to imply their product produced the hottest spark imaginable through names like Roulison's



An attractive example of the take-apart spark plug. Tungsten's Sévres Blue porcelains were not branded but their white porcelains were.



Red is good, red is hot, red means go.

Red Devil, Mephisto, Hades, Satan, Hell-Fire, Imp, Billy Hell and even Superior Devil Dog. Hel-Fi (or HeLfi) was the most successful of this genre but was plagued by pirates marketing an exact copy, including the name, forcing HeLfi to advertise "beware of poor imitations" and take legal action against the makers of Belfi, their B looking very like an H. Naming your product Hell Fire in those days bordered on blasphemy to the prevailing conservative mindset but HeLfi got their subliminal message across with their advertisements featuring a devil wielding his pitchfork, as did the delightful Imp pictured here. To demonstrate this coyness over writing Hell a 1909 advertisement for A R Mosler & Co, a big manufacturer over many years, described their Spitfire plugs as "hotter'n H..." and depicted the devil recoiling from the spark plug's fire.

It is a telling point that the most successful spark plug manufacturers such as Champion, AC, Bosch, KLG et al, eschewed gimmicky, silly or even clever names, as did the majority of motorists eventually. We'll leave the names for now but not before declaring the winner of first

prize for the longest and silliest name ever squeezed onto a spark plug must go to The National Association of Credit Me We Are Members!

One of the most explored ways to gain market share was via the porcelain – its material, design, colour and graphics all being important. One hundred years ago it was universally known as the porcelain although gradually insulator or ceramic took over but not in America. Although not having the refinement of Ming Dynasty porcelain it is a first cousin.

The key measure of a spark plug ceramic is its dielectric strength; simply, the ability of this ceramic compound to insulate voltage. If the dielectric strength is below par energy escapes and the plug misfires. Early porcelains were prone to leaking, cracking, arcing and fouling, facing tough opposition from the only alternative, the mica-insulated plug, which I will discuss later. Quite a few plug manufacturers, Lodge for example, had a bob each way by producing both types. Although spark plugs made in one piece were available prior to 1900 the three-piece "take-apart" type soon achieved dominance through



Three little bees decorate this unusual King Bee plug. The outer porcelain is for branding and protection of the inner porcelain that does all the work.



Some of the thousands of porcelains disinterred from Frenchtown Porcelain Co's burial ground.

Molite is the porcelain trade name, its strength emphasized by Jumbo.



Frenchtown's famous Formula "775" was found on hundreds of brands. Dr Ferrell tried to cash in with a mysterious "606" formula, probably as effective as their normal line in quack remedies.

Ahead of their time...the only Indian-themed brand (out of many) that acknowledged the native Americans.



Firestone used pink porcelains to help push their radioactive plug. It seems unlikely the Polonium-enhanced electrode provided any measureable benefit.



its only advantage, an easily removable porcelain - a cheaper alternative to plug replacement and, given the fragility and frequent replacement of early porcelains, this was a major selling point. We must bear in mind spark plugs were expensive. The average American wage in 1914, when a Ford T cost \$490, was \$12 per week so four spark plugs at \$1 each (about 60 - 75c for the Ford) would devour one third of that wage. By 1924 the ratio had improved somewhat as the average weekly income had risen to \$25 while plugs still cost about a dollar and the price of a Model T had dipped to \$290. I have perused hundreds of old spark plug advertisements and seldom saw replacement porcelains pictured or even mentioned. Some large advertisements listed their cost which was typically about 60% of new plug price. It's easy to see manufacturers would not push the cheaper alternative, preferring to sell new spark plugs but motorists would be fully aware of the porcelain's cost advantage and many millions were sold.

The gland nut that secures the insulator in its base (shell) suffered much abuse from spanners and overtightening it cracked the porcelain, often leading to major mechanical damage when pieces fell off the firing end - porcelain does not compress very well. When dismantling these plugs the correct procedure is to clamp the smaller gland nut in a vice. There is more purchase and leverage on the larger hex and the porcelain is protected from a slipping spanner, the demise of countless plugs. They should have been obsolete but take-apart plugs were available from KLG and a few others right into the 1950s.

Most readers will know the role of the insulator is to control the flow of heat from the firing end to the cooling system, regulated by the amount of it that protrudes into the combustion chamber. The considerable array of various heat range plugs available in modern times is a far cry from the few offered in the early 1900s. It wasn't too hard to figure out a low compression, oil burning engine's requirements, particularly for the all-important Model T - one plug will do. Serious players did offer a wider range of course.

All the porcelain manufacturers claimed pre-eminence for their product and dubbed them with wondrous trade names: Lava, Pipestone, Vitristone, and Sintox among them but "ite" was the dominant suffix. Corundite, Calorite, Luminite, Nixite, Vitite and Stelite are

just a few that suggest ignite. The best clays could stand a very high firing, the higher the firing the tougher the porcelain - Champion claimed theirs were fired at twice the maximum combustion temperature. I have found around 40 of these porcelain trade names and there are bound to be many more.

Hundreds of spark plug brands of the time had "775" emblazoned below the name. This signified it was a special composition developed for the heavy duty requirements of WW1 aircraft by the Frenchtown Porcelain Company of New Jersey, the largest independent producer of porcelains (in 1956 they shipped 12 million). Extensive advertising ensured motorists knew the stoneware composition of Formula "775", used from 1914 to about 1925, meant quality. Another producer called the Empire China Works (NY) muscled in with their "superior" Cornish Kaolin "fired at a temperature much higher than American porcelain clay will stand," signified by "999" fired into the insulator. It is not fanciful to suggest "999" was deliberately chosen in those Ford-dominated days to subtly link their porcelains to Henry Ford. The early success of his company owed a lot to the reputation of his fearsome 999 race car, named after the famous Empire State Express No. 999 which took the world speed record to 112.5mph in 1893. Ford broke the land speed record in 1904, reaching 92mph and Barney Oldfield went on to make the car even more famous. Empire China Works impact on Frenchtown was negligible but barely a ripple ensued when the Dandy "333" and Dr Ferrell "606" surfaced. The use of these numbers was clearly an attempt to surf on the popularity of the ubiquitous "775" porcelains but they are also so-called Angel numbers; 333 for example means the Angels are nearby to help you - when the plugs misfire, no doubt. Incidentally, thousands of new but defective or obsolete porcelains were dug up from around the old Frenchtown factory about 15 years ago, starting a feeding frenzy among collectors.

There were only two main styles of porcelain, conical or petticoat. Vulcan Ignition Co described how the porcelain forms a "petticoat" around the electrode extending deep into the firing chamber and "overcoming the carbon evil." The theory was the fuel mixture would ignite first in the deep chamber created by the petticoat and blast past the insulator,

keeping it clean. It was more prone to breakage by shock than the solid cone and eventually the conical type won out handsomely and is still with us today. Major suppliers such as Champion and Jeffery-Dewitt used both types. Most porcelains were made by press-moulding but lathe-turning was also used. The clay was formed into cylinders, machined, fired and then glazed. It was claimed to be more accurate, reducing incidence of cracked porcelains from gland nut tightening. Kant Break and Break-Not were two of many with similar names aimed at broken porcelain victims.

Spark plugs have a glazed finish to prevent tracking of the spark down the outside of the plug, the glaze handily embellishing the plug's appearance. Visual appeal is another way to gain leverage in an ultra-competitive market. Although all clays are much the same colour when fired their look is enhanced when glazed. Green was often seen thanks to Splitdorf's famous "the plug with the green jacket." Several companies used orange and the attractive deep blue, known as Sévres Blue, was quite popular. As the manufacturers disappeared so too did the coloured plugs; Splitdorf going white with the Edison merger in 1928. Pink became popular in 1935 when Lodge marketed their new Sintox plugs, the pink arising from the addition of oxides to sintered aluminium oxide, a very hard and strong insulator. Sintered alumina, a ceramic superior to mica and porcelain, is the insulator of choice today. Beru (Germany) and Olympic (Australia) also went pink but it was Firestone that captured the imagination with their pink Polonium spark plugs in 1940. Radioactive polonium-210 was added to the molten nickel alloy during electrode production. The theory was the alpha particles emitted by the decay of the polonium would ionize the gas at the firing tip producing a hot, fat spark leading to better starting, more power and economy. What Firestone neglected to tell the punters was the short half-life of polonium-120, just 138 days, would mean any benefit was short-lived – even shorter if the stock had been sitting around in the parts stores. By 1953 they had slipped into obscurity.

Porcelain colour was one way of attracting attention but in the context of the thousands of brands that were simply white it probably wasn't too significant; as ever, logos and packaging were more important. All will be revealed in Part 3.

CLUB RECOGNISES DEDICATION



Club President Diane Quarrie recently presented Diane White with a Presidential Award for her dedication and outstanding contribution to the Club at a national level.

The Presidential Award covers all aspects pertaining to the Vintage Car Club (excluding restoration) at a national level and is not limited to just members but could be used to recognise outstanding service to the Vintage Car Club by a non-member. The award is given out very sparingly and Diane is only the 7th recipient to have received one.

The award was presented to Diane White for her dedication and outstanding contribution in administering and researching members' applications for 25 and 35 year long-service awards over many years. She has been undertaking this task for 27 years since November 1991. She also assists National Office in researching the 50 year awards which means many thousands of awards she has either administered and/or researched.

AWARDS

Congratulations to the following members who have recently been awarded their 50 and 60 year Awards.

50 YEAR

Bell, Ashley
Clague, Rodney
Craig, Ray
Fry, Peter
Gillum, Barry
Hilton, Barry
Kinghorn, Roderick
King, Neville
McAlpine, Russel
Milne, Stuart
Notting, Anthony
Thomson, Malcolm
Wiseman, Colin

Southland
Gisborne
Otago
Wellington
Wairarapa
Gisborne
Wellington
South Otago
Auckland
South Otago
Gisborne
South Otago
Waikato

60 YEAR

Bayly, John
Blackwood, Bob
Duthie, Graeme
Fairweather, Rae
Francis, Jim
Grant, Barrie
McIvor, Russell
McIvor, David
Robins, Eric
Rowe, Roy
Webley, Hugh

Waikato
Waikato
Otago
Marlborough
Auckland
Waikato
Southland
Southland
South Canterbury
Waikato
Waikato





2018 TARGA RALLY

VINTAGE CAR CLUB SECTION

Words Graham Taylor, photos Proshotz Photography | Graham Hughes & Owen de Mooy.



So why would one sacrifice a nice quiet life, spend a few dollars use a bit of fuel, risk a breakdown or worse and join the Targa VCC rally. At this point if you are not susceptible to fits of inspiration read no further!

This is a story about some of the VCC Targa cars. I am writing about these as they represent the spectrum of cars on the Targa VCC, and it was this group who were constant reminders that someone was coming up your backside.

The 1929 Rolls-Royce Phantom I was everything one could say about this remarkable model, very competitive, fast for that time and still able to easily keep up with traffic. I would see it looming occasionally in the rear view mirror and with thoughts about a Jag-hunting-Phantom, could easily envisage it morphing into a WWI armoured car, sprouting duals, armour and topped with a Vickers. Driver Murray Hawkes with his brother Kenn looked the part too.

The 1935 Ford V8 piloted by Joe Gilman with nephew John surprised us all Joe has had this car since he was 18 and bought it off his brother who flipped it in 1958. It has some modifications such as anti-sway bars, modern telescopic shock absorbers, and I

guess some engine modification. It goes incredibly well and Joe is obviously getting the best out of it too. Coming from behind it had this unnerving ability to make me think of "Battletruck." Joe was quicker at catching me than anything else. A real historic motor vehicle.

Mike and Liz Elliot driving a Classic Jaguar SS100 also provided some competition; quick on the hills, agile for the size of car, and it was quite a challenge to make up time on them. In the rear view mirror one could see these massive headlamps approaching. From the rear there was a constant pleasant burble from the exhaust.

The 1955 MG TF 1500 of Ken and Jill Muir impressed us with its hill climbing ability and there were hills on this tour to test the best. Although Ken would have liked better brakes, they were hard to catch.

John Langley and Graeme Oxley in the Triumph TR4 also had a good run proving very hard to shake off on the rolling country, and their extra power was evident on the hill climbs.

The most eye catching car was the 1975 Ford Escort MK1 1600 Mexico of Ross and Wendy Hamilton: a very nice 'cooking apple' green with black striping. Having only recently completed its rebuild, it brought back memories of my younger days when the Escort won many hearts for its neat design and good all round character. It is little wonder that they adapted to motorsport so well. On the Targa it performed very well and apart from some exhaust trouble and a minor radiator leak which given its 'newness' is hardly surprising.

A car that is often overlooked from the 1980s was a very original Toyota Corolla 1600 owned by David and Donna North. Now a two owner car, the condition looks only months old and was able to perform too, often catching up with me. Running as smoothly as one could expect from quality Japanese engineering, no doubt David was enjoying a slick Toyota gearbox.

Graham and Cheryl Taylor's car was made up from two or three 1100/1300 BMC 'landcrabs' and has been on the road for about five years with a 1300 motor fitted. This year so far it has done nearly 4000 miles on Vintage Car Club events and another 1000 on general running. The Targa fuel consumption has been 35-38 mpg normally about 42 mpg which is an indicator of the challenging event, even the mid stage touring has to be brisk. The Taylors pulled out of day four, which turned out to be a frustrating day for

the other contestants as a school bus refused to leave the closed road, and a Targa Tour car tried to do it upside down. Unfortunately the Austin had to abandon the rally after three laps of Highlands Motorsport Park with low oil pressure and a main bearing noise. Otherwise the Austin kept up and was quite a suitable car for the rally. The only serious modification I would make in the future would be to fit it with a lower geared 1100 final drive which would then allow us to eat up the hills and tight roads. Apparently this was a very popular modification in Lebanon's hilly terrain.

In conclusion both Cheryl and I made the decision to give the Targa VCC a go – it was the chance of a lifetime. Where else could you get the opportunity to drive on closed roads at a relatively high average speed. Roads as diversified as the Catlins, Hillend, Moa Flat, Saddle Hill, George King Memorial drive (tough climbs and descents), Trotters Gorge, inland of Oamaru, Crown Range, Highlands Motorsport Park, and many more special stages, daily distance ranged from 430-600 km. Accompanied by some very fast and agile cars, MGBs Jaguar E-Types and Porsche.

I firmly believe that the Vintage Car Club can benefit from a rally at the top end of the scale – something to motorsport as the All Blacks are to rugby. It will help shake up our image, attract new interest and members, and perhaps those suitable cars out there gathering dust may attract younger people to have a go. Our experience has come with many years of motoring and VCC Rallying, covering almost all of the territory that the Targa Rally encompassed. One observation for you red blooded people out there, the vast majority of cars were British!

Cost: yes it cost real money about the same as a medium ride-on mower, so cut the grass a lot less! Or an engine recondition. But there is a huge input from the organisers preceding and during the event. Also a small army of volunteers and communities who give up their roads for a few hours, and you gets what you pays for. Many of the contestants rated it the best rally of type, and for some this was with world wide experience.

It is with appreciation to Rod and Anne Corbett who, with Tony Haycock, negotiated with Targa NZ and achieved a Vintage Car Club section. In my opinion we had the best of it, good company, who always had smiles on their faces, good cars, good country, and potential for a long running association with Targa. |BW

TARGA-VCC TIME TRIAL 2018 RESULTS

1	Peter & Madelon White	1956 Jaguar XK 140
2	Grant Ford & Gary Smith	1970 Jaguar E Type
3	Mark Errington & Peter Cameron	1974 MGB GT
SPIRIT OF VCC	Joe & John Gillman	1935 Ford V8 coupe
BEST PRESENTED FINISHER	Pete Barnard & Sue Foss	1986 BMW 325iM
BEST TEAM THEME	Mark Errington & Peter Cameron	1974 MGB GT
MATRIMONIAL	Peter & Madelon White	1956 Jaguar XK 140
PARENT & OFFSPRING	Russell & Dallis Yates	1977 MGB roadster
SIBLING	Murray & Kenn Hawkes	1929 Rolls Royce Phantom 1





MUTTERINGS OF A MATURE MOTORCYCLIST

Memories from Big End Knocks

We are all aware of the legends and myths that are quoted on the subject of bikes by the know alls. You know how old so and so's bike took on a miraculous 100mph performance when it was fed with avgas 'borrowed' from the Spitfire. How BMWs twist as the power is wound on, Sunbeam's shaft snap like carrots and Square Fours always seize on the back pots and so on. For the most part these stories are told by folk who have heard of, rather than experienced, the so-called weakness.

