

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

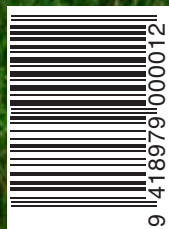
Beaded Wheels

No. 356 February/March 2019

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



NATIONAL VETERAN RALLY
1935 CITROËN



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



The 1912 Cadillac that was a fire engine first in Thames and later in Coromandel township. This photo taken on the Auckland waterfront before it was shipped to Thames. John McLachlan in Christchurch later acquired the vehicle and built a new body on the chassis and covered many miles in the car. Photo supplied to *Beaded Wheels* by Barry Birchall.

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

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FEATURES

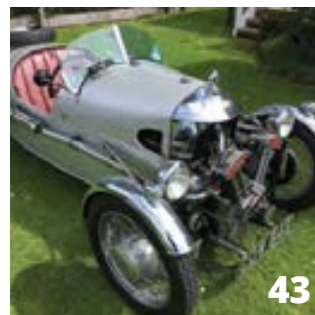
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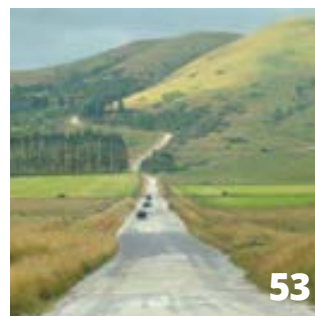
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COVER

The Banks Peninsula New Year's Day Picnic is a long held tradition for members from Canterbury and beyond. Leon Witte's Type 44 Bugatti was one of the few genuine vintage cars at the 2019 picnic. Photo John King



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Beaded Wheels



The Fédération Internationale des Véhicules Anciens (FIVA) is the worldwide organization dedicated to the preservation, protection and promotion of historic vehicles and related culture. The Vintage Car Club of NZ (Inc) is a founding member of FIVA. VCCNZ Registrar Rod Brayshaw is the New Zealand delegate to FIVA and also a member of the FIVA Technical Commission.



PRESIDENT'S MESSAGE

I am very pleased to advise that George Kear has been co-opted onto the Management Committee to fill the position left vacant by David Yorke.

George is a Canterbury Branch member and has been involved with the VCC since a young age, enjoying many rallies with his parents before he joined in his own right 30 years ago at the age of 18. He is a member of the Canterbury Branch committee and also heads up the team responsible for running Irishman Rally.

George firmly believes that you only get out of life what you put in and with an attitude like that, the Management Committee is delighted to have him on board.

Club Registrar Rod Brayshaw recently attended the FIVA General Assembly in Gibraltar. An interesting survey was conducted of the 80 participants. Sixty was the average age of attendees, who ranged from 25 to 82 years of age. The average age when they first purchased an historic vehicle

was 30 and 31% had parental involvement of some sort.

One of the main points to come out of the meeting was ... whether we like it or not, there is climate change and getting rid of fossil fuel is generally seen as a logical answer. We are now seeing this line of thought reflected in society.

It was reported that fuel companies overseas are looking for alternative technologies to combat projected reduced sales and improve emission quality in their fuels. Ethanol is back on the horizon again. All the issues we face with ethanol will impact historic vehicles if the percentage is increased in petrol. Historic vehicles may have to show that innovative fuels are a better option than city exclusion zones.

Dealing with today – preparing for tomorrow. From an historic vehicle point of view, the conclusion of the meeting was that we have to prepare ourselves for a world where fuel powered cars will become the exception. We need to improve our lobbying capabilities by

joining with other motoring groups in our country and beyond to develop a common strategy.

We must monitor the continued evolution of regulatory developments and consider technological and societal changes which will also increasingly determine change. A look at how these factors interplay, and what the impact may be on the future of motoring heritage, will be discussed by Rod Brayshaw at the executive meeting in March and in a future *Beaded Wheels* article.

Another concern discussed at the FIVA meeting was (as is also happening in New Zealand) the increasing world skills shortage for restoring and maintaining historic vehicles.

On the positive side, there is a growing awareness overseas to preserve vehicles rather than restore vehicles, a movement which we are also seeing in New Zealand.

At the risk of sounding like a broken record, historic vehicles will need to be specifically identified in the future to set

them apart from the daily use vehicles. We have to protect the privilege of using our vehicles by telling our stories of our historic vehicle use and experiences, and by using them in a responsible and courteous way on our roads and sharing our passion with the public.

Like many of our members Geoff and I are great collectors of stuff (not all vehicle related) which might come in useful one day. Over the Christmas break we have been endeavouring to discard some of it ourselves. In the Hawke's Bay heat, it was a hard and at sometimes stressful experience but the end is in sight for one 36m² garage. Only another 200m² to go!



Diane Quarrie
VCCNZ
National
President

AS WE SEE IT

Over the last year we have had occasional correspondence from those who would seek to proofread *Beaded Wheels* after it has gone to print. Of course we make mistakes – and we are not happy about it. We just have to face facts and acknowledge that there is may be an error or two in each issue. This is not something we condone, indeed we try to eliminate them all, but sometimes life gets in the way. When we are reminded of our frailty, as we have been recently by a couple of readers, we look to see if we can do better next time. In last issue's Idle Torque there were a couple of misspelt place names

that were missed. We may well have expected that those who live in the North Island towns in question did at least know how to spell those names. Wrong assumption.

Beaded Wheels comes to you because we have a bunch of volunteers around New Zealand who are prepared to spend considerable time and effort to get a quality magazine to you. Volunteers who don't seek fame or acknowledgement. These are ordinary club members who seek to do a good job contributing to the most important communication document we have, sharing the spirit and enthusiasm of our club with readers around the

world. Constructive criticism is always welcomed. Sniping from the side-lines is easy to do but not particularly helpful.

I often think about all the "safety aids" that are incorporated in the modern vehicle. ABS, traction control, airbags, proximity measurers, lane holding, skid control, cruise control (getting ever more sophisticated) and on it goes. I think the driving skills some of us learned when we were young will no longer be needed in the future. I wonder if a car without a clutch and gear lever sticking out of the floor, now a rarity, will disappear

altogether. At least those who would pinch your car won't know how to drive it so its probably safer from theft. The future will see a lot more electric vehicles. To quote a book I am reading on the subject "An electric car might be able to match a gasoline car's curves, but it can never match its soul."



Kevin Clarkson
Chairman
Beaded Wheels

VINTAGE CAR CLUB BRANCH EVENTS



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

VINTAGE CAR CLUB NATIONAL EVENTS

February

15-17 National Motorcycle Rally

March

7-13 North Island Club Captains Tour

April

19-21 National SI Easter Rally,
hosted by Ashburton

October

18-20 National Veteran Rally
hosted by South Canterbury Branch

FEBRUARY

6	Hawke's Bay	Mid Week Run
6	Marlborough	Heritage Day Brayshaw Park
6	Waikato	Club Run
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
13	Canterbury	Annual Commercial Run
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
17	Rotorua	Barbecue Run
17	Taupo	Club Run
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 Wkwith	Swap Meet
24	Ashburton	PV, PWV Run
24	Auckland	Club Run
24	Banks Peninsula	Picnic Run
24	Gisborne	Club Run
24	Manawatu	Sunday Picnic
24	Sth Canty	Chairman's Rally
24	Taranaki	Waitara Mini-Vin

24	Wanganui	Gymkhana
24	West Coast	Club Run
26	Gore	Tuesday Ramble
27	Rotorua	Midweekers Run

MARCH

2	Canterbury	Back Country Run
2	Manawatu	Ruahine Ramble
2	Southland	Veteran Rally
3	Gore	Clearwater Capers Run
3	Sth Canty	Motorcycle Rally
7-13	National	NI Club Captain's Tour
9	Far North	Historic Adventure
9	Taupo	Lake Taupo Rally
9	Wairarapa	Rex Porter Memorial
9	Wellsford Wkwith	Are We There Yet Rally
10	Auckland	Annual Vintage Muster
10	Canterbury	Rear Wheel Brake Rally
10	Gore	Frank Robson Run
10	Sth Canty	Mid Island Rally
16	Bay of Plenty	Vintage, Retro & Steampunk Festival
16	Horowhenua	Swap Meet
16	West Coast	Scenicland Rally
16-17	Canterbury	Jim Toohey Motorcycle Run
16-17	E Bay of Plenty	Coromandel Charity Cruise
17	Central Otago	Sunday Run Wakatipu
17	Gore	Swap Meet
17	Nelson	Club Run
17	Waikato	Vintage Venture
17	Wanganui	Sunday Run
19	West Coast	Morning Tea Shantytown
20	Auckland	Mid Week Tourers
20	Manawatu	AGM
20	Waikato	Wednesday Wander
24	Gisborne	Club Run
24	Wellington	Gymkhana
27	Rotorua	Midweekers Run
30-31	Canterbury	Annual Rally
31	Manawatu	Sunday Run
31	Nelson	Club Run, Motueka Aero Club
31	Waikato	Ladies Rally

APRIL

6	Banks Peninsula	Pomeroy Trophy
6	Sth Canty	Swap Meet

6	Waikato	Mooloo Meander
7	Gore	Ladies Run
11	Canterbury	Rural Run
11	Sth Canty	Mid Week Run
11	Nelson	Drive-in Movie Night
12-14	Otago	Otago Rally
13	Far North	Brian Parker Memorial Rally
13	North Otago	Gerald Lynch Blossie Motorcycle Rally
13	Waikato	Twilight Run
13	Wanganui	Autumn Motorcycle Trial
14	Canterbury	Annual P Group Rally
14	Nelson	Ladies Rally
14	Rotorua	Night Run
16	West Coast	Morning Tea Shantytown
17	Waikato	Wednesday Wander
19-21	Ashburton	National SI Easter Rally
24	Rotorua	Midweekers Run
25	Canterbury	Anzac Run
26-27	Taranaki	Maunga Moana
27	Canterbury	Scooter & Motorcycle under 250cc
28	Manawatu	Sunday Run
28	Wellington	Dawn Breaker Rally
28	West Coast	Club Run

MAY

4	Ashburton	Swap Meet
4	C.Hawke's Bay	Twilight Rally
4	Central Otago	British & All Comers Day
4	Manawatu	Post Vintage Rally
9	Sth Canty	Mid Week Run
11	Gore	Night Trial
11	Southland	Waimea Motorcycle Run
12	Far North	Mother's Day Rally

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.



A valid Vehicle ID card (VIC) is required for any vehicle entered in a National VCC event. Visit www.vcc.org.nz for more information on how to obtain a VIC for your vehicle.

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

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

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 (Inc.).

Executive Meeting

The next Executive Meeting will be held on 23 March in Wellington. Should you have any item you wish to be discussed by the Executive, please advise your Branch Delegate.

Change of Address

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

Discounts on INTERISLANDER and BLUEBRIDGE Ferry Crossings

All financial members of the VCC of NZ (Inc.) can obtain a discount with Interisland and Blue Bridge. You must show your membership card. Information on how to book is on the Club's

website vcc.org.nz or can be obtained from your Branch Secretary. When booking with the Interislander, you must book through the Group Bookings option. The codes are as follow: INTERISLANDER - WH5465 and BLUE BRIDGE - ANTIQUECAR

VCC ID Card/Authenticity Statement Requirements

Vehicle Identity Card/Authenticity Statement applications must go to your branch for processing. The only exception is a simple change of ownership with no alterations to a vehicle. In this case, ask your branch secretary for a VIC change of ownership form, complete this and return it to the National Office.

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

If you require a lighting endorsement for a vehicle, you must complete both the Vehicle

Identity Card/Authenticity Statement application form and Lighting Endorsement form and return these to your branch secretary for processing.

VCC ID Cards Renewals

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 sent to current financial members approximately three months before expiry.

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 two 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.

Branch Transfer

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

IMPORTANT NOTICE FOR VCCNZ MEMBERS

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

The Constitution must apply. Members are invoiced in early

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



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INTRODUCING GEORGE KEAR

VCCNZ President Diane Quarrie recently announced Canterbury Member, George Kear, as the newly co-opted member of our national management committee. George's advice is often sought by members and his skills and knowledge are a welcome addition to the national level management of our club.

Having parents who were very active in the VCC while growing up made it inevitable that I would follow a similar path and join the old car movement. I caught the bug at age 14 when I participated in my first Irishman Rally, and was given the chance to drive an Austin 7 at Shand's Patch. It was obvious then that I would end up with an Austin project to make my own and the generosity of other members made this happen. Joining in my own right at 18 I have now been a member for over 30 years and that same Austin still travels Irishman every year although now driven by one of my sons.