I was reminded of this when I was relating the story of how after thrashing our Square Four for five hours she ran the left front big end. Somebody remarked "Why am I not surprised?" as if to say, what did you expect from such a fragile machine? We removed the plug, taped up the plug lead and flogged the poor old girl another 140 miles home on three cylinders so I'd hardly rank that as fragile.

I would like to bore you with the history of that particular ill-treated product from Selly Oak. The bike in question being a 1938 Square Four purchased by my mate Bert and myself for the sum of twenty quid in 1956. It was a non-runner and a very scruffy over-worked oily lump, but for some reason she had two

near new tyres. That convinced us we should persevere and Bert, fresh from his two-year stint in the army workshops in Germany, felt we could do something with her. I towed it home behind my Norton and after some fiddling by the resourceful Bert we got it running. This was a good start but the wiring was like a plate of frayed spaghetti so that came out and was rewired with wire 'salvaged' from Handley Page aircraft where Bert worked. Our test ride proved that the old girl still had some life left in her but on returning home the abuse she had received manifested itself. As we bumped over the curb the top fork spindle snapped, mercifully at zero mph, rather than the speeds we had just been enjoying! New parts were acquired and generally the bike came together and transported Bert to work and back.

By now the ignorance and optimism was setting in and the ACU National Rally was discussed, 600 miles in 24 hours non-stop motoring? Why not, we had the bike and were stupid enough for anything. This rally, in the pre-motorway days, was quite a tough event and you had to work very hard to keep your average speed up. We had been trying to get some time in hand during daylight in the vain hope of a spot of rest during the night but the left front big

end went and we didn't get that rest because in a moment of insanity we decided to carry on and complete the trip on my solo Norton.

When the Ariel was finally stripped down for repair the amount of neglect and the sad state of the motor was such that how she had taken so much punishment before running the big end was a mystery. The amount of filth and sludge removed from the oil-ways and crankcase was unbelievable. Bert did the motor up with parts acquired from second hand sources and where there was no alternative new parts were used. As he had a rather large family he bought a Busmar Astral sidecar. Now if you can find an advert in an old motor cycle mag you will see that this thing was reputed to be able to carry three adults. The Busmar Astral looks like the love child of a caravan and a horse float, and is as ugly as sin. But the point of this being that this outfit to my knowledge served to do the work runs and transport and flogged without mercy with total reliability for at least three years before it was sold. In all that time, because there was no alternative, she was parked in the front garden in all weathers, and you know what that meant in England, lots of that nasty wet stuff and frost and snow. |BW

BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross

I recently met the Canterbury owner of a 1918 Empire car that he purchased about three years ago from Hamilton. He can't recall the name of the person he bought it from. Does anyone out there have any history of the car so we can fill in some gaps please?



CAST IRON WELDING

Powder Spray Process, Cylinder Heads, Manifolds, Cooling Fins, Castings, Mechanical Repairs & Rebuilds

THOMAS ROWE MOTORING ENGINEER LTD
6 RD Palmerston North

PHONE 06 324-8707

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.



Diane Ross

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

The following is an abridged version of an account written by early motorist Henry Schnelle, of a motoring trip driving his 1910 Studebaker from Lakeside near Leeston to Timaru in 1913. The little party consisted of himself, Mrs Schnelle and three half grown daughters as well as his father who came from Papanui in Christchurch.

In Henry's words; Leaving Lakeside about noon on Saturday we were soon off the beaten track speeding up through the fertile district of Killinchy. Dunsandel was reached in a short space of time. We turned onto the Great South Road and made a fast run to the Rakaia Bridge. We reached the bridge only to have the gate closed in front of us so we were not allowed to proceed until the goods train that was due had passed over. The river was in high flood owing to heavy rain that had been received in the back country. While waiting we watched a dog trying to cross the surging torrent only to be swept away most likely to perish in a watery grave. Twenty minutes passed and still no train in sight. The gatekeeper tried to phone the stationmaster but his 'talking machine only produced a 'buzz'. After 40 minutes the gatekeeper tried again with the same result. What management, a man stationed at either end of our longest bridge with telephones both obsolete and useless. The express train was now due. We could only wait.

After an hour the gates opened and we were speeding our way toward Ashburton. Thanks to the county council the water races were all bridged and the jolts, of which we had a fair share, were unknown between Rakaia and Ashburton. In Ashburton we refreshed ourselves and spent a pleasant hour in the beautiful and well kept domain.

We still had 60 miles to go. The road south was unknown to us. We were directed onto Maronan Road that leads to the Upper Rangitata River Bridge. We passed through a stretch of poor, bleak country, then after Lismore it became a regular desert. The Rangitata

was reached in good time. The river there was in flood too but no gate to contend with. Some distance over the river we asked for directions to Temuka only to find we had been put on the wrong track. We were now advised to go straight ahead. The road appeared long and lonely, only here and there a plantation broke the monotony. We journeyed for miles before the road became rough and speed retarded. The foot hills appeared to be getting closer and it seemed we weren't going in the direction of Timaru. We were strangers and had been directed to go straight ahead. There were guide posts but the condition was appalling and road names unable to be read. The sou' west breeze began to freshen up and the mist was coming down with clouds coiling themselves into ugly shapes and it was evident we would have rain soon.

At last we reached a house beside the road where we discovered we'd gone miles out of our way but our best plan would be to carry on down the hill in front of us and cross the creek then turn left to follow the road that would take us to Geraldine.

Rain increased but we did not notice a small streamlet at the bottom, that was actually a creek by now, that we crossed over before noticing a mighty big creek. If we were to cross this we would need to rush at it at full speed. Into it we went, the motor puffed and groaned, the water swished into the car before a hole midstream almost capsized us. For the first time in my experience and with 2,000 miles to its credit the car stopped. It was getting dark there was no time to waste so with pants rolled to the knees I managed to plunge into the stream and scramble up the

opposite bank. I hastened to the fine big house back up the road and explained our predicament only to find to my surprise that I had driven the car into the Orari River,

Mr Tripp of the Orari Estate was very kind and summoned a couple of helpers and a strong horse and in no time at all the ropes were connected between the axles and the dray and the car and occupants were pulled holus-bolus through a couple of streams to the opposite bank and terra firma.

Although the motor was not quite drowned water appeared to be running from all parts. After a few cranks and coughs and splutters the engine started. I was still hopeful of reaching Temuka but it was now dark, some of the carbide from the lamps would now be out at sea. We succeeded in getting light from one lamp so decided we should proceed to Geraldine. However the motor hadn't recovered from its dipping and half way up a hill that normally would have been climbed with ease it gave up. A second try was successful and although progress was slow we arrived safely in Geraldine where we obtained a fresh supply of carbide and a dry box of matches before setting off toward Temuka. Halfway between Geraldine and Temuka the lamps failed again so we found our way back to Geraldine to await daylight.

I think we were the first to rise in town that morning. The weather had improved to drizzle and patches of blue sky gave promise of a further improvement. What a treat we would have missed if we had travelled during darkness. This strip of country was beautiful, the road perfect as we whirled along passing clumps of trees, smiling homesteads, rich fields with a general air of prosperity. On arrival in Temuka we found Mr and Mrs Seaton late of Lakeside (near Leeston.)

After a pleasant rest after such a journey we resumed the trip to Timaru.



The return trip the following day proved less eventful. We avoided the creeks but were overtaken by tyre troubles between the Rangitata and Hinds Rivers. We had the tyre off half a dozen times on this strip of road. At last tired of roadside repairs we stuffed the tyre full of tussock and in that way we reached Ashburton where satisfactory repairs were effected. From there we had a non-stop run home. None the worse but considerably wiser.

|BW

... the motor hadn't recovered from its dipping and, half way up a hill that normally would have been climbed with ease, it gave up...

BEHIND THE WHEEL



DAVE RICHARDSON'S 1960

ALEXANDER-TURNER

Words and photos Greg Price



MK I

Having seen this in the flesh ... I can understand why David grasped ownership of this with both hands.

Back in 1965, a 33-year-old English pop singer named Petula Clark, recorded a catchy hit on the American Warner Bros record label et al (which was red, incidentally) titled 'Round Every Corner'. Prior to that, sometime in the late 50s early 60s, she bought herself, not just one, but TWO Turner sports cars, one of which was a 803 Sports (plate number IBPC, which purportedly stood for 'Incredibly beautiful Petula Clark'), and the other one (purchased a bit later on) was painted pink especially for her (plate number PET 1) and was the same as the subject of this particular *Beaded Wheels* article. (Well, not entirely true as her second car was a 950, but why let facts get in the way of an otherwise good story, right?) Unlike the song title however, there was NOT a Turner 'round every corner' as there were only around 670 examples made until Jack Turner made the decision to close down his sports car making factory owing to, among other things, ill health. And, even more interestingly, there were only about 150 Mk 1 Turners ever made, and of the reportedly 83 survivors remaining, David's is one of the most original existing Mk 1s. In fact, there are now only two Mk 1 Alexander Turners left in Britain. Known Turners in New Zealand amount to (wait for it!) just three! Rocking Horse poo doesn't even enter into the equation.

Which is probably why (being perfectly honest), I'd never heard of either Jack Turner or his sports cars (never mind these very rare Alexander conversions) until Editorial Committee Chair Kevin Clarkson asked me to pen a Behind the Wheel article on a Turner. I initially thought *Beaded Wheels* had branched out into occupational reviews ('Fitter and Turner' – get it? No? Never mind, just read on). But after some hasty research using Mr Google, I quickly learned that the Turner was in fact a smallish British sports car (of the Kit Car type, and somewhat akin to the Lotus Seven) circa the late 1950s / early 1960s, and that some of them had what was known as an 'Alexander' conversion, which, in layman's terms 'made them go faster'! Something akin to what Raymond Mays cylinder heads did to Ford Zephyrs! Quoting from the Company's advertising at the time, it read:

"Here is one of the most interesting and exciting sports cars yet produced, a development of the dashing little Alexander modified Turner which won Britain's most coveted sports car trophy in 1959, the Autosport Championship. Behind the Alexander-Turner are Alexander Engineering Co Ltd, the country's leading specialists in improving the performance of popular cars, and Turner Sports Cars (Wolverhampton) Ltd, whose considerable experience and success in motor racing has endowed it with magnificent road holding, precise steering and a glass fibre body of unrivalled



finish and attractive design. The Alexander Turner complete or in build-it-yourself form is a rugged car, with an extremely rigid steel sub-frame. Its flexible engine, perfect all-weather equipment and large locking luggage boot, make it ideal for fast long distance touring or in-town week-end shopping. Yet with a remarkably large range of optional extras for competition enthusiasts it is sufficiently potent and surefooted to win even the toughest sports car race. The Alexander Turner is equipped with full weather protection and instrumentation. Its price is well below that of any other car of comparable speed, comfort and economy.”

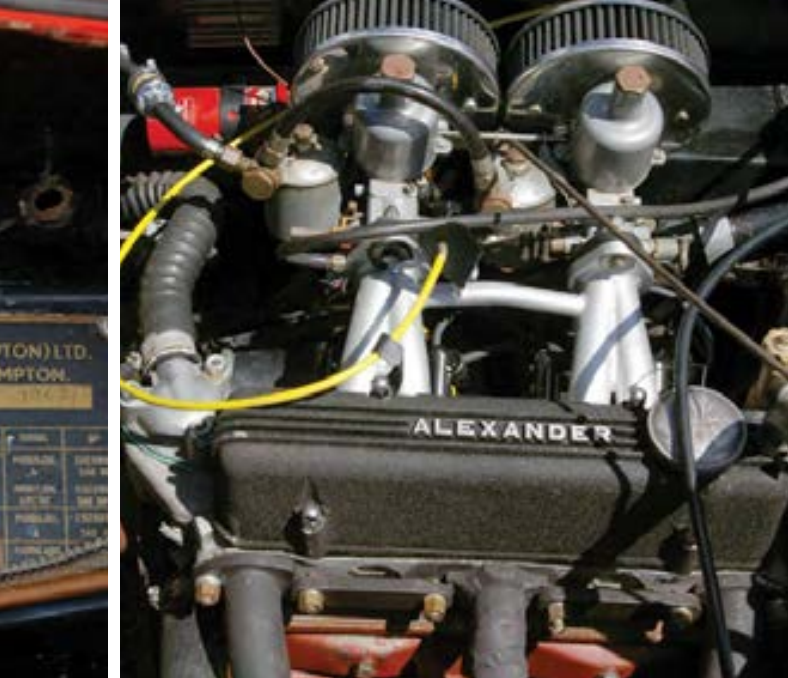
Now that made one Mr James D Miller of Southampton, England, crank off a letter in 1959 to Alexander Autos & Marine Ltd, in Buckinghamshire, enquiring about purchasing one of their kits. Mr Miller indicated that he would like to see a completed example before confirming his purchase order. And having viewed a completed car on 23 January 1960 he placed an order, and some of the optional extras which included an 8000rpm rev counter, the super sports camshaft, and the racing brake linings! He was advised that there would be a six to eight week delivery time. With the extras, the total price to pay was going to be £671! And his request to pay the balance owing some three or four weeks after delivery was politely turned down! There followed a few ‘technical difficulties’, such as the alloy cylinder head being delayed due to BMC strikes, but eventually Mr Miller received all the necessary bits (the chassis and body from the Turner factory, and the engine from Alexander Engineering) and commenced assembling his car from scratch, in a small lock-up garage. His request for a personalised plate ‘JDM’ was declined as it was not available. He later secured JM58 and according to the documentation, it would seem that the car legally hit the road on 1 June 1960 – it was chassis #360. Mr Miller confirmed recently that it took about four to five months of weekends and evenings, plus the help of a friend, to complete the build. Interestingly the factory quoted construction time was 24 hours!



▲ Petula Clarke and her Turner.

For the technically minded, the Turner was able to be powered by BMC’s Series A engine of the Sprite, A35 and Morris 1000, and Alexander Engineering produced the new, light alloy, cross-flow cylinder head to lift its performance characteristics onto a completely different plane. The main feature of the Alexander head was the transfer of the four separate inlet ports to the opposite side of the cylinder head to avoid heat build-up in the mixture. Wedge-shaped combustion chambers, larger valves, 9.5:1 compression and a super sports cam and twin SUs all gave extra performance. An Austin A35 rear axle was located on trailing arms, and Girling disc brakes (available as an optional extra) were fitted to the independent front suspension.

Why the name ‘Turner’ I hear you ask? Well, one Jack Turner had been involved with Gloster aircraft during WWII, and then after the war, turned his attention to cars. He built an MG Special for his own use, and then some eight other cars built on a chassis of his own design. They were powered by everything from Vauxhall to Lea Francis engines, and included an F2 Grand Prix racer. But it is his 11 year run of road-based construction cars that his company



is best remembered for. If you want to read the full history of Jack Turner and his cars, go to www.turnersportscars.co.uk or find a copy of Peter Tutthill's excellent 2006 book *Turner Sports Cars*.

Getting back to Mr Miller, he seemingly enjoyed his Alexander Turner for around three years, which included a couple of trips to the continent, and then he laid it up in his garage for the next twenty years. Mr Miller dusted it off in 1983 and refurbished it. He then sold it to the second owner (a Mr Bob Daykin) who completely stripped it down, powder-coated the chassis, rebuilt another engine (which was a 1275cc version), retained the interior as original, but fitted a new tonneau cover and hood. At that time it is purported to be the most original Alexander Turner in the UK, and was valued at £10K!