Over the past years I have restored seven cars and still have a couple of projects to finish. As is the way with the VCC, club members have shared guidance and advice, and there is always someone available to point you in the right direction, or put you in contact with a 'person who knows a person' who can help. The club members are as diverse as the cars they drive, which is one aspect that makes this club of ours so great. This is the reason I am passionate about taking part at a national level and helping the club move into the future.

I have thoroughly enjoyed participating in several of our international rallies and have done some great classic racing events overseas, and am looking forward to our new format event in Taranaki in 2021. It is great that our branch encompasses such a wide age range of cars and puts on many varied events which I feel will be its strength going forward.

Over the past five years I have been a Canterbury Branch Committee member and have enjoyed creating unique runs and events under my role as P-Group Convenor. Having owned my own businesses for the past 25 years, I have skills that I can offer to VCC at the national level that will help continue its success.

I look forward to being part of the National Management Team, and am honoured to be selected and given the opportunity to give back to a club that has provided me, my father before me, and now my sons, so much pleasure and wonderful memories.



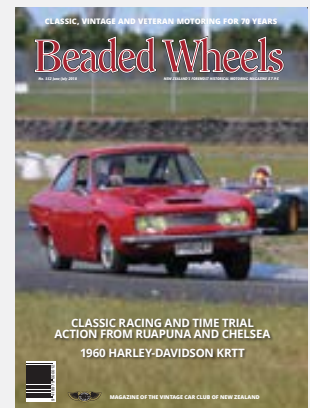
Beaded Wheels

Beaded Wheels is the voice of The Vintage Car Club of New Zealand (Inc.) and its 36 branches covering the length and breadth of the country. The efforts of our members continue to foster and ever widen the interest in this segment of our country's history. It is to these people, who appreciate the fascination of age, the individuality and the

functional elegance of vehicles from a bygone era, that this magazine is dedicated

Beaded Wheels - Our long established title may have readers wondering about its origin. By way of explanation beaded edge wheels use beaded edge tyres that are kept in place by reinforced rubber beads, which fit into the rolled edges of

the wheel rim. This style of wheel was a distinctive feature of early motoring being used on early bicycles, many pre-1924 cars and most motorcycles until 1927. In March 1955 The Vintage Car Club of New Zealand adopted the title *Beaded Wheels* for their club magazine which was the successor to the monthly *Guff Sheet*.



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GUEST APPEARANCE

The last Vero International Rally made a substantial loss and a major contributing factor was the money wasted on an invited "celebrity" guest. Nick Mason would be known by some but I suspect very few New Zealanders had heard of Corky Coker and his value as a drawcard would be negligible. Not only that, he offended many by ambushing a captive audience when his speech turned into lengthy religious waffle.

Tony Haycock has told us the organisers still want to invite a guest, who will be sponsored so entrants are not footing the bill. If it works out that way I have no complaint. If it turns out the entrants will pick up some of the tab, forget it. Keep us posted please.

Kevin Casey

LANDCRAB?

May I correct a small error in the December 2018-January 2019 issue? On page 31, in the article about the VCC's involvement in the 2018 Targa Rally, mention is made of a contestant's car being made up from two or three BMC 1100/1300 "landcrabs." I have owned a Morris 1100 and a 1300 in the past, and my Vanden Plas Princess 1100 for almost 50 years, and have never heard the ADO16 range so described. Beauty may be in the eye of the beholder, but that range is arguably one of the most elegant of Pininfarina's styling exercises for BMC cars.

I understand that the "landcrab" term originated in Australia for the Austin/Morris 1800 range, which did not enjoy the benefits of Italian styling flair.

Ronald Mayes
Rotorua

DRUM BRAKES SAFETY

Is it really too much to expect that the editor will guide contributors and edit contributions for style and accuracy prior to publication?

I note *Beaded Wheels* asserts itself to be "New Zealand's Foremost Historical Motoring

Magazine"; commercially distributed and sold to the public as the voice of "The Historic Vehicle Authority of New Zealand".

While articles submitted to the magazine will of course contain slips, errors or even the well meant but incorrect observations of their authors how does it help our cause for the editor to allow them to pass unmoderated into print?

The statement on page 21, BW355 that "...an emergency stop from this speed (90mph) with mechanical drum brakes... would be interesting to say the least" is both factually wrong and suggests that drum brakes are somehow, inherently unsafe.

Disc brakes, patented decades earlier by Lanchester, started to re-emerge in the late 1930s in military applications, later achieving early success on BRM and Jaguar competition cars among others and gradually becoming almost universal; principally because of weight and space savings and reduced problems with cooling and brake fade.

Drum brakes were used on many very fast road and competition cars capable of speeds well over 90mph and they were both effective and reliable with or without servo assistance. Most of the large trucks on our roads today still use drum brakes.

If you lack the time and/or knowledge to edit articles on PV, Vintage and Veteran cars I am sure there must be a number of willing and knowledgeable members able to help by reading and checking articles prior to publication and liaising with authors on the final version thereby moving towards your aspirational aggrandisements so proudly flashed across your covers.

Mike Crehan

Ed Note:

The statement in question is the author's opinion and he is entitled to that. In an old car it is quite feasible that mechanical drum brakes could be cause for concern in an emergency stop from a high speed.

INFORMATION WANTED

I am currently restoring a car for VCC events. When I purchased it in November of 2016 I knew it must be quite rare as I had never seen another. Research via internet by my three offspring, has revealed it is very rare world-wide. It's the only known one in the South Island that is on the nationwide registration. My car is very well known here in North Canterbury, as it was parked up under the veranda for many years at the old 1950s/60s style service station at Saltwater Creek, on SH1, between Waikuku and Leithfield. (The old style service station is currently under restoration as a museum piece. It will never operate again as a business). This car had only one lady owner from near new until 2008, then inherited by her son, then seldom, if ever, used, by him. He had many people approach him wishing to purchase it while it was under the veranda for six years, but refused every offer. For some reason, he was quite happy to sell it to me. Fortunately, an attempt to steal it failed a few years ago. Many people remember the car and the old service station with a long history. Some recall it because of its signage which is still there. And because the words 'Christ is Lord' in bold lettering which is also present to this day.

The car in question is a 1982 Hyundai Pony 1200cc TLS 3 door hatch. Just what the TLS stands for I do not know, other than by pure co-incidence it is mine and my wife's initials. (Trevor and Lorraine Stanley).

I have restored many vehicles since joining the VCC Canterbury Branch in 1970, mainly (but not solely) convertibles, but as I turn 80 next year this Hyundai is definitely the last. It's the only old car that, when trailered home and a closer inspection undertaken, turned out to be much better than I initially thought. Now, that doesn't happen very often.

I write to ask if any readers know of any pre-1990 Hyundai vehicles as I would like to start a register.

INFORMATION WANTED



I am seeking information about a Morris Motors Type MJ 15, Car Number M J 2583, Engine No.22751.

The car spent its life in New Zealand until it was exported to Australia five years ago, we are trying to find out more about

its history, as by the look of it a lot of time and effort has been lavished on it over the years.

Any help would be greatly appreciated, email blunden@slingshot.co.nz or 03 4395207.

Clive Blunden
North Otago Member

My youngest daughter, Carol, tells me there are four known to exist in Norway. Are there any more in New Zealand or for that matter, globally? What do they look like? Once described as the result of a one-night stand between a Honda Accord 3-door hatch and a DX Corolla sedan, both of similar vintage (1978-1984) period.

Trevor Stanley
Amberley
stancar_nzcc@hotmail.com
Fax 03 314 8618

ACCURACY

Your magazine has a reputation for being as accurate as possible, and I would expect that a reasonably rigorous test is applied to that which is written.

Accordingly I was surprised at much of the stuff of Greg Price's on page 19 of issue 353 being so wrong.

Depending upon the brand somewhere between 75% and 85% of new cars in the post war era were not non-remittance vehicles. The government operated with import licences which were allocated for CKD packs on the basis of market shares of the brands in 1938. Ford and General Motors between them had close to 50% of the available licences and the rest of us, Austin, Morris, Chrysler, Standard etc shared the rest.

A very small amount of licence was available for fully built up vehicles, but it was mainly to help the assembly plants. Some private people had small import licences which were the result of returned servicemen's benefits but these tended to be sold to the assemblers.

The government in 1963 increased the import licence allowance and more vehicles could be assembled to the extent that the vehicle franchise ("dealers") could see their waiting lists becoming very short and the easy selling coming to an end, but the increase was only for one year and the following year was back to the base licence allocation. (Sid Corder – CEO Amuri

Motors.) The mild recession of 1967 also trimmed waiting lists. The salesman asked if you had "overseas funds", inasmuch as they sold an extra car over quota and he got commission, but it didn't stop you getting on the waiting list – cost nothing.

My father, a schoolteacher, bought a new A35 in 1957, no overseas funds and traded it for an A55 the following year.

1967 McDonald Halligan in Auckland offered me a new Hillman Hunter with a one month wait or two months for a Valiant – 30 years of age no trade.

By 1970 we bought Holdens off the floor at Paines and the same for Fords at South Auckland Motors.

Farmers didn't have overseas funds. They bought trucks and tractors. How else do you think Charlie Christian in Tauranga sold those dreadful early Fordsons? And the same thing happened in the South Island as many had tractor franchises too.

And why masquerade as a cash buyer, when the dealer would love to have had the commission the finance company would have given him for the hire purchase business.

Martin Lee
Ex Standard Triumph NZ Ltd /
Leyland Standard Triumph
1959 to 1963

Greg Price Response: My article was primarily about the little Mazda 808 Coupe, not about the 'no remittance' scheme, and Martin Lee's letter was some 428 words on the topic, most of which was irrelevant to the thrust of my article. David Ayres's recollection, on the other hand, was somewhat more helpful in that his recollection was that 1971-1972 was when the 'no remittance' scheme came to an end. So my recollection appears to have been a year or two out. As Maxwell Smart used to say in episodes of that TV series Get Smart 'Sorry about that, Chief!' The main point of my reference to that scheme was that around that time, motor vehicle dealers / retailers had the NZ car-buying public firmly by the gonads, in that the dealers dictated the terms when buying a car, whether it was new or used. This situation remained in play until the mid-1980s when import restrictions were finally lifted and

car buyers started travelling to Japan and were sourcing their own purchases, often with standard features that were only previously available as 'options'. And who howled the loudest about that? Yup! The car dealers. Given that Martin Lee seems to have some history in car retailing, perhaps he could pen an article for BW on the topic?" In conclusion there is an old adage that goes like this; 'Never let that facts get in the way of an otherwise good story!' - and it was a good story, eh?

NO-REMITTANCE SCHEME

In response to David Ayers' enquiry about when the No-Remittance Scheme ended, I have studied for years to get my head around how import licensing, sales taxes and the No-Remittance worked. Any confusion is understandable. In today's parlance, we would say that the goal posts kept moving.

To understand things we should recall that the No-Remittance Scheme and Import Licensing was the government's way to control the flow of money in and out of the country, and where it went, beginning around 1950 (even the start date is debatable). Over time the scheme was amended to close loopholes that some folk would inevitably find, and the re-writings produced a tangled set of regulations which became difficult to understand.

It was 1969 that the government began phasing out No-Remittance. But 1971 was the key year that New Zealanders began to notice that new cars were more accessible, and no longer did you need overseas funds. Yes, Mr Ayers is correct that, in 1974, No-Remittance was well gone.

As I understand it, No-Remittance ended because circumstances had changed. No-Remittance (which really was an obscure name!) favoured trade with Britain. Following Britain's joining of the EEC we needed to find new markets and, of course, new export markets for our products would want us to consider their products. Alternative free trade agreements helped to open things up – both Ford and

General Motors increased their imports from Australia under NAFTA. So, for the first time in more than 20 years (arguably since 1938) New Zealanders – including Mr Ayers – found a new freedom in car buying.

But the government had a bob each way. The import licensing regime remained, so the government could control the flow. For the 1970-71 year, licences were issued at 120 percent of the previous year's level CKD (completely knocked down vehicles for NZ assembly). The CBU (completely built up vehicles, assembled overseas) licence was 133.3 percent.

Then in the 1971 Budget for the 1971-72 year an additional \$5 million worth of licence was approved and the two-year resale covenant was removed. The waiting period after ordering remained but was cleared soon enough with a flood of extra cars – both CBU and CKD. Suddenly, the market became a buyers one – and dealers had to start being nice to potential customers.

During 1973 and 1974 the dealership showrooms became full. My own father wandered into Avery Motors in Wellington just before Christmas 1973 and drove away in a brand new XA Falcon, in "new glacier white". I was a wee lad at the time and did not appreciate that the transaction that had just taken place would've been impossible just a couple of years earlier.

But, remember that licensing remained. The government flexed their muscles for the 1975-76 import licensing year, when importers of CBU cars were granted just half the value of their entitlement of the previous year. Planning by the motor industry remained challenging.

John Stokes
Member - Wellington

SPARK PLUGS

When reading your interesting article about all the different spark plugs, a friend who is a long time retired bus and coach mechanic/fitter (Land Rovers,

military vehicles and all sorts of coaches) told me about all the ones he had dismantled, repaired and cleaned over many years. Some were mentioned in your article (Eisemann and Affinity). But he also mentioned some that were made of wood, used a lot in tractors and harvesters.

Does anyone know more about these? Or still have some? It's amazing how many versions there are of a simple component.

**Ken Braddon
Auckland**

Coinciding with the *Beaded Wheels* series of spark plug articles, I enclose a photo of a large Rentz spark plug. The flats on the hexagonal body display the name, place of manufacture as Atlanta, Georgia and the

patent dates. A quick check on Google showed the same plug, known as the Rentz Lighthouse spark plug. It would possibly get this name from the glass tubed section at the upper end. The upper section of the central electrode is spring loaded with a small cross pin pressed into a drilled hold and topped with a small insulated knob. The knob has two positions, either dropped down, allowing the upper and lower portions of electrode to make contact with each other, thereby completing the circuit, or in the raised position. The knob is then turned sideways, with the pin dropped into a small detent, leaving a gap of approximately 1.5mm or 0.060in. I would imagine with the motor running and a good condition magento, firing a spark across the gap in dark conditions, would indeed give a lighthouse effect. The

knurled knob clamps the HT lead to the upper metal section. The base thread is a rather large 22mm diameter. The plug itself is in nice condition, it still has its copper sealing washer and the glass tube is intact.

I was given this as a farewell memento from the now defunct New Zealand Classic Motorcycle museum in Nelson, after spending some time assisting with bike restoration work a few years ago. The google entry showed four plugs fitted into a Ford Model T cylinder head. A collector offered to buy it once, some time ago, however I declined the offer, I get more of a buzz showing it to visitors in my workshop. It is something from a bygone era and has its own appeal because of that.

**Bob Bullock
Member Nelson**



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TIMELINES



RAF Sopwith Camel Fighter Plane

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

February March 1919

Montague Napier, seeing more profit in aero-engines, had just released his last car, the highly efficient light alloy, six-cylinder, 6177cc, 82bhp 40/50. Five hundred were set down for production, but just 148 were made in spite of a 20-day, 2118 mile run over mountain passes and on fast continental roads. Sadly, efficient design had resulted in a short bonnet, not the flavour of the era.

75 YEARS AGO February March 1944

World War II was ending but not before car makers had tried some enterprising advertising. "Of all the De Sotos ever built, 7 out of 10 are still running!" International Harvester claimed, "Power for Victory - Power for Peace!" Standard cars "Remembered with Satisfaction - Anticipated with Pleasure" "No war is too tough for these powerful, heavy-duty Studebaker trucks." "Packard - for an Air Corps Colonel who knows what he wants and why. Packard-built engines power his squadron's Mustangs."



Graeme Rice

Campbell Motors assembled their 5000th car, a hardy Peugeot 404. Their 1969 total would include 1884 Rambler Classics, Isuzu Belletts, Toyotas and Renaults. While the Ramblers were the easiest to assemble, the CKD packs contained rubbish, rotting food and broken parts while the Peugeot packs were fine except for a lack of any instructions.

30 YEARS AGO February - March 1989

Described by some as a motor scooter with a gland problem, a Tupperware Sport Tourer or a three-quarter Gold Wing, Honda's refined but expensive Pacific Coast 800 V-twin certainly made an impact.

Designed with fully integrated bodywork made up of 29 ABS plastic panels, the smooth, trouble free, easy handling 57bhp, liquid-cooled, PC800 was a tad too cosmetic and quiet for the die-hard motorcyclist.

Its role though was to extend Honda's invitation to "Meet the nicest people on a Honda". So the PC800 was summed up as the motorcycle division's equivalent of the successful Honda Accord.

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1937 Brough Superior



1950 Indian Roadmaster (USA)
1300cc 40hp SV

MOTORCYCLE MECCA UPGRADE

Visitors to Invercargill’s Classic Motorcycle Mecca will be treated to much larger, new-look museum this year, following a major redevelopment.



Classic Motorcycle Mecca
Volunteers Neil Darnill and Colin
Clark with the museum’s
1914 Clyno with sidecar.

Classic Motorcycle Mecca is part of Transport World, a hub of Invercargill-based attractions, high-end car rentals and accommodation.

Executive director Joc O’Donnell said the aim with Classic Motorcycle Mecca has always been to develop it into Australasia’s leading motorbike museum over time.

“When we first opened Classic Motorcycle Mecca in 2016 we did so in limited time, but we were very proud of the world-class museum we created for the motorbike enthusiast. This redevelopment and expansion now enables us to take the museum to another level and engage those enthusiasts further, as well as a whole new audience,” she said.

With a new focus on story-telling content, the people behind the bikes and interactive exhibits, Joc is confident that the new-look museum will have something for everyone.

The collection comprises almost 300 bikes with around 60 manufacturers, ranging from a 1902 Peugeot motorcycle to a 21st Century Simms Corbin Custom. As part of the redevelopment the collection has become more diverse, with Japanese, motocross and speedway bikes being added to what was originally mostly British, European and American motorcycles. New highlights include the 1977 Ivan Mager Speedway winning motorcycle and Karel Pavich’s 2002 Yamaha TZ250 GP bike.

The new-look museum includes a Burt Munro exhibit, a New Zealand motorbike hall of fame, a sports bike display, prized artwork and an exciting immersive experience. Enthusiasts can keep up to date by following the Classic Motorcycle Mecca Facebook page or website at www.transportworld.nz. |BW

THE WAY WE WERE

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

2nd KIWI HILL CLIMB

— 22 April 1950 —

▲ John Lane Morris Minor Sports with view of pits

Having “picked ourselves up” from the somewhat disastrous Wigram, our next major effort was our second running of the hill climb based at the Sign of the Kiwi on the Summit Road, Christchurch, again closed for us by our benevolent friends on the Highway Board.

This time we had a really good vintage entry including a real 4½ litre Bentley versus 30/98 Vauxhall duel, an actual Edwardian class with self somewhat pedestrian paced in Panhard and amongst the moderns, New Zealand’s first brand new racing car, the Lee brothers 500 Cooper.

Unfortunately there are no photos of Bob Blackburne with the 4½ (ex Sybil Lupp) Bentley or Lisle Lester driving Tony Bruges recently acquired 30/98 Vauxhall

(now John Newall) but only Don’s 6½ L Bentley with the dreadful carbs that he steadfastly refused to remove!

We managed to very seriously impress the Highway Board and the transport cops with the slickness of organisation by getting the much bigger entry than our 1948 climb, just as many runs each and even better spectator control. All of which was to lead to our running a NZ Championship climb on Governor’s Bay Road in the very near future.

Bill Lee however, somewhat stole the show with the wee Cooper and it was a real disappointment that Hec Green, who had just won the Wigram, couldn’t be there to defend his title to the hill with that wonderful Wolseley.



Andrew Anderson with Panhard



Edwardian Class - Malcolm with Bill Cockram's Wolseley



▲ Don Grieg 6½ Bentley.



▲ Bill Lee Cooper 500 off at start.



Andrew Anderson
VCCNZ Founding Member



LIGHT MY FIRE

Part III
Words and photos Kevin Casey



Charming, courageous, determined Bertha Benz, accompanied by her two teenage boys, clattered away from their Mannheim home early on a calm Sunday morning. Their day-long 100km journey proved to Karl, and the world, that this three-wheeled contraption was viable, the first practical motor car. It was August 1888.

This large unused Kopper King plug wears a combination of copper and nickel plating. It was made by Sharp Co. who marketed plugs under a variety of names for many years. The Riverside Giant and Jewel are not quite so flash but also copper-plated.

Although its lone Benz-patented spark plug looked quite different to Lenoir's pioneering effort a generation before, they did have one thing in common – mica. Up until the advent of leaded petrol mica insulators duelled with porcelain for the spark plug market but always remained a distant second. The bugbear of early porcelains was their fragility; cracked, leaking porcelains being an everyday hazard. Mica plugs could stand lengthy periods of hot running, tending to burn off oil contamination. The mica plug construction was

strong, they did not crack or chip withstanding vibration better than porcelain, proving particularly suitable for motorcycles and aircraft. Manufacturers claimed that 1mm of mica will withstand 50,000V, 1mm of porcelain only 16,000V. Mica is a light, soft, flexible silicate mineral with an atomic structure responsible for its layered texture, giving almost perfect cleavage (schist rock contains mica). India Ruby mica, the best of all micas, can be split into films of .001", or even thinner. Mica has the unusual property of being a good electrical insulator while also being a good thermal conductor and stable to at least 600°C, ideal for spark plug use. But, there were drawbacks. Mica-insulated spark plugs were at least 25% more expensive to make, reflected in their retail price which ranged from 25% – 100% more than porcelain types. Intense heat and cold lead to expansion and contraction allowing oil to penetrate, creating a short circuit and there was no cure for that. The best mica plugs used porcelain at the firing chamber end to make them impervious to oil seepage. There were two main ways of constructing the mica insulator: a series

of numerous wafer-thin discs compressed in a vertical stack or as many as 20 layers of mica rolled and compressed around the core. The Roman spark plug used 50 inches of India Ruby mica according to their 1921 advertisement.

Kenelm Lee Guinness, scion of the brewing family, started KLG with his improved mica plugs in 1912 following numerous failures of porcelain plugs while racing. The KLG brand used both lateral winding and discs to overcome seepage, eventually becoming the main supplier for aviation plugs worldwide. It would be 26 years before Corundite ceramics were added to their line. Many companies did not bother with mica. Champion did list three types in 1914, the only reference I found. This qualifies as toe-dipping.

The death knell for mica insulators was sounded in the 1920s when toxic tetraethyl lead was added to petrol to reduce engine knock. It was soon realised the additive reacted with mica at high temperatures causing corrosive deposits that burned nickel electrodes, necessitating frequent attention. This was a telling blow as a significant slice of the mica plug's market



Some mica discs have been removed to show the large number compressed over a laterally-wound inner mica core. This KLG racing plug has cooling fins and recessed electrodes.



Splitdorf, Hills AAA and The Benton are examples of laterally-wound mica insulators protected by porcelains whose colours, shapes and logos add visual appeal. It can be seen the Benton mica is contaminated with oil.



We must have the hottest spark - Pep, Affinity and Unique (all USA) advance their case by a graphic association with lightning.

was in high performance applications such as race cars, speedboats, motorcycles and aircraft where constant spark plug fettling was inconvenient. Due to improved electrodes the mica plug did not disappear overnight but it appears there were only a few special applications available by the late 1930s. The Lodge "Golden" plug (1936) with fine platinum electrode was one. In 1921 Champion discovered (and monopolised) Sillimanite which proved to be a superior insulator to mica and porcelain, hastening mica's demise. To compete with Champion, AC (USA) and Siemens (Germany) developed sintered alumina in the 1930s. This insulating material topped Sillimanite's performance and by 1945 was in general use; even Champion switched over.

Mica's main use today is electric cable insulation but there are hundreds of applications: paint, friction materials, greases, cement, asphalt; it's in your computer and in ladies' makeup – termed "nature's glitter" – while also providing the sparkle in pearlescent paint. From a promotional point of view mica plugs laboured under a heavy burden – they were Cinderella's sisters. It was impossible for mica plugs to show off; being a dull shade of brown that would not accept ink or transfer and that was that. Quite a number of companies used an outer porcelain sleeve enabling them to dress up their plugs with colour and logos. Splitdorf, a major producer, went even further by presenting their green sleeve in a distinctive hexagonal form. Benton used a cone shape in blue or green, Hills AAA cone was orange while Oleo used a white sleeve carrying the silhouette of a native African's head which varied from solemn to laughter through their extensive heat range. Oleo also marketed their trade mark as a radiator mascot, laughing uproariously. Thankfully, the world has moved on from such offensive colonial racism. These outer porcelain sleeves provided a decorative element while shielding the mica from oil contamination but some did not stop at two layers. The Godiva, a 1906 English spark plug, employed an inner mica wrap covered by a porcelain sleeve plus an outer mica wrap. Surespark and Blitz both used an inner mica wrap shielded by two outer porcelains for their triple-bangers while Pognon used no less than three porcelains.

carried one of the most striking logos, ranging from the head only to the full length Big Boy picked out in red. Other detail colours sometimes used were blue and green. The great majority of makers did not use an image, just the name, sometimes patent dates, country of origin and perhaps "775", but making sure the script was stylish. The Jumbo Jiant was another impressive plug, featuring an eye-catching elephant and a "miss-spelled" name. And that brings us to a common sales trick – big is better.