In 1990 it was displayed at the Beaulieu National Motor Museum. In 1991 it won the Claret & Classics Rally. In 1997, overtures were made for its purchase by the Classic Car Museum in Epsom, Auckland, to a UK dealership named Central England Sports Cars for its acquisition. The agreed sale price was £8000, and was to include the original engine, which was refitted to the Turner. Upon arrival in Auckland the Turner was added to the Museum's collection of classic cars.

Further down the track in 2011 the Classic Car Museum began selling off some of its cars, including the Turner. It then finished up in Dannevirke with the Cosworth Trust. Up until now, the Turner had not been legally certified in New Zealand as road legal so the Cosworth Trust got it properly complied and registered. And that's when some of the shortcomings of NZTA's vehicle certification system surfaced. Apparently when NZTA was computerising its vehicle register, the bureaucratic office nobby responsible failed to enter into the computer all the known vehicle names at that time. This resulted in many owners subsequently registering their pride and joy for the first time, often being unable to register it with its factory name – in this case, an Alexander Turner. So it is in the system as 'Factory Built'. Which arguably means it was made by the same outfit that made my 1960 Fuji Victa 50cc motor scooter – as that also is registered as Factory Built. It's a damn shame really, as this Turner has every last bit of documentation, photos, letters and receipts from day one, including all the UK log books (ownership papers), but here in New Zealand, it's just another uninteresting Factory Built vehicle. Go figure.

Now in 2016, here in Christchurch, Canterbury VCC member David Richardson was on the lookout for a Buckler or similar Kit

Car from back then, as David had previously owned a Buckler and liked their ruggedness and basic simplicity. As most enthusiasts do when they are looking for that gemsonic motoring classic, he entered the words 'Buckler' and 'Kit Car' into his favourite searches on Trade Me. And what eventually popped up? A listing that said 'Other Turner Mk 2 1960' (seemingly Trade Me has the same problem as NZTA, in that its system doesn't have the facility to list many vehicles under their proper names. Fortunately the words 'Kit Car' in the listing triggered the successful search.)

Not wanting to mess around with the auction process, David asked the seller to post a Buy Now and snapped it up immediately, sight unseen. However the listing's photos did look great.

As the seller was in Dannevirke, the offer was made to trailer it across to Palmerston North to facilitate transport to Christchurch, and so it was the Turner safely arrived here in early 2016. David then set about contacting the original owner, the Turner Register and of course, joining the Fairthorpe Sports Car Club, and putting some more miles on the clock.

THE TEST DRIVE

You've all probably heard the expression 'taking a turn for the worse'? Well this write-up is about 'taking a Turner for a run', with the anxious owner hoping that it will prove to be non-eventful. Fortunately he was not aware of my penchant for handbrake turns.

Christchurch had turned (no pun intended) on a particularly nice day so a quick hoon down the back roads of McLeans Island environs was a must do, and with the top down of course. Editor Kevin pulled rank and had the first go, claiming to have commitments elsewhere early in the afternoon – yeah, right. However in no time at all it was my opportunity to slip behind the wheel, albeit with some difficulty. Seems over the years that the Turner had shrunk in length somewhat, as I found it a tad difficult to get my other leg into the driver's side well. Clearly space was at a premium as Mr Turner had noticed a similar problem with space, necessitating placing the hand brake on the passenger's side of the drive tunnel. I found the clutch pedal easily enough – it was to the left of the footbrake. However it was difficult for me to fathom whether or not it was fully disengaged when depressed, and I didn't want to graunch the gears. My fears proved groundless and in no time at all we were off down the Cutler Park driveway, with owner David gripping the passenger door with the traditional white knuckles.

Once at the main road, it was up through the gears effortlessly, and in no time at all I was sitting on 60 mph / 100kph, and about 4000rpms. Acceleration was brisk and smooth and the rack and pinion steering was precise. Fortunately the windscreen didn't fold down so I wouldn't have to pick insects from my teeth after the run. There isn't much space between the pedals, particularly between the brake and accelerator, so one needed to be careful when braking, lest the Turner leap ahead when you were trying to slow down. While David was encouraging me to go a bit faster, I was reluctant to bury my boot as it were, as it wasn't my car, and I have the greatest respect, and appreciation for those owners who allow others to drive their pride and joy in these situations. Despite it being a 'kit car' of sorts, there were surprisingly few rattles or noises, which attest to the quality of the original build. Under acceleration, the motor sounded throaty and grunty, probably attributable to the Alexander cylinder head conversion. I thought that the brakes were 'a bit iffy' but that may have been just me being unfamiliar with the idiosyncrasies of the mechanical side of the car. Given that it was a fibreglass body, the doors opened and shut reasonably well, and overall the body seemed quite tight/solid.

In no time at all, we were at the end of the road and it was time to turn about and head back. The turning circle was quite adequate

so one of my infamous handbrake turns was not required. There are a few curves on the McLeans Island Road so the Turner's road holding whilst heading into left and right hand twisty bits was tested and proved satisfactory. Thanks to the great work by our dedicated VCC grounds people cleaning up after a significant storm recently I nearly missed the entrance (again) so another braking test was required – and it passed (the car, not the entrance!). Once back at the club buildings, we made David extract the soft top from the boot and asked him to erect it. This seemed easy enough as the hood frame simply slips into two mounting pipe things on each side of the car behind the seats. Once in place, the soft top is placed over the frame and pulled tight and clipped into place – the front edge tucking in under a lip on the top of the windscreen. While we didn't then give it a hose down, it was evident that it would have provided adequate protection in the event that it persisted down with rain, however, as many a convertible owner knows, you only get wet when you stop, so often it is better just to motor on rather than stop and get wet erecting the hood. Check out the photos of it with the top up.

IN SUMMARY

Having seen this in the flesh (or should that be the 'metal'?) I can understand why David grasped ownership of this with both hands. Because this car has spent much of its life either laid up or in museums, it is highly likely that the mileage showing on the odometer is probably original at 72,000, and the overall condition of the bodywork (remembering that it is fibreglass) also attests to the low mileage. David does not intend to restore the Turner as he believes that its originality is part of its charm.

I couldn't agree more! And my sincere thanks go to David for making this very rare, and highly desirable car available for this write-up, and to Tony Becker for the use of his Triumph as a temporary office on the day.

|BW

SPECIFICATIONS

As per the typewritten Alexander Conversion data sheet supplied with the kit when new

ENGINE

BMC A Series fitted with Alexander cross-flow light alloy cylinder head 9.4:1 compression ratio. Twin 1¼" SU carburetors, and special exhaust system.

GEARBOX

BMC

FRAME

All welded construction using large diameter tubes ensuring great strength and rigidity with road holding of the highest order.

FRONT SUSPENSION

Independent by coil springs using BMC main components with Armstrong hydraulic shock absorbers.

REAR SUSPENSION

BMC rear axle located on trailing arms with laminated torsion bar suspension, telescopic hydraulic shock absorbers and Panhard rod.

CHASSIS - Standard Specification

Wheelbase 6' 8½"
Track - Front 3' 9½", Rear 3' 8¾"
Overall length: 11'6"
Overall width 4' 6"
Overall height to windscreen 3' 11"
Brakes 8" x 1½" 2LS
Wheel size 15"

TYRE SIZE

5.20 x 15"

ENGINE

Bore 62.9mms, Stroke 76.2mms, Cubic capacity 948cc, Max BHP 60 at 6,000rpms, compression ratio 9.4:1

TRANSMISSION

Rear axle ratio 4.55:1,
Gear ratio: Reverse 4.664,
1st 3.628, 2nd 2.374,
3rd 1.412, 4th 1.0

CLUTCH

6¼" diameter.

OVERALL RATING

PGR (Pretty Good, Really!)
(I made that bit up!)



2021 VERO

INTERNATIONAL FESTIVAL OF HISTORIC MOTORING



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

FAQ

Q: Will there be an international guest?

A: The short answer is I certainly hope so. There is a reason for the lack of an outright yes so here is the why and the how, which has been explained at Executive meetings.

This is really a two part question as the first part is often "Why do we need a guest?" That is an easy one to answer. We need outside media coverage for this Festival, just as we have needed for other events prior. And in these increasing challenging times for those of us preserving and using Historic vehicles it is more important than ever that the public are aware of what we are doing in a positive light.

Previous Rally Directors will confirm that the mainstream media in New Zealand have absolutely zero interest in telling the world about our big events, no matter how important we think they might be. The Wanganui 2012 rally proved in absolute terms the value of having the correct guest. Attempts to interest the

media were falling on deaf ears. They didn't want to know about us. And then... When word went out that we were having Nick Mason taking part, they were tripping over each other to find out what the rally was all about and to talk to Nick and Annette. Make no mistake, to have three minutes on primetime television news is priceless, and on top of this we had newspaper and radio journalists travelling to Wanganui specifically to talk to our guest.

So we need to have the right guest, and to be blunt, we aren't too worried if even 90% of our VCC members haven't heard of the guest, what we need to be sure of is that we have someone who the general, non-vintage motoring member of the public has heard of, and that the New Zealand news media will be wanting to talk to as part of our Festival.

But... and it is an extremely important but... Diane and the Management committee have made it very clear that there will only be an international guest at the Festival if we can find sponsorship to cover the costs involved. We are working on this right now and I am very confident that we will be able to raise sufficient funding to be able to invite someone with the right public profile to make us all look good and have the name of the VCC out there in a positive light in front of the whole country.

COMMITTEE PROFILES

Matt Surgenor - Communications and Media

I'm married to Wendy and we have a son 3yrs old, Jack.

After studying marketing at Otago University, I joined the Suzuki New Zealand marketing department for six years. From there I moved into media with eight years as Advertising Manager for Fairfax Media in Taranaki, before joining NZME in my current role of Senior Media Specialist.

I've always had a passion for cars - no choice really given the family I grew up in. And while I love everything and anything on two and four wheels, I have to admit to having a Land Rover addiction - having owned six of them in various states of repair. I'm currently restoring a 1953 Landy affectionately named "Bloody Mary", and while this has been in progress for just 24 years it will be on the road for the Vero International Festival of Motoring in 2021. We have a 1963 PB Vauxhall which is

on the road and gets used for Sunday drives - or whenever Jack tells me we need to take it out. And there's a couple of James motorbikes floating around in my shed waiting in line for a resto.

And then there's my trusty 1954 Ferguson tractor used regularly on my farm.

Previous VCC eligible vehicles owned (and on the road)

- 1960 Series 2 Land Rover
- 1966 HR Holden Premier
- 1969 Series 2a Land Rover
- 1984 110 Land Rover V8

I now have the Facebook page for the Festival up and running. If you are on Facebook, take a look at *Vero International Festival of Motoring 2021* Click the Like button and share it with all your friends. We have secured our old domain name www.historicmotoringing.co.nz and the all new website is not far from being ready to go. Watch this space.



RALLY SNIPPETS

A round up of notable rallies and events from around the branches



(L-R) Hugh Webley, Colin Wiseman, Bob Blackwood, John Bayly, Diane Quarrie, Roy Rowe

SIXTY YEARS ON - 60TH CELEBRATION WAIKATO BRANCH Saturday July 14 2018

Words and photos Bob Hayton

As these things often do, post-war interest in older vehicles in the Waikato started informally during the 1950s with would-be enthusiasts meeting each other in work places or socially to discuss their common passion. Around the country things vintage were on the move and this too would have fanned the flames of local enthusiasm. This culminated in a meeting at Stan Nolan's upholstery business in Hood Street, Hamilton in February 1958. At a second meeting at the same location a month or so later even more came along, resulting in the formation of the Veteran & Vintage Car Club (Waikato) Incorporated' which quickly got into action with memorable shows and rallies around the district.

Later, in 1965, this club was to become affiliated with the Vintage Car Club of New Zealand (Inc), as its Waikato Branch. Anyone attending either of the first two meetings was later deemed to be a



◀ Left to right: Hugh Webley, David Hall, John Bayly

▼ Diane Quarrie and Bob Blackwood

▼ Roy and Sue Rowe

▼ Lady Penelope and Bertie Cocking

▼ Berise and Colin Wiseman with National President Diane Quarrie.



founder member of the original club. Today there is just one survivor from these meetings still a Waikato Branch member. Although with broken membership Dave Hall, the very first secretary, was present to witness a group of five of our members receive their long service awards at the 60th anniversary celebration held recently at Hamilton's Classics Museum. Sadly another club stalwart, Barrie Grant, had passed away just a short time beforehand after having been earlier presented with his own 60 year award at home.

Owners Tom and Diane Andrews had generously agreed to use of the museum's main floor and diner entrance for the occasion. These impressive facilities were made full use of by the organising group. A red carpet entry as we arrived at the appointed time to be greeted by our hosts, a mix 'n mingle session supported by punch or champers and canapés for the quite elegantly dressed guests and soon old friends were re-united and swapping stories of yesteryear.

MC for the evening was Clarence Bertram St John Fitz-Montague, aka 'Bertie' and loosely based on the PG Wodehouse character Bertie Wooster, inspired by Napier thespian John Cocking of Art Deco fame. Bertie was ably assisted by The Lady Penelope Partington-Ffyes and had us all in stitches throughout the evening peering through his round-rimmed glasses.

National President Diane Quarrie was on hand to congratulate the branch on its worthy diamond anniversary celebration and to present long service awards to qualifying members. These included a 50 year badge to Thames member Colin Wiseman, with 60 year awards going to spritely 92 year-old Bob Blackwood, Franklin restorer John Bayly, Roy Rowe who joined the club at 15 years of age later meeting his bride there, and former Wellington Branch founder member Hugh Webley.

Waikato Branch, nowadays the third largest in the national club, has a proud tradition in veteran, vintage and classic motoring affairs. Initially it was with its hugely successful 1959/60 Morrinsville rallies, then it played its part in regional and national events such as Easter Rallies or AGMs, culminating in organising the successful 2000 millennium year international Sun-Alliance Rally at Mystery Creek. More recently it has been striving to meet the needs of a burgeoning membership with its annual swap meets, rallies and hill climbs. Waikato Branch history in local and national vintage motoring is proud indeed, worthy of this splendid 60th anniversary celebration. Here's to the next 60 years!

FAR NORTH TOUR 2018 NORTHLAND BRANCH 2-3 November

Words and photos Trevor Reilly

On Friday 1 November 44 rally entrants got together for dinner, met up with old friends and made some new ones. On Saturday the cars headed away from the clubrooms, first west on SH14 then North on SH15 before hitting the first of the picturesque gravel surfaced sections. Good surfaces and dry roads gave a somewhat dusty view of an area that had been pine forest covered, felled and is now being replanted. The steep bush areas gave an insight to the country that has not been touched by forestry. Some of the tour members started from their home town of Dargaville and joined the rally at the start of the gravel section of road and all entrants continued to Omapere for lunch.

In the afternoon the rally went through Kaikohe, around Lake Omapere, and on to SH1 towards Kaitaia before the next section of back country dusty road through the bush and farms to join SH10 at Taipa where the rally stopped for the night.



▲ Northland: Some of the 51 cars at lunch stop at Copthorne hotel at Omapere on the west coast Northland

▼ Northland: Assembled outside the clubrooms for the start.



It was great to have members of the Far North Branch joining us on this tour, as it was the first one for some members. The Far North Branch have provided the Far North Tour with the Saturday evening meal for the last 45 years.

On Sunday morning the participants gathered at the Far North Branch clubrooms for refreshments before heading home.

60TH HUNUA 100 Labour Weekend 2018

Words Kate photos Tracey Winterbottom

The 60th Hunua 100 was a great weekend filled with entertainment, laughter, friends complete with a good weekend of motoring along South Auckland's roads. This year my cousin Grace Dewhurst and I challenged ourselves by entering the rally in our grandfather's, Norm Dewhurst, 1925 Essex. It was Grace's first time navigating and my first time driving a vintage car for longer than 30 minutes without Mum, Dad, or Poppa to offer advice from the passenger seat. We shared many laughs and singalongs along the way, and found ourselves off course a few times.