Many companies pandered to the motorist's misguided belief that a big plug must be tough, long-lasting and produce a fatter, hotter spark. Names such as Hercules, Samson, Goliath, Mammoth and Titan suggested these qualities as did Vital Big Boy, Big Chief and Big Brute while others simply added 'Giant': Blitzen Giant, Western Giant, Riverside Giant and many more. The Reflex Giant had "powerful



The tiny 10mm plug used by Cadillac and others is dwarfed by Red Head's Big Boy and the nickel-plated Hercules, its logo transfer as the porcelain is not glazed.

Making a plug for your business is probably a very bad pun, but that glossy porcelain was the ideal canvas for self-promotion and most used it. Red Head

When it comes to heavy duty what can top an elephant - a giant one at that? The message is underlined by Jumbo's silhouette and quirky alliteration.





Air Friction, Entente and Bethlehem use ornate script to entice buyers. Bethlehem was a big manufacturer over many years.



Blitz (Boston, USA) was one of the very few to fire a readable logo on its dark blue porcelains. Benford's Monarch used a paper label on the Blue Adamant porcelain of their Golden Giant model, which was kissed with 24ct gold, some of which remains - eye candy indeed. The Golden Giant was also made with white porcelain.



Two examples of all-brass plugs. The needle point of the Liberty (US) plug is designed to release oil drips more readily. Oleo used this head silhouette as their marque déposée (registered trade mark).

proportions" stated their advertisement. The reality was the plug size did not matter but I suppose if one company was suspected to be gaining a sales advantage others would be obliged to follow suit. Some then, in that peculiar American idiom, also offered a Junior model. How would they have termed the tiny 10mm plug cowering beside the Hercules pictured here - dwarf? Packard, Cadillac, Buick and Chevrolet used this miniature plug in the late '30s and '40s proving size did not matter.

The use of transfers rather than fired logos was not uncommon. Some manufacturers used transfers as a cheap alternative to inking and glaze firing. Others used them on glazed porcelains knowing the transfer could show colours and clear, intricate detail which was not always achievable with fired logos. This is particularly so on darker coloured porcelains where lettering seldom stands out. The Blitz plug overcame this problem by using a reddish ochre colour inscription.

An eye-catching logo but it did not help Chivalaco survive. Like so many others they catered only for the Model T and at 60c they were competitive, but...so much competition.



Perhaps Splitdorf should have used it too instead of black, which is hard to read on their green porcelains. Tungsten's Sévres Blue porcelain was bereft of ID - they relied on a lithographed tin to attract buyers. They were not alone as we shall see later. In the end the eye-catching logos, the colours, the graceful scripts, lost out to the truly mundane: dull Champion and others of its ilk.

"The rustproof plug with the carbon-defying coat" claimed Sharp Co. for their Kopper King model. Ostensibly to prevent plugs seizing in the engine, the copper finish was more about bling. The base only was copper-plated, the remainder nickel-plated. Others with a copper finish included Dreadnaught Copper Giant, Kopper Head and Ahico Copper Giant. Many brands were presented entirely in gleaming nickel while Benford upped the stakes with their Golden Giant, still only \$1 (1917) although plated with 24ct gold ("distinguished by its coat of gold"). In reality, it was gilded; that is the gold is plated directly onto the base metal whereas true gold plating is over nickel. Gilding does not have the glowing sheen of gold plate, more of a matt look to it and is a mere nanometre thick, but it lasts long enough to fulfil its role - sell the plug. Incidentally, gilding enamelled radiator badges was often done and it did not last long there either.

Quite a few manufacturers used brass for either the gland nut or the base, the theory being steel and brass threaded together will not seize, and that was quite so. Another good reason for brass was it looked more expensive, suggesting gold

and quality. Some companies went the whole way with all-brass spark plugs, an expensive option as brass cost six times more than steel in 1915. It was a better conductor of heat, had visual appeal, no fear of seizure and easier to machine.

Perhaps these good points offset the extra cost because in general brass plugs and steel plugs had the same retail. "All brass makes it attractive", said Liberty Co. and that sums it up.

That was at least an honest statement from Liberty whereas many companies' slogans, claims and guarantees ran the gamut from vague to ridiculous. Liberty and Air Friction were "Guaranteed for life of motor". R & L Visible trumped that with "100,000 mile guarantee", up an octave to Bethlehem "Guaranteed for life of your car", then another step up to Sta-Rite's "Guaranteed perpetually" equalled only by Heath: "Guaranteed for all time". The Red Head platinum point model went for durability and comedy with "Guaranteed for 99 years, but no longer" - "against fusion of the points only" was hiding in the small print.

In the silly slogans competition contenders for the crown included: "The spark plug without an apology" (Black Eagle), "The plug that plugs" (Master, 1913), "Once installed it stays" (Sharp Co). Jumbo trumpeted "The plug of no regrets", also promising "Guaranteed for 365 days". It does look a better deal than 1 year, I suppose. The "Only indestructible plug" was a favourite slogan for many. LaFrench, a US maker, added an airy "Guaranteed indefinitely" to that plus a very precise "29½% more power". Spin seems eternal.

Spin, or lack of it, was a significant problem in those pioneering motoring days when the idea of a mechanical device to obviate the drudgery and danger of hand-cranking was wishful thinking. Various inventions were tried, including a clockwork spring contraption, the most successful being compressed air mechanisms, seen only on automobiles out of reach of the hoi polloi and it wasn't until Charles Kettering's starting motor appeared on the 1912 Cadillac that the incidence of broken wrists abated.

Let's have a look at what the motorist was up against just to get moving. As the mechanical fuel pump was yet to be invented the carburettor was supplied by gravity or pressurised fuel tank – pressure by hand pump, camshaft-driven air pump or exhaust back pressure – and finally by the ubiquitous vacuum tank after 1917. Until the mechanical fuel pump started appearing on 1930 model cars, carburettors had to be positioned below the manifold, requiring the fuel to be lifted into the engine. This means the air/fuel mixture had to now overcome gravity, slowing its speed and leading to lower volumetric efficiency with less power. To increase air speed a smaller than desirable venturi was used with the side effect of also decreasing volumetric efficiency but not as much. Compression ratios had to be restricted due to the slow burning of the poor oily fuel – slow burning leads to engine knock. Unheated manifolds meant a cold mixture and that retards expansion of the charge. Low octane petrol gives a low combustion temperature. Slow cranking makes it difficult to charge the cylinders while the magneto spark is weaker at cranking speed. Many makes used coil ignition for starting, switching to the magneto when successful. And if that stubborn engine resists every trick the angry owner knows, what gets blamed? Those confounded spark plugs!

To improve the situation priming cups were often employed, at first directly in the head and later as part of the spark plug. Using a small oil can the cups were filled with petrol and then the cocks opened to charge the cylinders. The drawbacks of fixed primers were they could not be positioned close enough to the plug so did not place fuel in the optimum position, reduced cooling passage capacity and got in the way of spanners during plug maintenance. The first plugs with attached primers appeared



All In One (later owned by Champion) claimed the first primer cock spark plug but there is no clear evidence. It was named thus as the spark plug and primer are all in one. The (French) Ouaka top primer plug used a neater arrangement – just fill the cup and depress the spring-loaded terminal.

about 1910, pioneered by Frontier Speciality Co's All In One, or so they claimed. Eyquem had advertised a spark plug with a decompression valve on top in 1905, but its role as a primer was yet to come. Some primers fed petrol down the centre electrode while others, such as Champion, dribbled down the shell. One would think petrol-wet electrodes would act like a flooded carburettor but it must have been effective or the priming plugs would have faded away long before they did.

An advantage of primers is they could function as a compression release to aid cranking and were useful for injecting liquid decarbonizer. Special spark plug spanners with a slot cut out to straddle the primer became available. Some makers rather awkwardly mounted the primer on top of the plug; a neater method was the cup type top primer such as Ouaka employed. Once the cup was filled it just needed to be depressed against spring pressure. P & P's invention was unusual: "Give head of priming plug a sharp tap and core will drop for priming. First revolution blows it up onto its seating and explosions drive it home gas tight". Lodge used a top primer and urged their customers to "Open primer and blow out carbon". Since the hole in primers is usually only 2mm it probably sounded more effective than it actually was. It was also claimed that blowing compression past the firing tip cleaned it. Fire engines often used a double primer plug so they could be filled from either side or use two people for speed. Sharp Co. still listed their primer type as late as 1935. Priming plugs cost 25% more than the standard type so they weren't for everybody. Those who could not afford primers could always go to Plan B – remove and preheat plugs on the stove.

Part IV will look at packaging, intensifiers, pointy bits and more.

AWARDS

Congratulations to the following member who has recently been awarded his 50 Year Award.

50 YEAR

Glenny, Brian Ross

Wanganui



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A TALE OF TWO GAUGES

An easy way to see if a Citroën Traction Avant, Light 15 or an early DS Citroën, is built in Slough, England is to look at the instrument panel, particularly the gauges.

by Steve Cornwall
(with apologies to Charles Dickens)



motor, starter solenoid and ammeter use separate cables of higher capacity.

The final wiring circuit to be connected was the petrol gauge, which now didn't work at all. By this time the instrument panel was back in the car (after a bit of cursing and swearing), so I left the gauge not working.

Because the Citroën has a rectangular petrol tank and a straight filler pipe, it was easy to get a piece of broom handle and cut it to use as a petrol gauge. I filled the tank to the base of the filler pipe then marked the stick with full, half and quarter marks. This has worked very well and I have one of them on a nail in the garage with another one in the boot for use when travelling.

Previous owners of the car had removed some of the bulbs and bulb holders from the instrument panel, so that only one lamp worked, illuminating one half of the speedo. During winter's rainy days I decided to try to fix the dash lights, and since I was going to have to remove the instrument panel to do this I decided to try to repair the petrol gauge at the same time.

The internet came to the rescue, suggesting that if everything seemed OK and the petrol gauge should work, but doesn't, then the earth should be checked.

So using my trusty test light with an alligator clip I checked the power at the gauge; OK, removed the sender unit to check if the float had a leak; OK, checked the sender unit directly to earth; OK.

A few minutes later, with the sender unit re-installed, I fitted a new earth wire with crimped loop connectors and we finally had a working petrol gauge after about five years.

After starting the engine, and doing a final check of all of the switches, I could refit the dashboard and enjoy having both a working petrol gauge and lights on the instruments at night.

I will, however, still keep the optical petrol gauge in the car because it is 100% accurate. |BW

If the instrument panel is wooden and the gauges are square and made by Smiths, then the car was assembled between 1935 and 1965 in Slough, just west of London.

Old electric gauges, such as clocks and petrol gauges are now quite unreliable so often one has to use other means to get the information they should supply.

The clock in the photograph is not working, so is totally useless. According to the internet an old car clock can become increasingly unreliable when the car is not run frequently and the battery voltage drops. It can be made to run when out of the car and lying on its back, but when it is vertical gravity stops the hands rising upwards as they rotate.

Some people fit a modern quartz movement in the old housing, but this frequently has to re-set every time they use their car because of battery voltage drop, or because the car battery has been disconnected. However, most of us now have watches, smart phones or GPS so the problem of knowing the time is easily solved.

The petrol gauge is a different story. When we bought our car in 2012, the petrol gauge was working after a fashion. The seller of

the car told us that the gauge was accurate with the tank full or even half-full, but totally inaccurate below half full. Above half full it was relatively accurate when driving is a straight line, but when on the open highway it would show full on fast left corners, and empty on fast right ones. Centrifugal force at work.

When getting the car's first warrant of fitness some six months after buying, we were told by our friendly mechanic that he would not issue the next warrant because he didn't want to be in the car when the wiring caught fire. It appeared that every time previous owners had an electrical issue they ran new wires to remedy any faults, not bothering with proper connectors but merely twisting wires together and binding them with electrical tape, which was now unravelling.

So I decided to completely re-wire the car with properly crimped and insulated joiners, using multi fused junction boxes with seven-core trailer cable as main looms. One cable is used for the rear of the car, one runs forward along the left side of the engine bay and another runs along the other side. Battery, generator, starter

CAPTAIN'S LOG



Kaaren Smylie
North Island
Club Captain

Weather-wise summer is shaping up to be pretty damn good, especially for those ambitious folk who like to drive topless (yours truly) with our roofs off. For the more conservative, just to get out there and motor gives the buzz you are looking for.

With only two years to go, please tell me that you are fully up to speed with the big countdown to 2021. Not only will New Zealand host the 36th America's Cup, the Women's World Cup Cricket and APEC, but most importantly, and this folks is a gentle reminder for all VCC members, just in case it has slipped from your mind, 2021 is our year, yep the year of our VCC International Festival of Motoring.

Leading the charge for this rally will be VCCNZ Speed Steward, Tony Haycock, with his experienced lieutenant Greg Terrill, along with their go-for-it young energetic team.

Yes folks, January 2021 is your kind of year, and it's going to be a happening, when all roads on this occasion will not lead to Rome but instead in the general direction of New Plymouth, for this magnificent 10 day event. The streets of the 'Naki will come alive with the sound of 800 plus historic vehicles.

Every one of us wants this event to be a roaring success, and what better time

than now to start planning for it if you haven't already done so. Please give serious consideration to coming to the rally, and start thinking about your accommodation plans.

Do you remember 1995, the year of the inaugural Targa New Zealand, the ultimate road race? The event brought together an incredibly diverse collection of cars and drivers from around New Zealand and the world. From vintage sports cars, Kiwi developed specials and state of the art 4WD machines, Targa catered for them all.

So here is another opportunity for you to demonstrate your motoring prowess. Beginning in March of this year eager VCC members up and down the country have the opportunity to take to the roads and motor alongside the big-boys of motorsport to participate in the Targa Time Trials, or as the motoring press says "the stuff that legends are made of."

On 16 March Targa Rotorua will kick off, followed on 18 May Targa Hawke's Bay and finally in October Targa New Zealand.

Subsequent to the huge success of the 2018 event, Targa 2019 is now open to cars of all ages with special pricing for VCC members with VCC eligible cars that have a current VIC. This is great news for both current and prospective members, From

1 February a 30% discount will apply to the standard entry fee for you. (See advert or contact direct Rod Corbett now).

Last, but certainly not least. For all you motoring/touring enthusiasts, 7-13 March is the 2019 Club Captain's Tour. At the time of writing I had received 30 entries, so there is room for you to come along. On the morning of 8 March our vehicles will trundle out of Tauranga to motor for seven days with like-minded folks on country roads in districts that many would not have travelled previously, to arrive in the city with the longest navigable waterway in New Zealand, Wanganui. The local VCC branch will be the grand hosts for our final dinner.

Please contact me ASAP by email (nicc@vcc.org.nz) if you are keen to join this fun End of Summer Wine tour hosted by the infamous Smylies - remember the tour motto "bring along your Smylie face, relax and cruise, at your own pace" (driving your historic car of course).

In the meantime safe motoring for 2019.



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GRAHAM & MARGARET TULETT'S 1935 CITROËN ROADSTER

Words and photos Greg Price





STER

For the purpose of understanding what I was faced with, simply think of a floor shift being placed on the dash board.

We all have recollections of seeing a particular type of car back when we were little and that car was indelibly etched in our minds for whatever reason – often because it may have been unusual in design, or its location etc. Way back in the early 1950s, when my grandparents baby-sat me after school, I used to gravitate to a house further up their street in Mt Eden (Auckland) and sit on the low brick wall and gaze at the collection of cars on the front lawn and inside the basement garage (when the door happened to be open). The source of my fascination was the collection of (what I later knew as 1930s – 1940s) Citroëns – a coupe, a roadster and a sedan. The roadster was orange/faded red in colour, and I recall it was looking a bit decrepit even back then. My fascination with roadsters/convertibles had begun with being collected from the convent school by a young gardener in his orange (sea-chrome?) Morris 8 sports a couple of years earlier. So any orange/faded red convertible was always going to catch my attention. However it was to be 65-plus years before I was to set eyes on another live example of what I now know to be a 1935 Citroën Roadster, and that happened to be at a recent Noggin Night at Canterbury VCC, when Graham and Margaret Tulett's Roadster was on display having taken out the 2018 Restoration of the Year trophy! AND, upon examining Graham's photo collection of the restoration, I noted that it originally was (wait for it!) orange/red in colour. Was it the same one? As it turned out, no it wasn't, but that's not important for this epic restoration story, which began way back in 1970. But how uncanny was that? Seeing an almost identical Citroën convertible all those years ago, and then crossing paths once again some 65-plus years later? Needless to say I jumped at the chance to do a "Behind the Wheel" on a type of car which I had first seen so many years ago.

But, before embarking on that part of the story, let me bring you up to speed with the history of these particularly nice examples of classic 1930s roadsters, which were pretty advanced for their time in terms of design and performance.

FIFTY PERCENT

Even back in the 1930s there were government taxes to be avoided and/or taken advantage of. Thus Citroën in Javal, France made 50 percent of this car and the other 50 percent was made in Slough, England. This was so each country could claim the tax advantages. Very much like here in New Zealand when in order to produce a vehicle (for example the NZeta motor scooters, which were based on the Czechoslovakian Cezeta) some 40 percent of the end product had to be produced in New Zealand. According to Graham's research, approximately 623 of these roadsters were built by Slough in England between 1934 and 1940. Of the 26 known to survive, this particular example is the oldest Slough-built roadster





known to exist. The next oldest known roadster was built in 1937. The Slough-built cars were more luxurious than their French-built counterparts, with quality carpets, polished woodwork and leather upholstery. This car is one of only six Citroën roadsters still in existence in New Zealand. I've no idea if the one I used to ogle back in the 1950s in Mt Eden still exists or not – but as is often the case with unusual vehicles, it may well be lurking in a garage or barn near you. It doesn't seem to be still in the Mt Eden property, as when I was in Auckland a few years back I went and checked the property. The place looked pretty much the same, albeit minus the cars on the front lawn and the garage door was shut.

CITROËN'S HISTORY

The Traction Avant, which is French for front-wheel drive, was designed by André Lefèbvre and Flaminio Bertoni in late 1933/early 1934. The vehicle pioneered front-wheel drive on the European mass car market, along with DKW's 1930s models. Front-wheel drive had just appeared for the first time in production vehicles through luxury vehicle manufacturers Alvis, which built the 1928 FWD in the UK, and Cord, which produced the L29 from 1929 to 1932 in the United States.

The Traction Avant's structure was a welded unitary body/chassis. Most other cars of the era were based on a separate frame (chassis) onto which the non-structural body (coachwork) was built. Unitary construction (also called Unit Body or Unibody in the US) results in a lighter vehicle, and is now used for virtually all car construction. This unitary body saved 70 kg (150 lb) in steel per car. It was mass-produced, using innovative technology purchased from the American firm The Budd Company. Weight reduction was a motivation for Citroën that American manufacturers of that time did not have.

This method of construction was viewed with great suspicion in many quarters, with doubts about its strength. A type of crash test was conceived, taking the form of driving the car off a cliff, to illustrate its great inherent resilience. The novel design made the car very low-slung relative to its contemporaries – the Traction

Avant was always distinctive, which went from appearing rakish in 1934 to familiar and somewhat old fashioned by 1955.

The suspension was very advanced for the car's era. The front wheels were independently sprung, using a torsion bar and wishbone suspension arrangement, where most contemporaries used live axle and cart-type leaf spring designs. The rear suspension was a simple steel beam axle and a Panhard rod, trailing arms and torsion bars attached to a 75mm (3 in) steel tube, which in turn was bolted to the main platform.

Since it was considerably lighter than conventional designs of the era, it was capable of 100 km/h (62 mph), and consumed fuel only at the rate of 10L/100 km (28 mpg)

GRAHAM'S MONUMENTAL TASK

Graham and Margaret's car started its New Zealand life in Wellington on Christmas Eve of 1936, and from then until 1970, when the Tulett's got their mitts on it, it moved around the country's dealerships in both islands, and amassed at least 13 owners before finishing up with a Jack Hunt in Christchurch. Jack began dismantling the Citroën but seemingly decided that it was going to be a bigger task than he had initially envisaged, and consequently it lay partially disassembled in at the back of an engineering business in Wairakei Road. That engineering business later became a Repco outlet. Longtime VCC member and friend Don McClelland and his wife June (Margaret's cousin) were looking for an Essex coupe in the late 1960s and it just so happened that a neighbour of Graham's had one that was 80 percent restored, but he'd grown tired of it and wanted to pass it on. The McClellands jumped in their car and travelled to Ashburton and bought it. Don was so grateful he told Graham that if he ever needed a favour, he only had to ask. As it happened, Graham already had a 1939 Citroën sedan and while he'd never seen a roadster in the flesh, he'd seen a picture of one in a magazine, so told Don that it would be fantastic if he found him a roadster. This was meant to be a 'tongue in cheek' comment. However, a few months later Don rang and said, "I've found you a roadster." Don had visited



the engineering business and spotted it lurking out the back. The car was a rolling body with a complete engine, albeit not fitted, and while it was mostly stripped, it appeared to have everything present, although it was difficult to know what was there and what might be missing. But Graham splashed out the \$500 asked without question, and lamented the fact that the \$500 represented more than the deposit they had put down on their home.

Ray Hoskyn, an Ashburton car restorer did quite a lot of work during Graham's first attempted restoration and it got to the stage of being undercoated ready for painting. Unfortunately Ray took ill and sadly passed away. Ray's successor had differing ideas as to what was required to complete the project so Graham brought the Citroën home. As any early Citroën aficionado knows those early steering boxes were 'difficult' and were later replaced with a rack and pinion system. Graham's steering box was knackered so he gave it to a Citroën Car Club member from Wellington to rebuild. Unfortunately this chappie was a bit of a nomad and moved around a lot and thus was hard to keep in contact with. And these early Citroën steering boxes were like rocking horse poo to find, so ratting another out of a wreck was never an option. Thus 12 years on Graham finally got his steering box back, but in the meantime the restoration had gone on the back-burner due to the children's schooling/sport commitments. Thus it was not until Graham retired that the restoration recommenced.

If you check out the photos of the upholstery, you will notice that the leather looks aged. That's because Will Sales (who did the upholstery) was able to source some stressed leather (looks old, even though it is brand new) which was almost the same colour as the original. The panel work and painting was out-sourced but Graham carried out the rebuild using parts he had sourced locally from other Citroën enthusiasts and from overseas (Europe). During the rebuild Graham spoke frequently with Stuart Craig from Manaia (in Taranaki) who has a lifetime of experience in car repair and restoration, and in particular, had restored a roadster as well. He was a great source of advice particularly in achieving a professional finish.

INTERNATIONAL INTEREST

As an aside, rumour has it that an international Citroën executive once approached a woman in the Bay of Plenty who reportedly had a Citroën Roadster from new, and offered to swap it for the latest model at no cost. Graham is not sure what transpired other than the woman politely declined the offer saying that she was quite happy with the roadster.

In 1984, which was the 50th year since the first Citroën Traction Avant was first produced, an international delegation representing all Citroën Clubs toured New Zealand visiting the various NZ Citroën Clubs and staging the odd event. The delegation had contacted Graham and arranged to visit Ashburton to see the roadster. They duly arrived with a reporter from the *Ashburton Times* who took some black and white photos and later wrote an excellent article. Not just about Graham's car but also about the Traction Avant.

THAT 50 PERCENT THING AGAIN...

Speaking of that 50 percent business again, Margaret has always considered that the roadster was Grahams' car, although Graham sees it as being 'theirs'. Thus when he applied for a VCC identity card it went into both their names. Graham sees a major advantage in this, for example when he has to buy something for the car he only has to cough up half the amount. However Margaret is happy to be the silent partner with her 49.9 percent share, as opposed to Graham's 51.1 percent. (Hang on Graham. That adds up to 101 percent. Never mind, no one will notice. Perhaps that extra 1% could be explained away as entertainment tax?)

I saw the dual ownership working well on the day of the photoshoot and test drive, as Margaret had come along on the day, and assisted with lowering the roadster top, which really is a two person job. Editor Kevin gave it his best shot but gave it away when it was apparent that he was in danger of losing a couple of fingers. For my part, I pretended to fumble with my camera – I'm rather fond of all my fingers.