The weekend started with a good turnout of people for the Saturday garden party, which included several displays of memorabilia. These included a photography display documenting Hunua 100s from the early days to now and also a display of bicycles from past to present. Needlework, movie coverage of earlier rallies, a pianist and the annual book sale completed the afternoon's entertainment. A lovely afternoon for all entrants to catch up and look at the displays. North Island Club Captain Kaaren Smylie officiated as Russel McAlpine was presented with his 50 year badge and Jim Francis was presented his 60 year badge. We had 84 entries, 25% of these were vintage vehicles and a significant number of out-of-towners from throughout New Zealand and Australia. Rodney and Warren Keenan travelled over from Brisbane to join us for the special anniversary. Both Warren and Rodney grew up in New Zealand around vintage cars and hadn't completed a Hunua since the mid '80s. They were able to borrow Shirley Bovis' Model A to complete the run in.

The run travelled from Papakura, south of Auckland over rural Franklin roads, crossing the Tuakau Bridge, and then the long way round to the lunch stop at the Mangatawhiri Hall. In the

afternoon we travelled more well known Hunua roads finishing up at Drury School. It was a great day of good motoring and a bit of competition. It was good to see several families with more than one entry and cars with a strong connection to the Hunua's in the '60s. These included Sue and Mike Coleman's 1927 Crossley, which Sue has owned since she was 21, David and Lynda Jones in the 1923 Essex tourer previously owned by David's Dad Phil, Chris Wood in his 1924 Austin 20 Tourer, Malcolm Dewhurst and Ryan Winterbottom in the 1928 Essex previously owned by Eben Moffitt and Wayne and Carrie in the 1924 Velie, another car staying in one family.

RESULTS

Overall	Russell and Jocelyn McAlpine	1930 Model A
Slow Vintage	Wayne & Carrie Roberts	1924 Velie
Fast Vintage	Russel and Jocelyn McAlpine	1930 Model A
PV	Bob & Debbie Ballantyne	1935 Auburn Roadster
PWV	Ken & Annette Foot	1958 Humber 80
P60	Stephen & Tracey Winterbottom	1973 MGB GT
P80	Graham & Muriel Gill	1981 Mini GT
Ladies	Kate Winterbottom & Grace Dewhurst	1925 Essex
Motorcycle	Martin Spicer	1960 BSA
Veteran	Ron Richards	1915 Model T


|BW



▲ Auckland: Chris Wood en route in the 1924 Austin 20 tourer.
▼ Auckland: Sue Coleman's 1927 Crossley Sport.



Did you know there has been a national register for INDIAN MOTORCYCLES in New Zealand since 1985?




The Indian Owners Register of New Zealand (IORNZ) member focus is primarily on the original Springfield Indians built from 1901 to 1953, although all Indian motorcycles and riders are welcome.

We are an informal group with a quarterly newsletter, annual national rally alternating between the north and south islands and local area members having both organised and casual rides.

In 2019 we will be a major part of Napier's Art Deco festival and 2020 sees everyone heading down to join in the spectacle that is the Burt Munro Challenge.

Check out our website indianmotorcycleclub.co.nz or write to 26 Ames St, Paekakariki 5034 to join us




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 Murray Hawkes and Colin Sweetman.

MARKET PLACE

Terms and conditions

CLASSIFIED RATES Due to space limitation, classified advertisers should refrain from the use of dashes, spaces, logos, blank lines and formatting. All classified rates include GST. The 65 word limit includes contact details. Advertisers requiring ads longer than the standard 65 words, or who require typography or space, must apply display rates. The advertising department reserves the right to edit or return classifieds not meeting the criteria

Member of Vintage Car Club: No charge for text or photo classified advertising. Members must be financial and identify their Branch. Limited to one free advert per issue.

Non Member: \$21 for first 40 words or part thereof, thereafter 15 cents per word (max 65 words per advertisement)*

Text in a Boxed Ad : \$24 non-members*

Colour Photo Ad in Box: \$56 non-members, enclose a clear photo and an SAE if return required.*

Advertisements should be typed or clearly printed.

Advertising Email address: beadedwheels@vcc.org.nz

Payment: Cheques Payable to **Beaded Wheels**. Post to: Advertising, PO Box 13140, Christchurch 8141, to arrive not later than 10th of month preceding publication. Internet banking on request.*

DISPLAY RATES*

	Casual (per issue)	3 Issues (per issue)
Full Page	\$900	\$720
Half Page	\$490	\$390
Horizontal ¼ Page	\$270	\$216

All display rates quoted exclude GST and are for finished digital artwork supplied. Artwork can be arranged at an extra charge. Deadline for copy 10th of month preceding publication.

Beaded Wheels will consider articles of a technical nature for inclusion in its editorial space. *Beaded Wheels* however regrets that it is not able to offer editorial space for advertisements nor for the promotion of products.

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full. Where possible *Beaded Wheels* will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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

Beaded Wheels makes every effort to ensure no misleading claims are made by advertisers, responsibility cannot be accepted by *Beaded Wheels* or the Vintage Car Club of New Zealand (Inc.) for the failure of any product or service to give satisfaction. Inclusion of a product or service should not be construed as endorsement of it by *Beaded Wheels* or by the Vintage Car Club of New Zealand (Inc.).

No liability can be accepted for non-appearance of advertisements and the text of all advertisements is subject to the approval of the editor who reserves the right to refuse any advertisements which are not compatible with the aims, objectives, and standards of *Beaded Wheels* or the Vintage Car Club of New Zealand (Inc.)

In accordance with the provisions of the Human Rights Commission Act 1977 *Beaded Wheels* will not publish any advertisement which indicates or could reasonably be understood as indicating an intention to discriminate by reason of sex, marital status, religious or ethical beliefs. Advertisers should take all care in drafting advertisements as they could be held liable, as well as *Beaded Wheels* and the Vintage Car Club of New Zealand (Inc.).

FOR SALE

1926 FORD MODEL T TOURER. Complete car in a dismantled condition in need of restoration. The car comes with large assortment of spare parts. In storage in Auckland. Ph or text Brian 0274 533 577.

BALANCING BALANCING BALANCING,
We can balance most Vintage and single cylinder engines, fans, driveshafts etc. Work is carried out on a modern digital machine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Phone 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

CARBURETTOR RECONDITIONING including classic and performance makes. 40 plus years trade experience. Free advice. Contact Graeme Tulloch, Tulmac Carburettor Specialists on 027 612 2312 or (Levin) 06 368 2202

MAGNETO AND COIL WINDING SERVICES Magneto repairs, coil rewinding, work guaranteed. We buy and sell magnetos of all types except aircraft. 728 Waimutu Road, RD2 Marton 4788. Phone Warwick 06 327 3849, 027 281 8066, walandlynn@farmside.co.nz **MEM**

COACHWORK For all your coachwork, woodwork and timber rim steering wheels for your Veteran, Vintage or commercial vehicles contact Designs N Wood, John Martin, 11 Bell Avenue, Cromwell. Phone/fax 03 445 0598, 021 109 1309 or email martin_jw@xtra.co.nz **MEM CENTRAL OTAGO**

1940 MORRIS 8 SERIES 2 door. Heaps of spares. Reg on hold. Workshop manual. Stripped ready for restoration. Personalised number plate incl in price \$1,200 ono. Ph Colin Johnstone 03 236 8424. 13 Church Street, Winton, Southland 9720. **MEM STHLD**

1978? RENAULT R18, rusty, motor runs, 5 speed good glass, \$450 ono. 1998 Ford Mondeo SW, Dsl, live reg, mint body, motor not running. \$1250 ono. 1982 Toyota Cresta parts offers. Ph 03 214 0426 bruce56@windowslive.com. **MEM STHLAND**

AUSTIN HEAVY 12/4, and 16/6 1929/32 Parts. Inc 16/6 crankshaft/camshaft/cylinder head. Ex manifolds-gearbox-prop shaft, diff. rear springs, steering box, prop shaft, hubs & drums, brake and clutch parts, carb, parts, electrical parts, plus 6 boxes of gear, books. Too much to list. Ph 09 445 6483, jbryvelo@gmail.com

DRIVESHAFTS DRIVESHAFTS DRIVESHAFTS
We can alter or make driveshafts with fabric components to take modern universal joints and yokes, as well as performing dynamic balancing. We also carry a large range of driveshaft components for car, trucks, industrial and marine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

DISTRIBUTOR & FUEL PUMP PARTS AND SERVICE

We rebuild distributors, vacuum advance units, mechanical fuel pumps and supply parts new, NOS, remanufactured and used.
Vacuum advancers restored.
Electronic ignition kits to eliminate points.
Quality Rebuilds,
85 Polo Prince Dr, Manurewa, Auckland, 2576.
email: peter@qualityrebuilds.com
www.qualityrebuilds.com

PHONE PETER 09 267 4700

SUNBEAM TALBOT 90 SALOON. 1951 in good order. Wof & Reg. Used regularly \$5,000 also Talbot 90 1 door convertible restored offers. Ph 06 758 4244.

MEM TARANAKI

FIELD MARSHALL SERIES 2 with books and spares, Caterpillar RD4 Crawler 4G, International T6 Crawler with blade unrestored but all runners. Case model C circa 1929, McCormick Deering 10-20, circa 1923, both unrestored but weather polished very little rust both engines turn but non-runners. "Little Wonder" Stuart engine powered shearing plant, Ruston-Hornsby 3 hp circa 1910 open shaft engine. Unrestored but good projects. Killefer revolving scraper. An interesting implement for tractor enthusiasts. 1926 Ford Model T roadster, restoration almost completed, assembly required excellent project. Contact Paul Crump, 03 44 50 478 for photos contact Graham Taylor gtml@xtra.co.nz. **MEM CENTRAL OTAGO**

JAGUAR MKII 2.4 front exhaust pipe new. Ph 07 579 2441. **MEM BAY OF PLENTY**

GOT VIBRATION PROBLEMS?

The crankshaft pulley/balancer/damper may be the cause. Rubber perishes over time. John at Harmonic Damper Rebuilds can rebuild your pulley like new. He has a proven system to re-rubber and re-sleeve dampers. Most can be rebuilt as good as new and save you money and engine repairs. 027 666 3350 or 07 863 3350 damperdude@gmail.com



AOTEAROA WOODEN WHEELS

Vern Jensen

16 Osborne Terrace,
Feilding, 6801

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

RUGBY TOURER 1925. Restored rolling chassis and mechanicals. Most body panels in good order, plus spare parts. Offers. Ph Dean 03 693 9016.

MEM SOUTH CANTERBURY

OVER 60 VEHICLES NOW ON OFFER from Rushmore Motors Ltd. Many Model A Fords, 2 x veteran Willys, 1929 DA Dodge, 1928 Willys Whippet tourer, veteran Overland with video clip available, 1939 Ford V8, MG TDs, 1937 & 38 Chevs. Austins, Plymouths, Ford 10s, 59 FC Holden, Morris's, Ford Y, veteran motorcycles, 1930 Model A Fordor body ex. cond. 027 2245045 any time.

SINGER SIX. Four speed gearbox, right hand change, 1930 on but pre-OHC. Also gearbox for 10/26. Also OHC cylinder head for Singer 9 roadster or 10 engine. All free to collector. Brian 03 528 4580 Motueka.

MEMBER NELSON

PISTONS PISTONS PISTONS PISTONS FOR VETERAN, VINTAGE, CLASSIC & ODDBALL ENGINES.

We can supply piston sets for most makes and models. All piston sets come complete with rings and gudgeons. We have over 700 listings at competitive prices.

M S COOMBES LTD

**344 ST ASAPH ST, CHRISTCHURCH
PH 03 366 7463, FAX 03 366 7462**

SWAP FOUR BRAND NEW UNUSED 350x 19 tyres for four 400 x 19 in very good condition. Why not re-tyre your Austin 7 with the correct size? Peter Croft bovett.croft@gmail.com phone 03 384 9534

MEM BANKS PENINSULA

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



KEEP YOUR CLASSIC OR VINTAGE CAR ORIGINAL

Instead of wasting money on an after-market wheel, replace the rim on your existing steering wheel with a choice of solid wood Kauri, Rimu or Macrocarpa. We do Banjos and nearly all other pre-airbag wheels. Prices from \$165. Ph John 09 408 7478 johkeek@me.com **MEM FAR NORTH**

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

TANDEM TRAILER, concrete mixer, tyre change, motor hoist. Pipe bender, roller (2 ft wide). Ph Glen 03 574 2288, 027 574 2288. **MEM MARLBOROUGH.**

YAMAHA AG175 1979 AS NEW. All paper work. Hard to find like this. Offer. Ph Dean 03 693 9016.

MEM SOUTH CANTERBURY



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

Email admin@vcc.org.nz or post details to VCCNZ, PO Box 2546, Christchurch 8140

VINTAGE CAR REPAIRS

All Classic and Vintage Car restoration.

- Panel making • Wooden body repairs,
- Bumpers and moulding repair
- Competitive hourly rate.

Unit 1 11 Penn Place,
Upper Riccarton, Christchurch

**Phone Grant 341 5100 or 027 223 9474
granttvin@gmail.com**

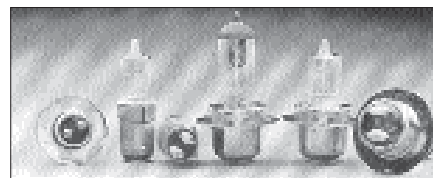
PENRITE ENGINE COOLANT

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

VINTAGE AND VETERAN CAR MARKETING.

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

VINTAGE ENGINE SHORTBLOCKS

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



1917 GRANT TOURER Possibly one of two in New Zealand and one of 20 world wide. Built up from 2 bodies and up to 8 other chassis, a few updates such as 12 volts and SU fuel pump. Professional panel work, painting, upholstery and hood on a non-folding frame. Generator also needs connecting two brake rear wheels could need attention to bring them up to present braking rules. Motors well at 40 mph. Inspections and offers welcome, photo's on request. Contact Lyn Grant, Hamilton ph 07 846 5698. **MEM WAIKATO**



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. \$20,000. Phone 03 543 2662 Murray for info. **MEM NELSON**



1914 OVERLAND TOURING 79T Full authentic restoration to high standards. All electrics new body sheet metal and upholstery ready for touring. Ph 021 0233 3948.



1954 MORRIS MINOR in very good condition. \$5,000 firm. Phone 03 544 8159. **MEM NELSON**



MORRIS MARINA COUPE Heatway Rally Car. Driven by Jim Richards. Lots of NZ history. Comes with spares. Engine and assorted parts. Reg on hold. Phone Judith 07 825 9973, Scott 027 687 8262.



MATCHLESS 1954 G3LS 350CC All matching numbers. Restored 10,000 happy miles ago. Ph 07 549 2212. Contact bsajames@hotmail.com **MEM AUCKLAND**



MODEL A FORD 1930 ROADSTER. Reg. Wof. Fully restored. RHD. Rushmore Motors Ltd. Ph 027 22 45 045 any time. Free brochure & free listings.



1925 CHEV TOURER Restoration work completed on many parts. Cleaned, painted, ready for assembly. 1½ cars. Copy of orig ownership papers. All panels good. 5 new tyres. Hood bows good, need fabric. W/screen frame rebuilt, no glass, doors perfect, tub good, front cowl rebuilt. No reg or wof. Hamilton. \$14,000. Ph Rushmore Motors 027 22 45 045.



1930 CHEVROLET WENTWORTH Good mechanical condition. Interior upholstery in good condition. Has a 12v system. Very reliable motoring. \$23,000. Phone John 03 260 1925 **MEM CANTERBURY**



MODEL A FORD REBUILT SHOCK ABSORBERS, as original. With exchange \$210 each or \$240 outright. Arms and all connecting parts available. Postal delivery extra. Phone Jack 03 352 6672, 0274 322041 Christchurch. **MEM CANTERBURY**



1932 AUSTIN 10 Excellent order. Current reg and wof. Asking \$10,000. Ph 033083635 prebbles@soundbite.co.nz **MEM ASHBURTON**

NEED A TOW?



At Classic Towing we are car freaks and cater for like-minded enthusiasts all over New Zealand.

We tow anything from veteran - vintage - classic vehicles, race cars and bikes to Mum and Dad's daily drivers.

Imported Vehicles

We work with all shipping companies to pick up your imported vehicle and work closely with different compliance companies to remove the stress factor.