THE TEST DRIVE

I'd have to say up front that I was extremely honoured and privileged to have been allowed to take this for a blat down the road. Graham told me afterwards that other than him, I was the only other person to have driven it since it was legally back on the road. How neat was that? I always knew that Citroëns had that weird gear stick thingie poking out of the dashboard, but had never previously ever encountered one, let alone actually driven one. For the purpose of understanding what I was faced with, simply think of a floor shift being placed on the dash board. It is a four-position H configuration, with reverse and 1st being on the right hand side of the shift, and 2nd and 3rd being on the left hand side. Being newly restored, the shift was quite stiff to operate but I reckoned that a couple of weeks should see me get used to it quite easily, but Graham wasn't having a bar of lending me the car for that long. The ignition switch was interesting too, as it had 'Off' and an 'S' and an 'H' – the 'S' and 'H' didn't stand for 'shit happens' as it turned out. Apparently the 'S' is for sidelights, and the 'H' for headlights. Who'd have thought it was that simple? Even more fascinating was the knurled knob in the steering wheel centre, which wasn't the indicators, rather it was the dipswitch. And the centre of that was the horn switch –press the outside for one horn, and the inside for the other one. The main instrument was the squarish/roundish speedometer, which also contained oil pressure, petrol and amp gauges. There was also a clock which was seemingly still set to the French time zone, as it was showing 2.30pm at 12.05pm. Apart from that, the dash was the usual you'd expect in a deluxe car from the era, in that it had the customary glove compartments on either side, and a pull starter and choke knob. The handbrake was right under the dash (designed clearly to obstruct my infamous handbrake turns.) and the two nicely chromed wingnuts opened the exterior vents atop the firewall. The foot pedals were unusual in that they protruded almost horizontally from the firewall, which took a bit of getting used to in terms of my smooth engagement of the clutch. Remembering I was setting out in someone else's pride and joy, that had been some 48 years under restoration, I gingerly selected first gear and ventured onto the road outside Cutler Park – which was fortunately free

of traffic. Amazingly, gear selection was reasonably easy despite the stiffness of the mechanism. As is often the case with older, larger vehicles, power-steering is afforded by "armstrong", but is adequate. Acceleration was impressive having regard to the fact that I was still in 'Gingerly' phase. We motored off down the road to enable me to get a good perception of open-air motoring in a very well-restored vintage Citroën, and my overall assessment was PGR, (Pretty Good, Really) The suicide doors (opening outwards from the front) enable easier getting in and out of the car for those of us of senior years – like Editor Kevin, for example.

Almost as soon as it began it was over, and we headed back to the VCC grounds. This was mainly because the threatened southerly storm clouds were gathering, and Graham and Margaret wanted to head home with the top down – as you would. I'll reiterate that it was a significant privilege to be allowed behind the wheel of Margaret and Graham's magnificent machine.

For my part, I finally got to drive an example of a car that had impressed me as a kid all those years ago, and it was definitely worth the wait. What was interesting too, was that one of Graham's earlier vehicles was a Morris 8 Sports, but he went on to become a Citroën aficionado. However after I had owned several Morris Eight Sports/roadsters, I graduated to Mk I Zephyrs. But as to which of us made the more sensible decisions all those years ago, have a think about relative values. How much is Graham and Margaret's Citroën Roadster worth? (I'm talking about the car's value, not Graham and Margaret's relatives.) Then think telephone numbers. Can't say the same about Zephyrs, even if they're convertibles. Luckily the VCC is linked to Vero Insurance's vintage vehicle scheme. Imagine the premiums on this magnificent car if one was trying to insure it with an ordinary insurance company?

But for now, when I see Graham and Margaret cruising in the roadster on a VCC run, I can say "Bin there, done that" (And I didn't break it). But I don't seem to be able to find the T Shirt!

|BW



SPECIFICATIONS

MANUFACTURER

Citroën

MODEL

7CV

PRODUCTION

1934-1941

ASSEMBLY

France / United Kingdom
(50% in each)

BODY STYLE

2-door convertible

ENGINE

4-cyl OHV (1.9L)

TRANSMISSION:

3-speed manual

WHEELBASE

115 inches

WEIGHT

2260 lbs (Just under half a ton.)

LENGTH:

175.2 inches

OVERALL ASSESSMENT:

Awesome! (My humble opinion!)

2021 VERO

INTERNATIONAL FESTIVAL OF HISTORIC MOTORING



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

Fantastic news to start the year. We are pleased to announce our official accommodation suppliers for the Festival are the Plymouth International Hotel and their sister property, Autolodge Motor Inn New Plymouth. Between these two properties a full range of accommodation is available, from self-contained motel-type units through to hotel rooms and luxury suites and apartments. All budgets are catered for and I am sure you will find the right room type to suit your needs. There is ample parking at both and they are well set up for guests with cars or motorbikes (and vintage trucks, of course).

The location is great, between the Rally Village and New Plymouth city centre, with supermarkets and petrol stations in close proximity. The Plymouth is a 20 minute walk to the Festival Village, and Autolodge is another five minutes. It might be an uphill walk to get to the village but after a day's motoring, food and a drink or two at the village, it's a downhill stroll all the way to your bed if you want to leave your vehicle at the Village overnight – and we will have security onsite to ensure you can sleep safely in the knowledge that it will be safe and sound.

They are taking bookings now for the Festival and are offering reduced rates over all room types for Festival entrants. To make your booking, follow the links from our website www.historicmotoring.co.nz or ring the properties direct. 0800 800 896 for the Autolodge Motor Inn and 0800 800 597 to book at the Plymouth International. You must tell them you are part of the 2021 Vero International Festival of Historic Motoring to ensure you get the special rates they are offering us.

FAQ

Q: Are you taking small veterans into consideration with the motoring days?

A: Too right we are. We are very keen to see a large number of our pioneering vehicles at the Festival and we are confident that the Festival will be the best event yet for these vehicles. Our Committee encompasses owners and drivers of vehicles from the 1900s and single cylinder, right through to a 1980s Toyota. This is no coincidence. The best people to make an event suitable for any type of vehicle are those who have and use them.

The Festival is very different to any previous VCC International event. There is a bigger focus on the Festival side of the event and the driving side of it is very much focussed on the capabilities of the huge variety of the vehicles which the VCC caters for.

Each motoring day has a choice of longer and shorter routes and we have picked out flat terrain on the short route to make sure it is not too onerous for those of very limited power. There is one route where the smaller cars may struggle and that is when we go to Whangamomona, which is a must-do for any Taranaki motoring event but we know is too big an ask for some of our older vehicles. On this day, it's going to be a morning start for those who want to do the full day, but we all meet in the afternoon closer to New Plymouth so again we are together as group for the run back to the Festival Village.

The 1948 Skoda Cabriolet, sporting all-independent suspension and a 1200 cc OHV engine, is a rare sight in New Zealand.



Photo John King, 2019 Banks Peninsula New Year's Picnic at Little River.

RALLY SNIPPETS

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

50TH ANNIVERSARY WAIRARAPA BRANCH

The 50th Anniversary of the Wairarapa Branch kicked off at the clubrooms with a mix-and-mingle at registration on the Friday evening, where, with fresh snow on the Tararuas and cold southerlies forecast, it was evident that the much hoped for sunny weather for the weekend was not going to be.

It was a disappointing start to an event many months in the making for a dedicated committee headed by Francis Pointon with rain greeting nearly 100 participants on Saturday morning at the start of the rally from the clubrooms. There were three routes – a long route, a short route or for those wanting to enjoy the countryside and a touring route. Each of these routes zigzagged through the back roads of Wairarapa. And for those keen ones, a bit of straight-line navigation was included.

All vehicles arrived in Eketahuna for lunch where the sun made a welcome appearance. It was a wonderful sight to see 100 cars and motorcycles parked at the lunch stop.

After lunch a different route was taken to return to the clubrooms.

The “speed camera” and “police check point” caught a few drivers unawares. (a clever mock setup). Overall winner was Alec O’Hara in his Austin 7, ably assisted by Caroline O’Hara (his Aunt) as navigator.

On Saturday night 200 people enjoyed a celebratory meal at Solway Park, with speeches and cake cutting. The 50th Anniversary book written by Maureen Bull was also launched. Graeme Gordon accepted his 50-year badge. He also accepted a badge on behalf of Barry Gillum (who was unable to attend due to illness). Mary Buick and Peter Groves were presented with life memberships.

It was good to see two motorcycles, a 1904 FN and an 1911 Triumph along with a 1900 De Dion Bouton on display in the hotel foyer.

Sunday started with a stiff frost and clear blue sky for the Car Show. Unfortunately, the blue sky was not to



▲ Wairarapa: Branch Chairman Willie James in his MG.



▲ Wairarapa: Frances Elwin and author Maureen Bull with the 50th anniversary book, launched at the rally.



▲ Wairarapa: The organising committee, dressed for the occasion. Rear, from left: Phil Halligan, Simon O’Hara, chairman Francis Pointon, Alec O’Hara. Front, from left, Gaye Pointon, Val Ball.



▲ Wairarapa: Ullo, ullo ... Constable Plod, aka John Clarke, complete with radar gun and truncheon, on the job. Good drivers got a lollipop.



▲ Wairarapa: Bill and Jill Maunsell tackle one of the obstacles in Jill’s Swallow.

last, and the clouds soon rolled over. But not before close to 300 cars had descended on the Solway showgrounds showing their shiny and not so shiny paint jobs.

Tim Johnston secured the prize for People’s Choice on the day with his much loved and admired version of a Model A jalopy, complete with pots and pans and a couch as the back seat. A wonderful display.

A gymkhana was held for those who wished to enter, with local member Ryan Dewes the winner. Because the rain set in, the day ended sooner than expected, bringing the end to a wonderful weekend of events.



▲ Canterbury: Show weekend tour.



▲ Canterbury: Show weekend tour.

SHOW WEEKEND TOUR CANTERBURY BRANCH Alan and Shirley Wills

To say it was the same old crowd attending could be taken quite the wrong way, so I rephrase it as 'the people we would expect to see on a Show Weekend Tour', old hands who have been touring since the days when this annual trip was called the Chairman's Tour, along with more recent converts to non-competitive tripping around for the sake of it.

Thirty-two vehicles in all, but one new member after weeks of anticipation was sidelined with a leg injury.

The Lewis Pass route to Greymouth is a fair step but never fails to provide a really great motoring experience, especially if it is open top motoring on a sunny day. No wonder the tourists rave over this particular road even if we locals take it for granted.

The stockyards at Montrose Station provided an attractive morning tea stop, notwithstanding the plume of dust kicked up on the approach road, although I must mention my concern about someone who not only brought a dog on an official club event, but took it onto a working farm. Whatever next?

At midday we were greeted at the Reefton racecourse by the ever cheerful Nick Harrison, late of the Canterbury Branch, who had the hot water organised in the old grandstand, a good picnic spot with rudimentary but welcome rest room facilities.

But the sunshine was not to last and fortunately the majority of participants reached their accommodation before the quick heavy shower, one of many to be a feature of the whole weekend.

Saturday offered inclement conditions ranging from drizzle to downpour which detracted from the wonderful bush-lined roads but did not seem to diminish the high spirits of the group. The morning

tea at Lake Brunner Lodge, just opened that day for the summer season, was a scene of much banter and good humour despite the rain.

Unfortunately only minutes from the Lodge, Colin Hider, who was pulling over near the shoulder to allow room for a road hogging modern to pass, experienced a frightening slow-motion slippage as the edge collapsed and the car ended up on a 45 degree angle on its side against a tree. The Bruce Forbes Stag also had the ground beneath the left front wheel subsiding requiring help from another vehicle to regain the hard.

The upside was that although both Joy and Colin were considerably shaken up they were unhurt, and after a 90 minute wait for breakdown assistance the Rover was back on the road and running with only minor wounds to show for the mishap.

Saturday lunch was a totally new experience for most of us with a great luncheon put on by the Gloriavale community, with musical and vocal entertainment provided by the young people. We would all have

come away with our own appraisal of the commune life, however there could be no doubt about the single mindedness of its adherents.

The evening meal was at the Paroa Hotel providing a great time for the 67 satisfied tourists to socialise and relax after a day of beautiful country and atrocious roads. Well done Dave Inwood and family for the organisation and the backup support.

"Would you like an extra day with that sir?" Those of us who chose to stay over one extra night were taken in hand by Myra and Lyndsay Saunders and were hosted for morning tea by the Hokitika Machinery Club, who on each of my three visits have had something new to display. Thank you chaps for giving up your Sunday morning for us, and your informative talks about the history of some of the numerous pieces.

And finally, the 'shades of American Pickers' visit to the hydraulic repair shop on Monday morning was a real eye-opener and a perfect example to quote if one is accused of collecting too much stuff.