We specialise in project and restoration vehicles and work alongside many of the greats in the creative world of fabrication, panel shops, mechanical wizards, Auto Electricians and Pin stripping artists, just to name a few.

PHONE 0800 15 0800 • brent@classictowing.co.nz • classic towing.co.nz



1926 CLYNO CAR. Complete, needs new hood and upholstery. Motor had been reconditioned. \$10,000. Ph 06 344 6041. **MEM WANGANUI**



1936 ALVIS CRESTED EAGLE. 6 cylinder Charlesworth saloon. Rolling chassis, engine and gearbox overhauled. Original handbook, spares catalogue and timing gauge. Increasing age has prevented the major work required on body. Phone Charles Warren for details or to make an offer 09 238 9430. **MEM AUCKLAND**



ESSEX SUPER 6 SEDAN 1930 Body good except cross member under radiator. New tyres x2, good tyres/tubes/liners x 2. Engine turns over but not run. Paint dull, some upholstery deterioration. New bonded brakes & w/screen. Reg & orig papers. \$8,500. Ph Kerry Bonham 09 431 7490, kyjybonham@ubernet.co.nz **MEM NORTHLAND**



1953 ALVIS TA 21 3L Wof & reg. New shock absorbers fitted, near new tyres, radiator cleaned, valve grind. Leather seats, matching vinyl door cards, sunshine roof. \$22,000 ono. Email mandmhowson@gmail.com for extra pics, ph 09 422 7235, 027 472 3494. **MEM WELLSFORD/WARKWORTH**



1939 MAC VELOCETTE. Recon engine, gearbox, clutch. New Amal carburettor. New B&H Magneto, new tyres. Best offer above \$12,000. Ph 06 838 8543 evenings. **MEM GISBORNE**



1954 DAIMLER CONQUEST. 2.5 litres, 6 cylinder. Pre-select gearbox. As original and in regular use twice a week, but I need to thin out. Wof and registered. Spare tyres. \$11,000. Ph 03 313 6501, peter-c@triumph.gen.nz



1951 AUSTIN A30 (FOUR DOOR) Wof until Feb 2019 and Reg until Sept 2019. Restored between 2003 - 2013, 450 miles since then. \$6,000 ono. Contact Jeremy, jtgsutherland@xtra.co.nz or 0274 337 604 **MEM SOUTH CANTERBURY**



MODEL T SEDAN Restored and maintained by the family since restoration in 1966. Current wof, (recent photo). Needs new home and loving care. \$26,000. Phone S Cook 03 352 26 450 to arrange viewing. **MEM CANTERBURY**



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

Over **40%** of VCC members insure their vehicles with Vero CIS.

Now's a great time to join them.

See our back page ad for full details...
Freephone 0800 658 411 select option 2

vero



FIVE NEW TYRES 5.50-19 LUCAS \$1800, to be sold as one lot. Ph Fraser 021 164 3564. **MEM SOUTHLAND**



1924 CADILLAC TOURER, V8, MODEL V63 Restored in 1996 with very little mileage since, a very good example of this model Registration on hold. Side curtains and spare parts included. \$70,000. Phone or email Anita 027 303 0477 grant.anita@xtra.co.nz **MEM WAIKATO**



1923 DODGE ROADSTER Restored. Body work and upholstery in beautiful condition. \$30,000 ono. Located in Masterton. For inquiries and to arrange viewing, please phone Steve on 029 489 1113.



1960 TRIUMPH HERALD Rare first model with original 948cc engine, Reg & wof. Handles well and stops! Comes with spares, books and manuals. \$5000 ono. Ph 07 823 5712 atepushrods@gmail.com **MEM WAIKATO**



1928 SINGER JUNIOR TOURER. Fully restored. New leather upholstery and hood. Registered until 09/18. Wof expired. Reluctant sale due to ill health .Ph. 027 328 3300. **MEM BOP.**



VETERAN PARTS, Rushmore gas generator, E&J gas headlights, set of Rushmore electric head and side lights, Lucas oil taillights, friction shocks, tourer rear screens, Bentley shocks and twin divers helmet tail lights, Bosch dual ignition mags, BTH mags, electric horns, Lucas oil sidelight pairs, plus more. Ph 07 348 4227 **ROTORUA MEM**



1961 ROVER 100 Barn find. Needs complete restoration. Motor still turns over. Very little rust. Driven into shed 12 years ago. Registration on hold. \$500. Contact: berns@xtra.co.nz or 09 415 9821. **MEM NORTH SHORE**



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



1937 RILEY LYNX SPRITE TOURER. Earls Court show car. Large headlamps, stone guards. Full professional restoration 1987, 2.5 litre Pathfinder engine. 20,000 miles enthusiastic motoring since. A true wolf in sheep's clothing. Ph Wallace McNair 022 488 2883, v12sunbeam@gmail.com **MEM WAITEMATA**



MOTORCYCLE ROUTE HOLDERS As commonly used for many years. Simple, effective and dry for up to 5 sheets. Magnifying window included. \$60 plus post. Text or call Don Green 021 0732642. **MEM AUCKLAND**



1917 MOON 6-36 SIX CYLINDER. Refurbished early 1970s, repainted once since. Reputed WWI history, believed sole survivor of model. Very reliable usable veteran. Many small blemishes and a few scrapes during this use, particularly on some wings. Minor mods for reliability. 50,000 miles. \$35,000. Ph Tony Barnes 09 620 1913. **MEM AUCK**



1948 AUSTIN 8. In restored order and a reconditioned and very willing engine. Starts and runs like new. The park lights have been converted to indicators, so now the car needs park lights. Rego on hold. \$6K or reasonable offer. Ph Bruce Cosson 09 436 5875, cossonz@farmside.co.nz **MEM NORTHLAND**

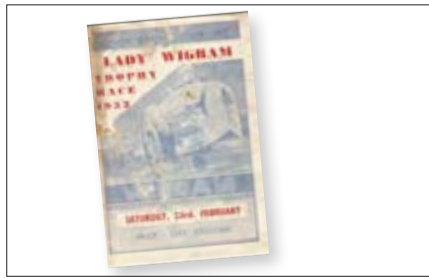


1955 ARIEL HUNTMASTER restored condition. Rego on hold. May trade for vintage motorcycle project. \$9,000. Phone 06 355 5953 evenings or weekends. **MEM HOROWHENUA**

WANTED



PARTS OR ANY INFORMATION on 1950s Morris PV Van. Mine has been converted to a camper esp need dimensions or an old radiator as can't finish front without. Ph Mike 09 810 7415, 027 494 5632, courtney@titan.co.nz
MEM AUCKLAND



PROGRAMME WANTED from 1952 Lady Wigram Trophy Race as per picture. I'm also looking for photos of an MG TD with white bonnet straps competing in the 1952 Wigram races. Ph 03 329 5148.
MEM BANKS PENINSULA



BULB HOLDER WANTED. Similar to the one in photo, but anything considered. Please contact Monty on 021 0226 1295 or claxtonsnz@gmail.com
MEM CANTY



NEW ALTO HORN PARTS WANTED, to make up a set. Either type of front as in photo, back shells and/or internal mechanisms. Any condition. Ph Monty 021 0226 1295, claxtonsnz@gmail.com.
MEM CANTY



VARIOUS PARTS Fuel filter. Square distributor cap for Continouza distributor (Delco license) for a mid 20s 8 cyl car. Complete Magneti Marelli distributor model TipoSF8S. Length of brass channel to make windscreen surround. Old style Jaeger speedo cable 1.5m. Ph 09 425 7015, hicks.family@xtra.co.nz, **MEM WELLSFORD/WARKWORTH**



SPARTON REPEALER AUTO HORNS as per illustration. Dual, triple or quad trumpets, prefer 6 volt samples, as well as any parts for the above. Also wanted are original Sparton horn mounting brackets for the cross bar, cylinder head, dash and fender installations. Phone Neil 03 434 9470, email neil.nonie@xtra.co.nz



FAIREY OVERDRIVE to suit Land Rover wanted. Ph 03 329 5148
MEM BANKS PENINSULA



MORRIS OXFORD 1959 REAR BUMPER in reasonable condition. Kelvin Hawke 027 497 3311, 09 836 4795, khawke4419@gmail.com.

1967 BEDFORD CA DEBONAIR CAMPER front RH¼ lite window glass to suit a Debonair camper. Ph Alistair 027 434 0934, mooreautos@xtra.co.nz.
MEM ASHBURTON

ASH WIRE WHEEL HUBS REAR, with taper hole and keyway 2 size threads at front dia across front 7mm. Left and right lock nuts. ASH marked on them. Phone Russ 021 0245 7984.
MEM BAY OF PLENTY

AUSTIN A40 FARINA MK2, I am interested to purchase one in good condition to use in VCC events. Needs good body, mechanics not so important. Ph Patrick 0274 421 786
MEM MARLBOROUGH

FORD MODEL T PARTS any year or condition or unfinished project considered. Phone Howard 027 232 3464
MEM SOUTHLAND

INFORMATION OR THE ACTUAL GOODS. A waratah hammer (large metal tube with steel handles) and a waratah lifter was taken from the donations trailer at the Manfield VCC swap meet. These are the property of a club member and are NOT free for the taking. If you have them or know who does please phone 0274 491 271 or 06 323 4170.

MOTIVATED BUYER OF VINTAGE CARS

All Vintage and classic cars constructed up to 1960 considered.
Must be in very good running condition, with wof and reg.
Immediate cash buyer.

Please Phone Geoff 021 177 9526
Email geoff@realnewzealandtours.co.nz

JAMES CADET MOTORCYCLE PARTS, about 1960 model, 150cc Villiers powered. I only have a frame, so I need everything else so that I can restore it. Also any parts for an Excelsior Roadmaster 197cc and a Talisman 250cc, also undergoing restoration. Phone or Text Bryce on 027 965 0447

LIBERTY LENSE HEADLIGHT GLASS WANTED. 8¾ inch with a light mauve tinge if possible otherwise two plain ones. Phone 027 209 7426 MEM CANTERBURY

LUCAS HEADLIGHT GLASS D903 M2 or D901 M1. Phone 03 349 8869. MEM CANTERBURY

MODEL A FORD ROADSTER 1930-31, any condition considered, will travel to inspect. Ph David Stafford 027 451 0700 or 07 543 3684, stafford1@xtra.co.nz MEM BOP

NZ PETROLHEAD AUGUST 1998 in good condition. Ph Wayne 06 368 5611 or 021 118 176, davidbrowns@slingshot.co.nz.

STEERING PARTS FOR 1915 SAXON left hand drive. Ph Joe 021 023 00874.

MEM WAIKATO

WANTED BY A GENUINE ENTHUSIAST for the archives of two important sports cars, race programmes from Wigram 1949, 1950, 1953 Mairehau 1952, 1953 and Ohakea 1950 and 1951. Peter Croft, bovet.croft@gmail.com Phone 03 3849 534 MEM BANKS PENINSULA

WANTED FOR A MODEL A 1930 ROADSTER PICKUP. A complete set of top irons bows, plus a original radiator cap, plus a right hand side lower windscreen stanchion, anything considered. Ph 027 489 3721. MEM MARLBOROUGH

SWAPMEETS/RALLIES

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.

The Annual
Marlborough Hospice Vehicle Display
will be held at the Waterlea Racecourse
10 March 2019

Open to all vehicles Vintage, Classic, Trucks, Boats, Motorcycles
\$5 to display gates open at 9.30am and public at 11.00am
Food available at this picnic day out

Further information contact
Patrick Pascoe 027 442 1786 email p.pascoe@xtra.co.nz



WANTED

British & European Classic Cars & Light Commercial Vehicles

Scottish Collector visiting New Zealand early January 2019. Looking to purchase mainly British & European Classic Cars & Light Commercial Vehicles such as: Land Rovers / Range Rovers / Austin / Morris / Fords etc

Also seeking good condition parts and panels for the above vehicles

Call: 00 44 7785 512111

Email: morris.leslie@morrisesleslie.co.uk

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

Entry forms available late October 2018

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

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.



26TH NATIONAL MOTORCYCLE RALLY



BLenheim

15TH–17TH FEBRUARY 2019

Riding and Social Events

Supporters Winery Tour – Opportunity to visit
The Omas 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 are now available from your Branch or by contacting our Rally Secretary

Colin Sweetman
Phone: 0274 372 087 or
Email: easterrally2019@gmail.com

All registrations received by 10 February 2019 will be entered in a lucky draw.



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 |



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

Kaaren Smylie
North Island Club Captain

Mobile: 021 66 43 41
Email: nicc@vcc.org.nz



If you're a vintage enthusiast or just yearn for yesteryear you need to be at the Mainstreet Caboodle, bringing vintage to the city

The Mainstreet Caboodle

Sat 19th Jan
12 noon - Late Night

Whanganui's Largest Annual Street Carnival

featuring

- Live Music On Two Stages
- Vintage and Classic Cars & Motorbikes
- Majestic Affair @ The Square Dinner
- Late Night Outdoor Vintage Movie
- Caboodle After Party

for more info www.mainstreetwhanganui.co.nz

Horowhenua Branch VCC NZ Inc

ANNUAL SWAP MEET

and collectables day

Saturday 16 March 2019

Gates open 7am

Levin Show Grounds Events Park

14 Tiro Tiro Road Levin

Admission

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

Food and Drink on site all day

Something for Everyone

Spare Parts - Open at 10am

Enquiries to Pete Collins

Phone 06 3688656 or

sandracollins@xtra.co.nz



Enquiries
waynemarsh@xtra.co.nz

**SAT 20 & SUN 21
APRIL 2019**



If it's got wheels or tracks it will be on display!

- CLAAS Harvest Centre Vintage Fair - Tractors, Steam and Farming Heritage
- Car, Motorbike and Truck Show
- Gough CAT Earthmoving Extravaganza



SPECIAL ONLINE OFFER

Enter ONLINE - \$20 for both days & receive **ONE FREE ENTRY** to Highlands National Motorsport Museum worth \$25.



ENTRIES OPEN NOW! www.wheelsatwanaka.co.nz

VCCNZ Ashburton Branch

SWAPMEET

Saturday 4 May 2019

Club Grounds 86 Maronan Road, Tinwald Ashburton
No Dogs Allowed • Catering by Ashburton Lions Club

Site Bookings to Karen Bell
72 Creek Rd Ashburton 7700
Email: funky_gran117@yahoo.co.nz
Phone 021 0243 1955

Gates
Open
7.30am



NORTH OTAGO BRANCH

ALL BRITISH CAR DAY Saturday 23 February 2019

Public Display and Registrations Tyne St. Historic Precinct 9.30am
First car away at 11am • Own picnic lunch required



FEATURED MARQUE ROVER



Entries on the day from 9.30am Fee \$25
Contact: Clive Blunden for entry form and full details
Phone 03 439 5207 or email blunden@slingshot.co.nz

SEEKING EXPRESSIONS OF INTEREST
NORTH CAPE TO BLUFF TOUR
 24 SEPT – 18 OCT, 2019 (25 DAYS)

Stage 1 North cape to Taupo (6 days)
Stage 2 Taupo to Wellington (5 days) includes Forgotten World H/way
Stage 3 Picton to Christchurch (6 days) Molesworth or Nelson options (plus 2 lay days at Christchurch (Fri/Sat) – Options: Swap meet or Trans Alpine Rail Trip
Stage 4 Christchurch to Bluff (6 days) Ferrymead/Akaroa visits enroute

You may do as many (or as few) stages as you wish (start or leave at any point), but hopefully would consider doing all stages. (Numbers will help for planning, discounts, catering etc.)

We will be visiting many unusual collections and places of interest along the way (and many branches)

Contact: Paul Collins
 Email: Collins.electronics@xtra.co.nz Mobile: 027 292 2204

Replicore NZ Ltd
 Working with old radiators since 1976

Specialising in brass era radiator cores and radiator restorations for cars or planes - USA or European

www.replicore.co.nz
 nick@replicore.co.nz
 Ph/Fax: 64-9-4365734
 48 Franklin Road, RD 1 Onerahi 0192

"Unusual or one-off core patterns to original specifications is our speciality"

S2S VAPOURBLAST

Specialists in the non aggressive cleaning of automotive, motorcycle and marine parts

Paul Greenslade
 Phone 027 252 7836 (027 BLAST EM)

EMAIL: s2sblast@gmail.com
 www.s2svapourblast.co.nz
 Greenhithe, Auckland

SOUTH CANTERBURY BRANCH VCC
SWAPMEET
 Saturday 6 April 2019

Contact Details:
 Site Bookings Phone Michelle 03 686 4824
 Email: scvccswapmeet@hotmail.com
 Chairman; Colin Johnstone ph 03 693 9093
 WINCHESTER DOMAIN, SH1 7.30AM START

NO DOGS ALLOWED
 Something for everyone

Hanco INDUSTRIES
 Motorcycle & Car Wire Wheel Repairs & Restorations

We Specialise In

- Custom Made Spokes • Speedway Wheels
- Rim and Frame Lining • Wheel Building & Truing • Complete Wheel Restoration

Vintage – Classic – Modern

Craig & Debbie Hambling
 Phone 06 324 8345
 Mobile 027 231 7864

410 Green Road, RD 6, Palmerston North Day or Night

RESTORED CARS MAGAZINE AUSTRALIA

First published in 1973. Most back issues are available. All vehicles featured are restored or in original condition. Events, How To's and Australian motoring history are a speciality.

Subscription Rates
 Australia 6 Issues \$57 or 12 issues \$111
 New Zealand 6 Issues AUD\$91 or 12 issues AUD\$179
 Overseas 6 Issues AUD\$106 or 12 issues AUD\$209
 Visa – MasterCard available
 Eddie Ford Publications P/L
 29 Lyons St, Newstead Vic 3462, Australia.
 Ph 61 3 5476 2212 Fax 61 3 5476 2592

Give the gift that lasts a whole year

DIGITAL SUBSCRIPTIONS NOW AVAILABLE

Subscribe today to send six issues a year full of motoring features, historical articles and our popular marketplace to your family or friends anywhere around the world.

Phone 03 366 4461 or email us at beadedwheels@vcc.org.nz

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

Beaded Wheels

CLASSIC RACING AND TIME TRIAL ACTION FROM RUAPUNA AND CHELSEA
 1960 HARLEY-DAVIDSON KRRT

VCC ON TOUR – IRISHMAN 2018
 1972 MAZDA 808 COUPE

MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND

LIFE IN THE FAST LANE
 The story of a 1928 Ford Model A Henderson Downunder

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE NOW AVAILABLE ONLINE VISIT ISSUU.COM FOR DETAILS



E. Parrott & Son Ltd

automotive instrument specialists

Specialist gauge repairers since 1946
Over 75 years of combined instrument repair experience.

SPEEDOS ■ TACHOS ■ GAUGES ■ CLOCKS ■ CABLES

Vintage & Post Vintage Restoration Work Undertaken

Email: info@eparrott.co.nz 124a Wordsworth St, Christchurch, NZ. Phone 03 366 9554

Robinson Instruments

Automotive & Marine Instrument Specialists



SMITHS GAUGES

Repairers and Restorers of Vintage and Classic Instruments
Speedo Cables repaired or made new to order

Ph. 09 636-5836 | 3/31 Princes Street, Onehunga, Auckland
sales@robinsoninstruments.co.nz | www.robinsoninstruments.co.nz



UPPER CLASSICS
NEW ZEALAND

FOR THE REPAIR & RESTORATION OF ALL
CLASSIC OR VINTAGE CARS & MOTORCYCLES

p: 03 962 7700 e: info@upperclassics.com
w: upperclassics.com 2-4 Halls Place, Middleton, Christchurch

OLD AUTO RUBBER

products for the car restorer



PENRITE LUBRICANTS
full range in stock

VINTAGE AUTO PARTS
phone or fax 03 359 8592
Gary and Ruth Arps • PO Box 5369 Papanui, Christchurch 3482

LISTINGS FOR OVER 800 MODELS



Classic Chrome RESTORERS

Done the old way – the right way
COPPER - NICKEL - CHROME
Specialist in restoration of Vintage and Classic cars and motorcycles

FREEPHONE 0800 862 476
www.classicchrome.co.nz

EMAIL stephen_winteringham@hotmail.com





Join us on the road ...



Our enthusiasts motor their classic cars, trucks and motorcycles all over New Zealand.
Any vehicle over 30 years old is club eligible.
Find out more about your local branch of Vintage Car Club of New Zealand

Visit vcc.org.nz to download membership application forms or contact your local branch directly for application forms and details. See page 2 for contact details of your nearest branch.

IDLE TORQUE



▲ Ashburton: A cool morning for our Opening Run sees South Canterbury members (from left) Shannon Stevenson and Graham Jarvis warming their hands on Gary Hawke's MG's radiator while Ross Parker looks on.

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

ASHBURTON COLIN SWEETMAN

We welcome new members Neil and Catherine Ritson Jaguar and Graham Wilson Morris Minor and look forward to seeing you at our events.

Our Daffodil rally was extremely successful and we attracted over 130 entrants including some non-members. A large number of participants commented that they liked the Show and Shine format, allowing time to look at the cars and talk to other owners. We raised nearly \$2,000, three times that of last year.

Our Annual Opening Run is run in conjunction with the South Canterbury Branch and this time it was our turn to organise it. Club Captain, Peter Lambie had us on an interesting drive around roads from our starting point in Hinds. One was a river crossing and Peter was hoping that it wasn't going to rain in the lead up to the event. We had lunch at our clubrooms and then on to look at Bryan Wilkie's shed at Coldstream where he has a collection

of Chryslers and Morris cars that he has restored himself.

Our Spring Rally was held on 23 September and went around the Rakaia and Dorrie areas finishing at the Dorrie Hall for lunch. Before we started we had to progress through a number of field tests which included guessing the total number of litres in different sized oil drums and the number of Weetbix in a box. There was also a time trial rally and this was won by Barry Quantock.

AUCKLAND JOHN STOKES

Motorcycles: We welcome new members Colin Readings with bikes ranging from a 1934 Coventry Eagle to a '79 Honda CBX, and Alan Macy who has a '74 Norton Commando. Paul Pavletich spoke at our August motorcycle meeting about his racing career and also brought along his 1989 Yamaha OW01, fitted with a Yamaha FZR 1000W engine. The bike puts out 172bhp at the rear wheel. Colin Tucker, New Zealand speedway ace, spoke at the September meeting.

Veteran: Alan Meridith is writing a book on the Stone Bros De Dion Bouton agency in Invercargill. Russell Vincent has got a lot of history of his 1905 Cadillac from

John Stewart. John also gave the branch library a lot of information on the 1899 De Dion tricycle he restored some years ago. Quentin Lawrence has just about finished his 1913 Model T Ford pickup. Several interesting veteran vehicle tools have been produced at Veteran meetings.

Vintage: We welcome new members Steve and Karen Budd, '29 Plymouth. Roger Fletcher is still progressing with the restoration of the late Harold Denton's 1923 Moon.

Commercial: Murray and Penney Firth have just completed another long and successful trip in their 1931 Bedford.

Presentations: Russel McAlpine was presented with his 50 year award at our pre-Hunua 100 function and Jim Francis, a founder member of our branch, received his 60 year award. Jim read an interesting letter he wrote to the Queen, and read the reply he received from one of the Queen's ladies in waiting.

General: John and Ngaire Cheal organised a mid-week tourers run to a model railway collection at Pukeowhare, while Kelvin Hawke organised the September run to a Bradford and other vehicles collection in West Auckland. The October run was plotted by Jo Bielecki

and visited the site of the Roose Shipping Company operation on the Waikato River. The annual PV P80 rally was won by Stephen and Tracey Winterbottom.

BAY OF PLENTY DONN WHITE

The Daffodil Day Run was an unprecedented success with over 120 vehicles of every description and approximately 240 people mustering at the Cliff Road clubrooms on a beautiful spring afternoon. The day was brilliantly organised by Ken Frew and Linda Downey. No doubt due to their enthusiasm, and also because the weather was more than well behaved, \$2021.52 was eventually collected and handed over to the manager of the local Cancer Society - Ellen Fisher. This formality was conducted during our September club night in the clubrooms in front of a near capacity audience.

On Tuesday 28 August, just two days after the Daffodil Day Run, a good number of members delivered daffodils around the various business houses in the greater Tauranga area. It was pleasing to see a number of vintage and classic cars being used for this purpose.

Much work has been going on behind the scenes involving an amendment to our branch constitution. A special general meeting was held to adhere to the formalities of creating the position of branch Vice Chairperson. An anomaly in our club constitution meant that a branch Vice Chairperson could not be appointed until the necessary formalities were completed. Once these were done an election was held and Ken Frew, a long-time stalwart of our branch, was elected to fill the position. Ken is well known in our local branch circles for the tireless efforts he has put into events such as Daffodil Day Runs, Car Shows and Swap Meets in recent years.



▲ Auckland: Classic: Tony and Angela Forster have bought a 1951 Citroen Light Fifteen.

▶ Auckland: Recent presentations included Russel McAlpine 50 year award and a 60 year award to one of our Auckland Branch founding members, Jim Francis (far left).



Bay of Plenty: Ron and Kerry Elton were keen local participants in the Daffodil Day Run with their 1934 Triumph Gloria.

CANTERBURY TONY BECKER

2018 Awards Dinner was a grand affair. The superbly prepared Main Hall staged 17 member presentations for 25 to 60 years continuous membership by National President Diane Quarrie. Top award went to Ivan Hibberd, the 60 years recipient. Noggin-n-natter Display Organiser, Don Muller, adds interest each month by way of vehicle and memorabilia displays. As our VCC register includes Japanese vehicles these days Don arranged a pair of very tidy 1966 Datsun Prince 200 series sedans in September. October's noggin displayed winners of the combined Women's and



▲ Bay of Plenty: Vice Chairperson BOPVCC, Ken Frew, presents a sizable cheque to local Cancer Society manager, Ellen Fisher.

◀ Canterbury: The Duzgo.

Under 25 Drivers' event. Also featured was an extremely rare Kiwi invented Duzgo. Motored from Greymouth by owner Allan Giles, the 1977 example was number 14 of 17 'factory' built in Whataroa, South Westland. With two gearboxes feeding rear wheels from inline motorcycle power, these small utilities have loads of off-road ability. They proved surprisingly handy on the road too, Allan taking less than 4 hours to drive from Greymouth to Christchurch. November will feature display winners from October's weather-affected swap meet, speaking of which, was quite a successful weekend financially in spite of first day conditions; Parts Shed proving particularly popular that day! Some confusion lately due to a few members inadvertently paying their Subs to their branch a/c instead of National Office a/c. This may cause the latter (without evidence of payment) to rightly terminate membership! Warmer days have two-wheeled enthusiasts looking forward to a number of opportunities including November's Girder and Branch Annual Rallies. Weka Pass Railway invited us to support a Diesel Day in which they celebrated a first gathering of five different models of diesel locos. Like their VCC counterparts, they really enjoy their hobby.

CENTRAL HAWKE'S BAY JOHN FOOT

The September outing was cancelled due to the large amount of rain that we had at the beginning of the month. September club night was held at the Dannevirke Club where we were joined by a contingent of Manawatu Branch members for the annual get together with 64 sitting down to dinner. National President, Diane Quarrie, spoke about the 2021 International Rally and the very successful Daffodil Rally. Our North Island Club Captain, Kaaren

Smylie, and husband Jim were our guests for the evening and they gave a very interesting photographic insight of their Route 66 trip. Kaaren also gave an outline of the 2019 North Island Club Captain's Tour. September the Wellington Branch came to Waipukurau with their annual Tom's Tour and some of our members joined them for dinner on the Saturday evening. On Sunday morning the ladies got to have a bit of retail therapy while the blokes kicked a few tyres and told stories after which we proceeded to OngaOnga to view their Historic Village, Museum and Coles Bros historic joinery factory. The next visit was to Taniwha Daffodils before everyone departed for home. The next outing was to Hastings to visit Silky Oaks chocolate factory Napier, Karina Gardens, and Birdwood's Gallery Havelock North. The second week in October was a very interesting mid-week run to the Norsewear sock factory at Norsewood followed by a visit to Kintail Honey at Takapau. Four cars attended the Wairarapa Branch 50th anniversary celebrations.

CENTRAL OTAGO GRAHAM TAYLOR.

Another successful Blossom Rally was held in September touring down through the excellent motoring country. We then headed through the Crawford hills to the Ida Valley, before crossing over to the Manuherikia Valley the Becks Pub, which also doubles as a very respectable second hand emporium. Return to Cromwell was via Ophir, also a very quaint historic village.

We had five members involved in the Targa tour, and one team in the Monte Carlo rally. Planning has started for another British and all comers day for 4 May at Wanaka, supporting the Lakes District Air Rescue Trust. One of our members had a serious accident and was the recipient of the Lakes District Air Rescue evacuation to Dunedin, the timely arrival at Dunedin Hospital has greatly helped his recovery. He is now more enthusiastic than ever to support this day as our local charity. On 14 - 17 March I am leading another run to the Scenicland Rally West Coast, contact me for details.

Our National Daffodil Day efforts will be based at Cromwell next year. Don and Lynne Yeaman have taken over from me as the Editors of Puff n Stuff, our Club magazine. Rising postage rates mean that we will be charging extra for printed copies from the New Year. Negotiations are continuing re the establishment of a mens' shed. Committee meetings will be

at Cromwell first Tuesday of every 'even' month.

EBOP

BRUCE SEDDON

Our contribution to the Daffodil Rally for Cancer included a public display of 50 cars after a tour through Whakatane to the Heads and back to the display area. We were well supported by VCC members and other classic car owners.

Our club run last month was to the Paeroa Vintage Weekend. Steve and Joy Growden in their '28 Plymouth won the rally, closely followed by Les and Gail Costar in their Model A. The rally took in the backroads of Waikino, Karangahape, Waitawheta and Waihi which are truly scenic roads for touring on. It was also enjoyable being part of a parade of about 150 vehicles through Paeroa.

North Island Club Captain Kaaren Smylie and her minders visited our monthly club night to show their Route 66 Tour DVD and to outline plans for upcoming combined branch runs for the BOP and Waikato area branches. A combined run to Rotorua in November has an attractive destination of Te Amorangi Steam Museum and a fine day should pull a large fleet of cars.

We support the Kawerau Woodfest each year with a display of cars and there was steady interest in the range of yesterday's cars we parked up for the day. Kawerau township buzzes each year with its celebration of the industry and trades that were the reason for its development. Woodfest is the place to be to see timber turned into sawdust in many creative and speedy ways.

FAR NORTH

DAVE DUIRS

Bruce Holmes' Kerikeri Vintage Transport Museum of cars, trucks, tractors and engines was enjoyed by a small group followed by a "Roundabouts of Kerikeri" run and picnic lunch.

Our annual clubrooms working bee spruced up the venue in readiness for Whangarei's Far North Tour. This was a little easier this time as we will not be catering as we have for 40 plus years.

Classics & Caffeine at the local beach resort has got off to a slow start but hopefully will grow with vehicles from all surrounding clubs parking on the beach front while crews enjoy a social time. This comes as part of an effort to interact with the public and other old vehicle folk without too much organisational effort. Patrons and tour bus onlookers, many

▼ Central Otago: It's Mini country.





▲ EBOP: Paeroa Vintage Rally 1st place - Steve & Joy Growden.



▲ EBOP: Dressed to Wow at the Paeroa Vintage parade.



EBOP: Ready to head out to Paeroa Vintage Weekend - Watson's Model A, Costar's Model A, and Growden's Plymouth.



▲ Hawke's Bay: Safari group by New Zealand's longest place name.

from overseas, certainly enjoyed the displays so far.

The Vintage & Classic Mix & Mingle at Pennell's Kaimaumu emu farm had a great atmosphere with a true mix of VCC vehicles (several out for the first time), some classic club cars, motorcycles, a genuine hot drifter (which showed us how it's done) and e-bikes which, when trialled, produced some interesting riding and dismounting styles. We had a couple of stalls and a coffee van with tantalizing, complementary nibbles followed by a picnic lunch in the garden finishing off with a visit with the emus. This was different and entertaining but also produced plenty of opportunities to be consumed by things "old car".