▲ Canterbury: Show weekend tour.

VCCNZ National Veteran Rally
2019 Achievement Award -
Mark Bearman - 1906 Cadillac,
as awarded by the organisers



**NATIONAL VETERAN RALLY
NELSON NOVEMBER 2018
INC. PRINCE HENRY TOUR & GOLDEN BAY TOUR
NELSON BRANCH**

Words Jim Waring, photos Ray Robertson

The Prince Henry Tour to Richmond, Nelson preceded this year's National Veteran Rally. This year it was organised by Ray and Glenis Miller from Hawarden. The tour commenced at Tinwald south of Ashburton on Monday 12 November with nine keen veterans travelling over the three gorges to Amberley where three more vehicles joined. The tour continued over the Weka Pass and Lewis Pass to Reefton and through the Buller Gorge, arriving in Richmond on Thursday. Tour entrants had come from as far as Te Puke and Tauranga in the North to Invercargill and Mosgiel in the South, with one from Australia. The Prince Henry Tour Trophy was won by Rob and Diane Ross, 1915 Dodge.

Friday 16 November was arrival day in Richmond for the 53 National Veteran Rally entrants. They included four motorcycles and an impressive six veterans from the WOW Classic Car Museum. The oldest vehicle was Colin Winter's 1900 Wolseley from Dunedin. The full list covered 30 different makes, Ford topped the list with 10 followed by Renault with five and Darracq with four. Two entrants were from Australia; Ian Dawson who rode Bevars Binnie's (Canterbury member) 1918 Royal Enfield motorcycle and Mark Bearman who lives 150km South of Perth and travelled to Ashburton to get his 1906 Cadillac out of storage and on the road. Registrations and a dinner at the Nelson Branch clubrooms got everyone together in a laid-back friendly atmosphere. The public also sensed that something was about to happen with the large number of veteran vehicles moving about the Richmond township in the afternoon.

The committee had three aims for the Rally;

- To celebrate that this year all of the veteran class would be 100 years old.
- To involve the public as much as possible to see live history and get up close to the vehicles.
- To pay simple respect to the centenary of Armistice Day (the weekend prior to the rally) at the rally start.

To involve the public in the two days of events the committee needed support of the Nelson City and Tasman District Councils, business owners in the Richmond township and event organisers at the two lunch stops. All of these were extremely helpful, and the Tasman District Council and Richmond shop owners contributed financially to assist with the additional costs associated with road closures and extra marshalling to enable the whole plan to come together. Nelson Building Society funded all of the printing costs and Nelson Petroleum Distributors provided discounted fuel to entrants for two fill-ups. Vero Insurance continued their generous support of the VCC with a significant cash injection early in the event planning.

Saturday 17 November saw an early start with entrants arriving at Sundial Square car park in the centre of Richmond by 8:30am. A good number of the public attended the free vehicle display, and listened to the local jazz band that created a wonderful atmosphere for the morning. The local Historians Group (led by a Past Chairman of the Nelson Branch, Gordon Taylor) performed a re-enactment of the signing of the Armistice. Vehicles started to leave for the day's runs at 10am, with each vehicle being flagged away by the Tasman District Mayor, Richard Kempthorne, assisted by two of his granddaughters. The run took the fleet up the length of Richmond's Queen Street, through some of the residential area and out to the start of the rural roads where it split into the

two options; long of 70 miles and short of 35 miles total for the day. The long run travelled north on the inland route towards Motueka with its views back across the bay to Nelson city, and then doubled back via the coastal road through Mapua and headed south to end for lunch at Willow Bank, one mile South of Wakefield.

Willow Bank is a privately owned historic village where the owners had changed their normal monthly public open day to accommodate the rally. As the vehicles arrived field tests were conducted in the large paddock at the rear of the village. Most completed the three events, but as usual it was a little trying for the big Cadillacs of John Callesen and Greg Elder, being high and long. Around 2pm the vehicles departed Willow Bank through the main street of the little village as the owners captured the event on video. The run had a short and long option that ended with a visit to Richard Conlon's workshop where he had an impressive display of cars he was working on for clients.

A more leisurely start for the Sunday 20 mile Heritage Cruise commenced with morning tea at the Nelson Branch clubrooms. The first vehicle left around 10:30am. The Cruise was designed to cover some of the residential areas of Richmond and Stoke (a Nelson suburb) pass a couple of rest homes, motor around the iconic waterfront Rocks Road and return to Stoke for a photo shoot in front of the historic Isel House. Perhaps a sign of the times was an unexpected traffic jam around the waterfront before lunch on a Sunday morning in November, however all of the fleet survived and duly arrived at the lunch stop at Broadgreen Historic House to park on the lawn under the large trees in a picturesque English-style park. The annual rose festival, which boasts an extensive collection of over 3000 plants, coincided with the veterans' visit. Both events combined to make a great public spectacle for the large number that turned out to enjoy free music, market stalls, tours of the house and gardens and of course the wonderful display of veteran vehicles with some owners dressed in period costume, something that they may never see again. The big red 1916 Locomobile speedster from the Classic Car Museum, entered by Mike Wilson (Nelson member, and manager of Cartel who maintain the museum cars) attracted plenty of attention, especially when the bonnet was raised. An Australian couple travelling New Zealand on motorcycles altered their tour to follow the rally vehicles for both days and end at the rose festival. Club Waimea hosted the official evening rally dinner and prize giving. During the evening local member Roger Lusby (Rolls-Royce), who is a long time petrolhead now having been converted to electric vehicles, presented one of his famous hilarious literal and poetic renditions that ended describing how Holden got its name. Prizes were presented by National President Diane Quarrie, notably Diane was also the only lady driver to participate in any of the events over the weekend.

Monday 19 November was the travel home day for many of the entrants, while 13 prepared themselves for a Post Rally Tour to Golden Bay on Tuesday. The tour left from the Nelson Branch clubrooms, heading to Motueka and the start of the steep Takaka



1st Motorcycle - Graeme
Sword - 1914 Triumph



Winner of the Prince Henry Tour - Rob and Diane Ross, 1915 Dodge



Entrants Choice - William McLean Trophy, Stephen Kidd, Nelson, 1913 Darracq



Ron and Jan Johnson, Nelson take a break for lunch, 1908 Renault



Mike Wilson and Lizzy Edmonds - WOW Museum, 1916 Locomobile Speedster

Hill that has traffic lights to control a long one-way section as a result of the large slips 12 months ago. Barry Hay on the 1918 Harley-Davidson had a couple of issues at the lights as the wait is about quarter of an hour each time. Everyone shuts down and it took a couple of turns to get the Harley going. Both of the bikes got to the top for the lunch stop but Ian Dawson (Australia) on Bevars Binnie's 1918 Royal Enfield noticed a strong hot smell for the last part of the hill climb. When he pulled into the Woolshed Café he found the cause; his nice new fluoro trousers had melted and stuck to the barrel of the engine. The weather packed up over the lunch stop and hail pelted the tin roof of the café, so most sat inside and waited for the reports from Rob Ross who was brave enough to venture outside. Less than an hour from stopping for lunch the sun was out and the weather was fine for the rest of the tour.

On Wednesday the tour assembled at Pohara Motor Camp and headed to Collingwood for lunch, then to Bainham and the old Langford Store. Several stops along the way gave the entrants a brief taste of life in The Bay. A stop on the run home at the Mussel Inn gave everyone a chance to sample the local brew even if it was a "Wessel" (watered down) version. Sir Julian Smith had his 1912 Model T going so well that he had somehow visited the Inn twice that day. Happy hour and dinner was hosted by the Pohara Boat Club. The very famous (in Golden Bay and many other districts) Paul Sangster entertained with some of the most hilarious poems we have ever heard. Many had tears running down their faces during that dinner evening.

Thursday's run was a simple short morning trip to the Pupu springs and the powerhouse that is further up the valley and run by a group of locals. It supplies power to the national grid and raises funds (over \$100,000pa) for local families that need some special help. Lunch was a special event in Takaka in the sunshine under the trees. Vehicles were parked on the Village Green in the middle of the main street next to the NBS Bank. A visit to Paul Sangster's private museum collection filled the day. The final dinner was at the Kotare Sands Café at Pohara.

The rally and tour had ended on a high, thanks to all who went to the trouble and effort to attend. Without you there would be no event. Special mention must be made of Murray Toms and Joy Nowley who travelled in their 1917 Dodge roadster from Tauranga to Ashburton and joined the Prince Henry Tour to Richmond. They attended all of the events over the Rally weekend, then joined the Tour to Golden Bay and returned early to Richmond to fly to Auckland on Friday for a granddaughter's wedding on Saturday. They then flew back to Richmond on Monday, collected their car and went back to Golden Bay (we love it so much they said). Next we heard from John Callesen that they had been around the entire South Island and were in Blenheim for Christmas after which they were crossing on the ferry and travelling home to Tauranga. Congratulations to you both. What a trip!

PRIZE WINNERS

- Overall winner Ian McLean trophy**
John Callesen, Judy Callesen, John Hastilow 1918 Cadillac
- Entrants choice, William McLean Trophy**
Stephen Kidd 1913 Darracq
- Concours Conlon Trophy**
Lou McDowell 1911 Overland
- Organisers award – National Rally Achievement Award**
Mark Bearman 1906 Cadillac "
- Teams Trophy – McLean Motor Car Act**
John Callesen and John Hastilow, Rob and Diane Ross, Ray and Glenis Miller
- 1st Motorcycle**
Graeme Sword 1914 Triumph
- Best Branch Percentage attendance Sun Alliance trophy**
Rob Ross for Ashburton Branch.



▲ Phil Benvin driving his Jaguar XK 140.



▲ Winner of the Hillclimb Neil Longman pictured with his Pit crew (Dad) in front of the Mallock U2.



▲ Phil Benvin in front of his Jaguar XK 140 holding the Alec McLennan trophy for best performance.



▲ John Tremain in his Ford Model A.



▲ Neil McDonald in his Monroe Special.



▲ Frank Bray, Triumph TR7.

JOSEPHVILLE HILL CLIMB GORE BRANCH

Words Evan Henderson

The Gore Branch ran its 13th Josephville Hillclimb on the 18 November in terrible conditions. The day started out okay but by the time scrutineering was completed and practice runs were about to start the sky opened and the temperature dropped, making it very unpleasant for the drivers and everyone involved in running the event.

Conditions aside, the competitors put up some very good times. There were entrants from Queenstown, Nelson, Timaru, Alexandra, and others from around Southland. The fastest time of the day went to Neil Longman in his Mallock U2, who registered a time of 27.22 seconds (look out Dave Harris). Best performance went to Phil Benvin of Mapua in his trusty Jaguar XK 140.

Comments from drivers at the end of the day were very positive, with most finding the conditions challenging but interesting. So next year in November get those cars down south and try out our hillclimb.

CLUTHA RALLY 2018 SOUTH OTAGO BRANCH

Words John Cook

Sixty-five entrants attended South Otago Branch's 47th annual Clutha Rally. After a welcome and morning tea entrants left on the timed section which took them around Barnego, to Benhar then to Kaitangata where the timed section finished and the long and the short routes split. The long route went to Wangaloa and Toko Mouth (which is on the coast) and then to Milton while the short route went to Lakeside Road, Moneymore and Milton. Both met up again at Sinclair Wetlands Berwick for lunch.

After lunch the entrants had two routes to choose from to make their way back to Balclutha for prize giving and the evening meal, some also taking the opportunity to visit the branch parts shed.

Before the prize giving three South Otago Branch Members were presented with their 50 year VCC membership badges and certificates by South Island Club Captain Alon Mayhew. They were Stuart Milne, Malcom Thomson and Neville King. Well done you guys. All three are still active members of our branch.

Overall winners of our rally were Stuart and Lynn Neil 1939 Dodge D11 and runners up were Paul and Kaye McNabb, 1929 Model A.



▲ South Otago Branch 50 year recipients, from left: Malcolm Thomson, Stuart Milne and Neville King.



Peter Croft pointing out the finer features of his vintage Alvis.



The Avanti, briefly made by Studebaker before its 1964 collapse and subsequently produced by a succession of specialist manufacturers, still looks good from most angles.

LITTLE RIVER PICNIC

Words John King, photos John King and John McDonald

Many years ago the Banks Peninsula Branch instigated one of its more gentle and less sporting events. Each New Year's Day the domain at Little River is filled with shiny cars as the Christchurch specialist motoring crowd gathers for a picnic in this idyllic spot under the shade of mature trees and surrounded by high hills.