GORE

JIM MC FADZIEN

The Gore opening run on 16 September saw 16 vehicles signed in ready to go with some questions at the start. We had a dry two weeks prior so the dust was as bad as ever and no wind meant a big spacing between cars. About half of the run was on gravel and grey cars were the main colour at the finish. Back at the clubrooms we enjoyed dinner and the usual natter. The winner of the run was Stuart and Janet Quartier in their Cortina MK 1 1500 Super. Since then the 1938 Dodge of Chris Scoles

was side swiped while parked outside his house. It looks like a competition for the Hard Luck trophy this year and the year has only started.

For our National Daffodil Day organiser Bill Sheddan once again took 34 entries from the Gore area to Lawrence through points of interest on the way and we raised \$700 for the charity.

Our Auction night on 9 October was well supported by club members but deep pockets didn't help our Auctioneer Gerry, who at times got phone bids. He gave us a lot laughs and gave of his usual best.

At the time of writing our branch has been asked to provide 20 members to man check points for the Targa Rally which will come through this area. We are hoping that we don't get horizontal whiplash as they speed past.

HAWKE'S BAY

HELEN BALL

The September run gave members a chance to find out about the history of churches in the area. We first visited a church built in 1880 by The Society of St Mary and Sister Suzanne Aubert. Another treat was the Eskdale church built privately as a War Memorial and has war memorabilia inside.

We were delighted to host the North Shore Branch to a dinner at our club rooms

as they travelled through the area on their Spring Run.

Recent changes since our AGM saw Lyndsay Browne stepping down as treasurer, due to work commitments, and Paul Eager stepping in to fill the position. Kevin McGrath was seconded to



▲Far North: Mix 'n mingle - large and small.



▲Far North: Euros at the mix 'n mingle.



▲ Horowhenua: Andrew Heffey provides driving lessons to Bob Barton.



▲ Marlborough: Rally and 60yrs of the Branch John and Wendy Gray show how it should be done! Photo Linda Laing.



▲ Horowhenua: John Rapley identifies his missing Brabham race car along with Police. Photo courtesy Kapiti News.



▲ North Otago: Bruce Watt with daffodils on his 1952 Landrover.



▲ North Otago: G. Hay Studebaker - Gordon Hay and his WGHs assistant behind the wheel of his 1915 Studebaker.



▲ Marlborough: Rally and 60yrs of the Branch, OOPS! Didn't think it was that deep!!! A ford crossing on rally route. Photo Linda Laing.

▼ Nelson: Bill Dense and Brent Colvin removing the offending axle.



▼ Nelson: The girls have auto work down to a "T".



Northland: Some of the vehicles taking part in the Around the town Whangarei Northland run.



Northland: The Nash of Ron Anderson and the Chrysler of Albie Littin followed by the more moderns about to set off from the Whangarei clubrooms.

committee. Many thanks Lyndsay for all you have done in your time as treasurer.

The main October event is Safari over Labour weekend. This year it was the eco friendly "Wairarapa Wander" with a record 27 vehicles taking part. On Friday the participants headed to Waipukurau and then east on SH52 past Wimbeldon to stop at Waihi Falls for lunch. After a dry very dusty day the group settled at Masterton for the night. Saturday was a drive to Castlepoint and a chance to climb the light house then on to Stonehenge Aotearoa before finishing the day with a gourmet pizza meal in a log cabin surrounded by native bush. On Sunday it was off along the back roads to Martinborough and on to Cape Palliser, viewing seals and the Putangirua Pinnacles on the way. It was a very successful weekend thanks to organisers Juliette and Harley Cadwallader

HOROWHENUA PETER NIGHTINGALE

Our Idle Torque reporter Peter Nightingale is convalescing at home after surgery. He is doing well and taking a well-earned rest.

Our sincere condolences to Ivan Benge and family on the passing of Rita. Vintage cars were present at Rita's Memorial Service at Foxton Beach. Ivan recently created branch history in becoming our first ever 60 year member.

Member John Rapley has got his stolen 1962 Brabham BT2 historic racing car and caravan back. Police executed a search warrant on a rural Horokiwi Wellington property in late September. Both vehicles were located in the open and worse for wear because of exposure to the Wellington winter weather. Some parts were missing, however the majority have been recovered. John was resigned to the fact he would never see his beloved car again. Incidentally this car is rumoured to have been used as a getaway car in the Great Train Robbery in Britain.

Approximately 30 members attended the Police Museum on our September monthly run. Members were treated to a guided tour of the exhibits by the Curator. All report an enjoyable and informative visit. 'Freddy' Barton, Bob's Fox Terrier has been promoted to Sniffer Dog after receiving his Police Uniform Coat.

Members attended Southwards Museum's Coffee and Cars day in October. Several clubs displayed their cars in the front gardens.

Andrew Heffey is encouraging Bob Barton with driving lessons in his Ford T. He hopes to motivate Bob to get his French

bodied T on the road soon. Bob imported it upon his arrival in New Zealand some years ago. It is close to being legal and mobile.

MARLBOROUGH CARROLL WIBLIN

We welcome new members Harry Reader, Ken Pascoe, Ryan Harris, Murray Marfell, Brendon Wadsworth, and Fred Uhrle.

Another highly successful Daffodil Day was held again this year. Once again our members put their best foot forward and the Branch raised \$9,000 (\$1,000 more than last year.

The Blenheim Testing Station opens on Saturday afternoon in September then again in March so that we can put all our vehicles through at the same time. This is a very popular day and also a bit of a social occasion because you have the time for a leisurely chat while waiting your turn.

Another successful Mud Trial has been held. This always attracts a good number of entries and the young contestants are becoming a real threat to the more mature members.

Our Biennial Branch Rally was a non-competitive run through some very interesting countryside and finished up at Whites Bay where we enjoyed a leisurely lunch and a stroll to the beach. We had two cars entered with our 1928 Renault being driven by our younger son with our granddaughter as navigator. Was great to have them join in. Our Club Captain suffered a medical event, but in true VCC style arrangements were made for his vehicle, wife, and grandkids to be taken back to Blenheim while the ambulance took him off to hospital. I am happy to say that he was sent home later that day, so we could all breathe a sigh of relief. It was also very fortunate that a local doctor was camped right next to where we were parked, so help was immediate.

NELSON RAY ROBERTSON

On 7 October the assistance Nelson members Brent and Sue Colvin received from the "A" team at the Marlborough Branch can hardly be called "idle talk".

Partaking in the 60th Anniversary Rally, their Riley RMB's right rear wheel, hub and axle decide to depart its differential. Stranded somewhere up the Waihopai Valley, the ladies made themselves comfortable while Nelson member Bill Dense took to remedying a temporary fix, but not without Chris Bird, Kelly Langdon-Lane and Peter Thwaites checking in on

progress and making calls to the AA (just in case).

Post rally the Riley was found to have a fair bit of axle play – a call to Earl Preston and arrangements made to open the parts shed next morning.

What followed was magic, Bill ripped everything apart, handed the bearing to Rae Fairweather who muttered something about it being a heavy load type and 5 minutes later he handed Bill a new bearing. An old oil seal was cut in half and the seal washers ground down to make a spacer and replacement lock washers were found. A brass drift was found to re house the new bearing and another gent took off home and engineered a nylon spacer, a much appreciated spare.

Three hours later, no more play, thanks to combined effort by a great bunch of knowledgeable and very enthusiastic guys.

Earl Preston and his team are to be congratulated on the supreme effort they have made to turn the parts sheds into the very organized "automotive supermarket" Marlborough now have. You know these parts are treasures when they are so well displayed.

NORTHLAND TREVOR REILLY

The local "Lets Drive" September run out to Otamuri beach reserve was organised by Bruce Cosson. The journey included a drive through the established residential and then rugged country side including some gravel sections of road surface, which caused some concern to the moderns and the motor cyclists taking part. The older cars were seen to have smiles across their grills and dust on their wheels.

It was a time to relive the motoring of old where the centre of the road was the best place to drive on and watch out when a vehicle was approaching on the narrow sections. Eleven cars and a motorcycle with passenger completed the drive to this picturesque beach, where luncheon was eaten beside the sand in the shelter of the grassed bank to avoid the cool southerly breeze.

The Northland branch October outing was an "Around the Town" run organised by Trevor Reilly where the participants had a number of questions to answer while exploring a number of sealed road circulating around Whangarei. Eight cars and 17 persons took part. The need to read the questions fully before answering is a skill a few members found out about today. A picnic lunch in the clubrooms gave the

opportunity for robust talk about the run and the branch.

NORTH OTAGO KATHLEEN PERRY

Our End of Year luncheon was held at the Star & Garter Restaurant on Sunday 22 July. Members who featured more than once were Wanda Kent, 1968 Hillman Imp, 1st Ladies Run, 1st, Anzac Day Field tests and 3rd in the Regularity Test. Wanda and her partner John Adamson, 1956 Karrier Estate station wagon, 2nd eq. Teapot Rally (a combined rally with Waimate branch) and 3rd eq. in Overall Timed Trials. Gilbert Ellery 1950 Bedford ute, gained placings in the Opening Rally, Teapot Rally and Anzac Day Field Tests. Royston and Jackie Shirreffs, 1939 Chevrolet, 1st Opening Rally and 1st Overall Timed Trials. Charlie Walsh, 1987 Falcon, 1st Jack Crump Memorial Trials and 2nd Overall Timed Trials.

On Tuesday 27 August a group of members drove their vintage cars delivering ordered daffodils to the commercial sector of Oamaru. Gordon Hay had his 1915 Studebaker out for its first branch outing and our chairman, Gilbert Ellery's yellow 1950 Bedford ute was a perfect match for the daffodils. Students from Waitaki Girls High School assisted with the handling of the daffodils and our members appreciated the organization led by Brian Dark and Rayna Hamilton of the Cancer Society.

NORTH SHORE RICHARD BAMPTON

North Shore has a new (old) addition to the workshop which is going to keep our enthusiastic team working for aeons to come! Purchased in 1935 and used by Thompson & Hills Ltd in Auckland until it was given to William Triner in about 1947/48. William didn't have a driver's licence so left the car on the family dairy farm until he decided to teach himself to drive. He took the vehicle out and drove it down the road, lost control and hit a tree. The car was never repaired but was shifted from shed to shed on the dairy farm where it stayed until 2011.

Son-in-law Neil Cox decided to get the vehicle going and did some work on the motor but it was never started. David, Neil's brother, wrote to The BSA Club in England two years ago and requested details of the vehicle and they emailed back saying that this is the only surviving BSA delivery van in the world.

The vehicle stayed in the shed until the farm was sold. The vehicle was then moved to David's place in Glenfield where it stayed

until 20 September 2018 when it was taken to North Shore Branch.

Our most recent big event was the Spring Tour organised by Paul Collins when a good number of members took part in what was an amazing trip to Taupo and Hawke's Bay. The run was quite challenging in places but we all made it safely through with only a few cars having problems and a few people getting lost.

OTAGO MARION MCCONACHIE

Our PW/P60/P80 Rally in September was organised by Alistair Graham and our newer member Kevin Mason. We avoided SHI where we could and took all the back roads to Dunback where we had lunch. New members Tony and Stephanie Pomfret were thrilled to have been awarded 1st place for the P60 class in their 1974 Triumph 2.5 TC, with Kevin and Trish Fowler gaining 1st PW in their 1950 Jowett Javelin.

Dunvegan Rally was a successful event for the motorcycle crew. This year they came across a group of Model T owners heading in the same direction in the morning. Kevin Clarkson thought he was leading the pack, but alas, Kevin Mason was well ahead when he passed the Model Ts in Middlemarch, on the way to Ranfurly. The group spent the evening at Sidey Lodge, which served their needs really well.

Our Taieri Tour fielded 43 vehicles of all classes for a good tour of the Taieri Plains. Not many hills at all, and just a few opting to travel the gravel to Sinclair Wetlands. We lunched at the Outram Historical Museum. Mike Purdie Smith's Standard 8 was on its second outing and Bruce Murray's Morris Minor van was on its first Taieri Tour, with Eleanor Harrison as Navigator. Overall winner was Peter and Beth Daniell in their 1951 Vauxhall, Time trial was won by John Adamson in his 1968 Hillman Imp. During the Prizegiving Dinner South Island Club Captain Alon Mayhew presented a 50 Years Award to Ray Craig and 60 Years to Graeme Duthie.

Colin Winter is planning some slight changes to the usual format for our 65th Dunedin Brighton Run. The recently finished 1901 Locomobile was officially launched at the Home and Living Show in Dunedin on 3 November.

ROTORUA RONALD MAYES

We welcome new members this month: Andrew Batchelar, and Edward and Betty Gooding who own a 1928 Nash.

A non-competitive run around town and over a local country route was organised at short notice by Chairman David Tomlinson for Sunday 14 October. A surprising number of cars turned up, including a family of BMC sports cars: the Austin-Healey Sprite of Reg Munro, and the 1960s MG Midget's of son Ross and grandson Jason. Added were Dennis Kenny's 1930 MG PA and Bill and Adelai Skelton's 1929 Austin 7, giving us a colourful convoy of the best of British. The run terminated at a shed in an industrial quarter of town and in the shed were several International trucks including a 1922 Speed Wagon, a Commer, and a 1953 Humber Super Snipe, plus the birthday cake and other edible goodies to celebrate the 88th birthday of their owner Bob Woolston. The candles blown out, he proceeded to start the present he had bought himself - a 1927 La Salle roadster.

The October mid-week run took us around various roads in the Ngakuru area, interesting driving and scenery and a treat enjoyed by our friends from the Eastern Bay of Plenty. A stop was made at Rocky and Rebecca Fiske's property. The joys of country living! The shed has room for 5 cars, Triumphs predominate but there are also his recently restored MG Midget and a Mini Clubman 1275, plus motorcycles.

Our next big event is the Rotorua lakefront car show Sunday 20 January 2019.

SOUTHLAND RUSSELL MCIVOR

We welcome new members Laurie and Karen Henry

Stuart Francis organised an entertaining quiz night for September, won by the Dave Clearwater trio.

At the October meeting 60-year badges were presented to David and Russell McIvor, followed by a discussion and display by Howard Kingsford-Smith with his 1965 GT Mustang. Long term badges were presented to Ashley Bell 50 years, John Bourke 25 years and Owen Davies 35 years.

A club member working at the Transport World collection showed me the differences between the 1910 Model T they have and later models. This is possibly the oldest Ford T in New Zealand. Parked nearby was a recently purchased elaborate Model AA Ford popcorn wagon.



▲ North Shore: Lunch at Lake Tutira.



▲ North Shore: 1935 BSA .



▲ North Shore: Steve Trott's beautiful collection of cars.

▼ Otago: Graeme Duthie presentation. ▼ Rotorua: La Salle start-up.

▼ Southland: 60 year badges to David and Russell Mclvor left to right in photo Wayne Nicoll David Mclvor Ray McCulloch Russell Mclvor Ian Ridd.



▲ Rotorua: Monsieur Robert la Salle himself.

▲ Rotorua: 4/5ths of Rocky Fiske's car collection.



▲ Southland: Ashley Bell's 50th presentation.

▼ Southland: 1965 Ford Mustang owned by Howard Kingsford Smith on show at meeting night

Southland: The day the Targa came to town!



In early September local vintage motorcyclists entered in Around the Taki's Run. This event, which is open to all motorcyclists, leaves from Colac Bay and travels approximately 400ks around Southland. Over \$1000 was raised for the Cancer Society. Run results were:

Oldest bike	John Hayman	1955 Ariel
Oldest bike/rider	Bob Anderson	1956 DKW
Hard luck	Ross Smolenski	1975 Triumph

Our club Garage Tour started at Ray McCulloch's workshop where he spoke on white metaling and machining. Next visit was to Tony Warren's bikes and 1911 Vulcan under restoration. Then John Armistead's Holden and Mini vehicles and finally Stuart Francis' bikes collection.

Local members displayed their cars and one motorcycle to a large crowd, on a lovely Southland day, at Queens Park in Invercargill. This was to compliment entrants in the vintage section of the Targa New Zealand. We also helped with marshalling and advertising.

SOUTH CANTERBURY

SHANNON STEVENSON

The Daffodil Rally for Cancer on 26 August attracted 130 vehicles. Starting from Caroline Bay, the rally took members in the direction of Geraldine to the end venue, Capricorn Gardens. In the following week Daffodil deliveries took place by several of our members.

In late August we were saddened to hear about the passing of Colin Lyon. A 50 year badge holder, Colin supported numerous branch events, including assisting Joan Paul with the Annual Mystery Ramble. Various vintage projects were worked upon by Colin over the years, a final one the restoration of an open-top Delage.

At our September Noggin night, Grant Mitchell showed members rare colour film footage of 1950s Dunedin street racing.

The Opening Run with Ashburton took place on 9 September. Starting at Hinds and attracting over 60 vehicles, this took members to various locations in the Ashburton region, including Carew, Westerfield, Lake Hood and Lowcliffe, where a visit was made to the property of Bryan Wilkins, and his vintage vehicle collection and restoration workshop.

Our first Timaru Continental Vehicle Day took place on 30 September. Attracting 23 vehicles including several supporting British vehicles, the rally took participants through rolling hill country to Maungati, Cave, Pleasant Point and Geraldine.

The 63rd Mt Cook Rally took place on Labour Weekend. Attracting 50 entrants

from various branches, the route took members via Kurow and the Waitaki Valley to Twizel on the Saturday Field tests and the trip to Mt Cook Hermitage took place on Sunday.

TARANAKI

COLIN JOHNSTON

Our Rubber Duckie annual motorcycle rally was held in September with an exciting rally route through mountain ranges and over to the area around the Cape Egmont lighthouse on the rugged west coast. There was an excellent entry of 37 motorcycles from Auckland to Wellington. The overall winner was Peter Alderdice from Auckland.

The North Island Club Captain made a visit to our branch and attended our Noggin and Natter club night in September. Kaaren Smylie and her husband Jim shared some interesting plans for upcoming events. They showed a DVD on their recent trip over Route 66. They were also able to visit Ashley and Lorraine Smith's collection of Ford A and T vehicles in Waitara, including a rare 1930 Model AA camper and Model T and A speedsters.

Over Labour weekend the New Zealand Armstrong Siddeley Club used our clubrooms for their AGM and lunch stop following their road rally. Some of our members turned up to add to the day and open up the parts shed.

John Muter is making steady restoration progress on his 1920 Dodge Brothers tourer with the body and guards nearing completion. He hopes to have the car back on the road next year. Des Cornwall in Stratford has a 1925 Ford Model T coupe under restoration and is now putting it back together. Des has 11 vehicles in his collection and has done a huge amount of work himself.

TAUPO

NEIL CHAVE

At a recent club night Constable Barry Shepherd spoke about his work with both Search & Rescue and in many countries supporting local communities after a disaster, such as the downing of the Malaysian flight over the Ukraine, the Australian bushfires, and many other international incidents. Barry is a very experienced investigator and has over the years received a number of awards for his work. With the now world famous Tongariro Crossing on Taupo's back door step one of the major changes he would like to see is better control over those taking the walk to ensure they are properly equipped and don't become a victim of the climate

changes and sudden adverse weather conditions. Fortunately the continuation of Taupo's rescue helicopter services has been recently confirmed.

Our monthly club run later in October is the Captain's Run over the Gentle Annie to Hawke's Bay and it's great to see such a large number of members joining in for this event. This is a weekend run with a couple of nights in Hawke's Bay after the traverse has been completed. Planning for the Club's Annual Rally in March 2019 is well underway and the committee is to meet again later in October to keep the momentum going with the organisation. We hope to also include participants in the North Island Club Captain's Rally that will be run at the same time.

WAIKATO

JEREMY BROOK

Fifteen of our club members, led by Reece Burnett, have been involved in producing a Ford Model T replica as a static display for the new Katherine Mansfield Garden at the Hamilton Gardens. Many hours of time and effort were spent on the project with the support of many local businesses. The finished car looks great and will become a drawcard for visitors to the garden.

The major event of the year was the branch's 60th anniversary celebration. A formal dinner was held at the Classic Car Museum in Hamilton, with diners seated amongst the car display. Bertie and his partner were the MCs and entertained with lively stories and details of sartorial elegance relating to 1920s fashions. Four 60 year badges were presented to Roy Rowe, John Bayley, Bob Blackwood and Hugh Webby. A 50 year badge was presented to Colin Wiseman.

Wednesday's Wander was a visit to an automated cowshed in Morrinsville, where the cows check themselves in at will - something new and different for now but is becoming more and more popular.

The annual Post Vintage Rally, with a good turnout of participants, had an interesting rural drive to Raglan, culminating with a very close up encounter with the wind turbines on the hills at Waitetuna. One can understand just how they work so well when even at their base the wind is so strong. Thanks to Julie and Graham Rickard for their great plotting. The rally was won by the Winterbottoms from Auckland driving their Standard Vanguard.



▲ Pauline and Wayne Young's 1930 Rugby Truck, Gavin and Michelle Munro's 1928 Ford Model A, entered by daughter Krystal, and John and Mary Lester's 1935 Morris 8 Sport, Mt Cook Rally.



▲ South Canterbury: The family of long time South Canterbury branch member Jim Sullivan at the start of the Mt Cook Rally. Their vehicle, entered by Cecilia Sullivan, is a 1962 Chrysler Valiant S Series.

▼ Taranaki: Taranaki — Armstrong Siddley club members cars at our Waiongana Club rooms on Labour weekend.



▼ Wanganui: It is unusual to have two Humber Hawks on a run - much less with number plates to show the years. I thought that this may be an interest photo. Mine is the 1954 Hawk (green). Plates 54Hawk and 55 Hawk. Photo was taken at the lunch stop at Ongaonga, opposite the museum. Photo Neil Farrer.



▲ South Canterbury Branch owned 1973 Austin A60, driven by Miles Winter - Mt Cook Rally.



▲ Chris Chambers' 1952 Morris Minor, undergoing field tests at Twizel on the Mt Cook Rally.

▼ Taranaki— Karen Smylie our North Island Club Captain inspecting the 1930 Model AA camper of Ashley Smith when she visited Waitara.





▲Wellsford: 1939 Chrysler



▲ Wellsford: Ford Model A.

◀ Wellsford: Chandler

▼ Wellsford: Branch members thoroughly enjoyed the trip out to the Aladdins cave that is Don's shed.



▲ West Coast: Monthly morning tea get together at Shantytown.
64 Beaded Wheels



▲ Wellington: Dinner at Waipukerau after Tom's Tour and 2nd hand shopping

WAITEMATA IAN GOLDINGHAM

Waitemata Branch VCC have regretfully decided to suspend the 2018 Chelsea Hillclimb!

You may be well aware that Chelsea Sugar have opened a visitor centre with guided tours, and a new café has been launched. Both have had significant publicity; and the venue has now become very popular, to the point where from mid-morning to mid-afternoon last Sunday visitor/customer cars were coming down the hill at one per minute. It is expected that this popularity will continue, and this will be obvious when you see how well they have established the new venture. Core committee members met with key managers at Chelsea, including the café owner.

There were several issues that we needed to resolve for us to be able to hold the event with confidence that it would be worthwhile for participants, would not cause an unacceptable effect on Chelsea Sugar or the café, and above all, be safe for all.

The issues were:

The carpark: On the weekend several members visited Chelsea and the carpark was full. Some prospective customers were unable to park and left. The café owner said that most customers came by car.

Pedestrians: Currently there are works underway behind the cottages, and pedestrians are discouraged from using that route. That means that at the bottom they must walk alongside the road before crossing the bridge. That would be unsafe if any entrant was coming up. The sheer volume of people may make it difficult to manage. We usually have at least 15 marshals for this event, but will ideally need more, given the extra traffic that now needs to be managed. Also, a lot of cyclists are now biking up and down the hill, where we have had very few, if any, before.

Number of runs: Calculations done after we met Chelsea staff, indicate that competitors are likely to get one practice and two-timed runs as we will have frequent interruptions due to the need to close the course at least every 10 minutes to allow general public cars up and down. One run every two hours would not be desirable for competitors.

Visitor traffic, and control of that traffic: This is the big one. While we have a Road Closure approved, giving us legal right to direct and halt traffic, given the increased volume of general public traffic at Chelsea we have to accept that some impatient people will do as they want and

may not think of the safety of others. We believe that such actions present an unacceptable risk to the safety of our members, the general public, and also the reputation of our Branch, the café, and Sugar Works. The concern is that we may not be able to prevent such an incident, and, if an injury or fatality occurs, the impact on the Branch, the wider VCC, other motorsport activities on public roads, and, in fact, many other clubs who use public roads, could be immense. The Waitemata Branch itself is currently looking for additional venues for speed events.

Given the above, Waitemata Branch believe we would be taking an unacceptable risk if we proceeded with the hill climb at this time. Our decision has been to cancel this running, but keep options open for another date if the café is closed at any time. .

WELLINGTON CLAIRE BENGE

Late September some of us went on Toms Tour, a run in memory of a former member, Tom Janes, who loved second hand shops. The Wairarapa and Southern Hawke's Bay is known for their second hand shops so on a Saturday we all met at Greytown for breakfast before heading off and visiting second hand shops on our travels. We spent the night at Waipukerau where some members of the Southern Hawke's Bay Branch joined us for dinner. The next morning we visited the Onga Onga Historic Village, and Taniwha Daffodils nearby. Lunch was at Dannivirke before heading home.

At August club night we heard about Phil Mcloy's ongoing restoration of a Scorpion truck. This was purchased from England but when it arrived, everything was seized up, and the periscope missing, so it has been a long hard haul with still a way to go.

In September Nathan Pharaoh, the Large Technology Conservator of the National Museum of Australia, based in Canberra gave us a talk. He was in New Zealand to research for the restoration of a 1948 Daimler Hooper bodied Landulet used by the Queen and Prince Phillip on their tour of Australia in 1954. A fascinating talk,

The August Wednesday Run was a visit to the Time Cinema at Lyall Bay to watch *Those Magnificent Men in Their Flying Machines*. The September Wednesday run was to Biggin Hill Historic Aircraft Centre at Ohakea. The fully restored Spitfire, a 1970 Bell Iroquois and a 1945 Gruman TBM

Avenger amongst other aircraft were all in airworthy condition.

WANGANUI TONI JENKINS

We welcome new members Kelvin and Kerri Pratt with their 1920 Arrol Johnston tourer.

Our annual Shiny Parts auction was a great success this year. Chairman Bruce put out the word: No Junk and No Magazines. Members responded well and though there were slightly fewer lots, there was a massive increase in the quality of donations. Funds raised are going towards a defibrillator for the clubrooms, and about half the money required was raised on the night.

The monthly run in September was a mystery tour of Whanganui and also took in Grant and Fiona River's shed. This was beautifully presented, with great attention to detail. Thanks to Noline and Shane Hobman for organizing this. Many of us now have intense shed envy!

The October meeting included two speakers. Wendy Bullock is starting a period dress group to support costumes appropriate to your car and its era. Tony Haycock talked about the 2021 Vero International Festival. Many members are now starting to save up for this event.

The October run was in the form of a mini rally – it was my first try at doing one of these, and apparently I have need of remedial teaching in reading maps, and telling my left from my right. However, I was relieved to hear everyone laughing when they got back for the sumptuous afternoon tea, and I encourage everyone to have a go. I learnt a lot and everyone was very supportive.

WELLSFORD WARKWORTH CHRIS HARVEY

In late September we had a very enjoyable run to Echo Valley near Mangawhai to visit the olive orchard run by Club members Don and Theresa Windley. They gave us a very interesting talk on the history of olive production in New Zealand and the processes used to produce the oils for their edible and cosmetic products. We returned to Warkworth via Matakana with a stop for an early dinner at a pizza restaurant. Descending the long and very steep Matakana Hill makes one realise just how important engine braking is for old cars – and how much it is ignored by most people who drive modern cars with automatic gearboxes and rely solely on their brakes.



▲ West Coast: September Club run to Kanieri.



▲ West Coast: September Run.



▲ West Coast: September Run.

By the time this goes to print we will have displayed cars at the Kowhai Festival in Warkworth (27 October) and had our Coast to Coast Run which starts at Waiwera (28 October) and is a lot less taxing than the human version. In late November members will be taking part in the Santa Parades which will be held in Warkworth and Wellsford on consecutive days. With winter well and truly over our programme of monthly midweek indoor lunches at cafes in the district has ended and instead we are heading to the beaches for casual outdoor picnics. The exception to this will be the Posh Picnic early in December where the idea is to dress according to the age of your vehicle.

WEST COAST JUNE CAMPBELL

As a result of the Daffodil Day event, we gained two new members. Bruce and Yvonne Reeves who own a 1964 MkII Jaguar, we look forward to seeing them on our Club runs. We were also saddened to learn of the passing of Morris Grey.

We have had a Club run through to Kanieri via some very scenic back roads, which were a surprise to several members who had not been through that way before. One big advantage of Vintage Car Club motoring, you get to see the countryside instead of the town. We nearly witnessed some drama at Kumara Junction when a motorist misjudged the roundabout which takes in the railway line, and ploughed straight into the tearooms. As always, a matter of time and place.

Our monthly morning tea meetings are still popular and a good opportunity to have a coffee and natter. Elaine and Pat Knowles travelled up to the Marlborough Rally and the McKay twins from Reefton took their Model A to Blenheim for the Model A Rally, with Roger Devlin riding shotgun. This same Model A features in the advertising of the new distillery which recently opened in Reefton

The Greymouth Aero Club recently celebrated its 85th anniversary. VCC Member Tom Williams, who owns a 1961 Rover 100 saloon has been a member of that Club for 50 years and owns a home-built minicab plane. Planes flew in from Dunedin, Blenheim and Canterbury on the day.

PASSING LANE

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



Ackroyd, Bruce
Benge, Rita
Cowie, Craig
Crisp, John
Disher, Bob
Grant, Barrie

Canterbury Grey, Morris
Horowhenua Leith, Hamish
Banks Peninsula Lyon, Colin
Far North Thomas, Ethel
Horowhenua Walker, Lorraine
Waikato

West Coast
Canterbury
South Canterbury
Waimate
Far North

NORTH CANTERBURY

MOTORCYCLES

SCOTT'S

AMERICAN
CARS

ENGLISH
CARS

AUTOMOTIVE REPAIRS LTD

Classic and Vintage Restorations

P 03 314 4422 M 027 221 8092 AH 03 314 4992

www.scottsrestorations.com email scotts.auto@xtra.co.nz
469 Allandale Road, Hawarden

BASIS



www.basisnz.co.nz

Supplying new parts for Vintage, Classic and Modern Vehicles for over 28 years, BASIS is your established and trusted parts supplier.

Classic Accessories incl. badge bars, goggles and mirrors
Door windlances, push on & tack on, most types and colours
Rubber bushes, gaskets, mounts, pedal pads, seals etc.



Shop: 31 High St, Renwick. Marlborough (SI) Address: PO Box 20, Renwick 7243

Phone: +64 3 572 8880 Fax: +64 3 572 8851 Email: sales@basisnz.co.nz



**Come claim time, some insurance providers
fade into the background...**



At Vero CIS, your claim comes to the forefront.

For over 30 years Vero CIS has partnered with the VCC, supporting branches nationwide and providing VCC members with an extensive range of insurance policies at specially negotiated rates.

Vero CIS prides itself on building comprehensive policies that provide you the very best cover options, backed up by a dedicated customer service team committed to helping you every step of the way.

Over 40% of VCC members have already chosen to insure with Vero CIS. So if you have been thinking about a change recently, now's the perfect time to join them.

Plus, Vero CIS will make a contribution to your local VCC branch for every policy taken out or renewed.

For an obligation free quote call

0800 658 411 select option 2

or email us at: cis@vero.co.nz

vero