The event is open to all comers, and this year the official count was 220 cars, mostly tucked under the trees with late-comers having to stand in the glare of the sun. Only a handful of truly vintage cars was present, and only one veteran, but sports cars predominated and nobody dared to arrive on a glorious summer's day with the hood up.



Always interest in the side valve V8, in this example a 1935 Coupe



Well travelled 1930 Erskine



Welcome rarity in NZ, 1948 Skoda 1100 Cabriolet



Early Ford V8 fire engine continues the theme.



What big eyes you have, 1935 Talbot BG110

Marques tend to congregate in groups, and Morgans are no exception. The three-wheeler is obviously of modern build, but the uninitiated can find it difficult to tell a 60-year-old Morgan apart from current production.



The Mainland Big Band, whose members include the occasional car restoration expert, provides appropriate music.



Martin Vincent's R-Type Bentley is one of three examples of the marque at the Little River New Year's Day picnic, handily parked with a sense of place.

MGs are well represented, although somebody has sneaked a modern BMW into the group.



Relative rarity these days, 1958 Austin Westminster



Style with a capital S, 1950 Jaguar Mk V.



THE MAGIC OF



MERLIN



History will record my scholastic achievements for what they were, with less than fond memories of Latin and the college motto that went with it.

“Bene tradita, bene servanda” or as the English translation reads “Good traditions, well maintained”.

Text

Craig Pidgeon, John McDonald

Photos

John McDonald

Bruce spied another Merlin in the then NAC staff car park at Harewood and left a message under the wipers for the owner to contact him...

The owner of this vehicle also attended the same seat of learning, albeit a decade or so later than myself. Craig Pidgeon and his three brothers, Michael, Grant and Hamish had an upbringing steeped in the wonderful curriculum of the Canterbury Branch of the Vintage Car Club, their father Bruce having a passion for not only owning more than one old car, but an equal passion for driving them. Everywhere and often. It wasn't unusual to see the whole family of six, and additional hangers on, take three cars away for the weekend, as Bruce was well known for his generosity in lending his cars out.

A further coincidence that should be disclosed is that my first home in 1977 was located directly over the road from Equipe Pidgeon, so I was well placed to enjoy the comings and goings of this motoring family for some 25 years. Bruce had a particularly soft spot for the Fiat marque, and then there was a change of direction and Bugatti became the favoured one. He restored the now well known 37A which I lusted over, and he promised to take me for a spin. I thought he had forgotten, it was well over a



year later and I was home alone looking after our youngest, who at four months of age was just a babe in arms. Bruce suddenly appeared. "Would you like to come for a drive John?" he said. I stammered that I was home alone with a four month old child to mind. "Bring him with you" Bruce commanded, and I did. Snug in the cockpit the three of us despatched Marshland Road in a time that would not be shabby in a modern, then home via the airport back roads.

Which somehow, in a rather roundabout way, sets out some background and brings us to the subject of this article, a 1936 Riley Merlin 12/4, which has been in the same family ownership for 55 of its 83 years.

Its tenure with the Pidgeon family started in 1963, when Bruce purchased it for his wife Adrienne in Gisborne as an everyday family runabout, a forerunner to a Corolla of today. Five years later car and family emigrated to Christchurch. Around this time Bruce spied another Merlin in the then NAC staff car park at Harewood and left a message under the wipers for the owner to contact him. The owner turned out to be Bruce Winder, another well known identity in the Christchurch VCC. This was the start of a lifelong friendship that some would liken to marriage. Both Bruces restored cars together and raced the Ransley Riley (affectionally known as Thunder Guts) and the Brooklands Riley, winner of the 1949 New Zealand Championship Road Race at Wigram. Hill climbs, rallies and race meetings all over the South Island were on their agenda for almost two decades, until Bruce Winder's untimely death in the late '80s.

Amongst other duties, the Riley served time as the boys learnt to drive, and took part in numerous VCC rallies, as it was the only VCC eligible vehicle that could hold the whole family. As one expects, these outings were not always trouble free. Craig recalls on one occasion, at just 11 years of age, lying along the right front mudguard and running board, the bonnet up, tapping the SU fuel pump with a large screwdriver to jolt the points into action. The ascent up Porters Pass demanded all from the loaded Riley and a prone Pidgeon, and eventually the summit was reached. The rally finished in Moana, the roads were shingle, and the dust pervasive. That same trip saw both back wheels succumb to punctures in quick succession, luckily within a few hundred yards of the garage at Springfield. Craig and Bruce bowled one wheel each along the main highway, had the punctures repaired, then bowled them back to the car for fitting.

In the mid 1970s the Riley was replaced with an Austin Maxi, and history does not recall the delight or otherwise of Adrienne's reaction. For the Riley it was not the end of the road, just a realignment. Craig using it to transport himself to and from the farm he was working on in Kaikoura. Grant qualified as a doctor, and took it to Wellington, the car being returned to Christchurch for major surgery to the rear panelling and wooden frame following an altercation with a wharf bollard. Michael, not to be outdone, used it as a general runabout, and for more VCC rallies, and Hamish as the youngest, used it when no one else did. Its appearance during this time was somewhat different to what we see today, the exterior finished in a monotone bottle green, and that included wings and wheels. Consequently it tended to blend in with the roadside foliage where it was regularly parked.

During this time it received general maintenance, and major repairs only when needed. The engine was overhauled in 1993. The pre-select gearbox was reconditioned about the same time, as the resultant tow home following a breakdown caused the car to fill with acrid smoke. A phone call from a nearby dairy (no cell phones remember) to Bruce Winder disclosed that the only

way it could be towed was with the spark plugs removed and in top gear to allow lubrication of the transmission bands. Lesson learned. The differential has behaved itself, and has required only normal maintenance and a mechanical check during restoration.

In 1996 with the VCC Y2000 rally looming, Michael understandably decided it could really do with a refresh, so it came off the road and the process of disassembly began. As does happen, the arrival of Michael's daughter Meg saw the process stall, and the car remained in this unsatisfactory state for several years. Parts removed were interred inside the car, and storage issues dictated relocation.

Bruce died suddenly in 2002. Craig broached the subject of getting the by now further deteriorating Riley back on the road with his mother. Adrienne agreed, and Craig commenced arrangements to have the panel work started. With the amount of work required, and the estimated cost, the project again stalled. Adrienne unfortunately died in 2015, and in 2017 Craig was able to purchase the Riley from her estate and recommence refurbishment. Auto Restorations did a considerable amount of work on the chassis and all mechanicals, refurbishing many years of motoring and general old age wear and tear. Painting of the body and trim were done by experienced specialists, the trim being especially outstanding as Craig has eschewed the original Rexene type material for leather. The two tone exterior is based on the original colour, found when the body was removed. The black registration plates were able to be retained, and it felt like meeting an old friend on observing one of the tyres which carried the Olympic Balloon brand I recalled from years ago. Modern requirements to meet safety standards have been cleverly met with the inclusion of flashing units in the original semaphore trafficators.

The Riley was officially registered and warranted on 10 October 2018, and the next few weeks were spent sorting out the bits and pieces that inevitably occur. With limited miles on the clock the Riley attended its first VCC outing on New Year's Day 2019 at the Little River domain. Full of confidence a decision was made to celebrate the occasion by continuing over the hill to Akaroa for a fish and chip supper. Craig had generously lent me his classic Sunbeam Tiger for the day, and my expectations of being at our rendezvous well before the Riley were somewhat shattered when it arrived just five minutes later, attesting to its excellent state of health.

My thanks to Craig for supplying the facts for this article, and the loan of his rare Sunbeam.

Bene tradita, bene servanda indeed.....

|BW

◀ A youthful Grant Pidgeon heading for the waves.

▼ Current owner Craig Pidgeon.





WAITEMATA BRANCH ADVENTURES

Photos Ian Goldingham

The Lochinver Rally provided participants with plenty of summer adventure and camaraderie. See Ian's report in Waitemata idle torque.



2021 VERO

FESTIVAL SOUVENIR TENDERS

17 - 22 January 2021 ● Taranaki

The committee of the VERO International Festival of Historic Motoring is seeking proposals for the operation of a souvenir shop at New Plymouth Racecourse during the Festival of Motoring 17 - 22 January 2021, and at other times by agreement with the committee.

The Festival committee will supply information on the festival, logos, artwork and related material to the successful operator. The operator will be expected to arrange for the manufacture and sale of appropriate items of memorabilia, souvenirs and other items such as, but not limited to t-shirts, jackets, polo shirts, key rings, hats, mugs and so on at the operators cost.

The committee will supply appropriate space at the Festival headquarters at no cost to the successful operator. The successful operator will also be permitted to set up a stall at other venues used by the Festival. Operators should also be aware that there may be trade displays by motor industry suppliers offering products and services to entrants.

The committee will promote the existence of the souvenir shop and the items on sale in the pre Festival literature and during the festival.

The rally planning so far indicates that entries may be in the vicinity of 600 -800 vehicles involving some 1500 - 2000 or more people.

The financial risk in the manufacturing of items remains with the successful operator. The committee bears no financial risk or liability nor can the committee guarantee the likely sales or interest from the festival entrants.

The successful operator would preferably be experienced in operating a souvenir shop or similar, or be a VCC Branch wishing to boost branch funds.

Interested operators should forward their tenders to the address hereunder, specifying the following information:

- Amount being tendered for the souvenir concession.
- Whether the amount tendered is GST inclusive or GST Exclusive and the amount of GST.
- The operators name, address, phone number and email address.
- A statement indicating prior experience.
- An indication of the likely souvenir items that the operator may arrange.

The successful operator will be required to sign a contract with the committee covering the points above.

The highest or any tender will not be necessarily be accepted.

Enquiries should be directed to the Festival Director.

Proposals should be received by the Festival Director by 28 April 2019 at P O Box 103, Stratford 4352



BOOK REVIEWS

CLASSIC CAR AND CARAVAN COMBOS

Don and Marilyn Jessen
 Hard cover, 199 pages, RRP \$39.99
 Publisher: Bill Honeybone
 ISBN 978-0-99511-043-4

Reviewed by Kevin Clarkson



It seems the trend to gather up older '50s, '60s and '70s caravans is growing and this book details some fine old caravans that have been restored by collectors in Australia and New Zealand. Many seem to be show pieces that are trotted out to "old caravan" meetings complete with period bits and pieces to dress up the interiors. Some though, are still in use, just as the manufacturer intended, many complete with original awnings. This book though is not just about caravans but more the pairing of the caravans with equally classic tow cars. This adds an extra dimension to the visual aspect of the book especially as many of the pairings are colour matched and, judging by the photos, would

likely make an impressive sight when seen on the road. We can excuse the error on page 70 where the author implies that the MkVI Bentley has a total loss oil system and assumes that this is for the engine whereas in fact it is the "one push" central lubrication system for the moving parts of the suspension elements.

Don and Marilyn Jessen have a history involving old cars and caravans and this passion comes through in the book. A great effort.

THREE-WHEELING DOWN UNDER

Don Jessen
 Hard cover, 223 pages, RRP 39.99
 Publisher: Bill Honeybone
 ISBN 978-0-99511-042-7
 Reviewed by Kevin Clarkson



Even if you are not into motorcycle combinations or three wheel trikes this book will appeal to the motorcyclist in you. It covers a wide range of three wheelers of all types in Australia and New Zealand and, because they are not mainstream, gives us an insight to how they work for their owners. There are over 60 three wheelers in the book with many excellent photos and descriptive text of how they came about. There is a slight deviation from the facts in the early part of the book when there is some confusion about what ABS stands for (not "advance braking system", as one Australian commentator stated) but this is stated correctly by the author in later sections as Antilock Braking System.

Another slight confusion, but that just may be me, is the that author frequently refers to the "Triple Tree" which I believe is the American term for what we in New Zealand call the "triple clamp". Maybe I am out of step here and they call it the Triple Tree in Aussie also.

An interesting collection of three wheelers and well worth having even if you are staunchly two or four wheel mounted.

Don Jessen has always been interested in motorcycles and three wheelers (and caravans, vintage aircraft and boats) and this passion comes through in the book. A great read.

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BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross



National Veteran Rally.

Preceding the National Veteran Rally Glenis and Ray Miller organised a Prince Henry Tour competing for the Prince Henry Memorial Founders Trophy. This trophy was presented by Andrew Anderson and Moya Shand, wife of the late Rob Shand, to commemorate the two founder members. It is competed for on long distance motoring events for two wheel

braked cars and equivalent motorcycles. The criteria is that the event must provide a challenge.

This year's tour started in Ashburton and travelled to Nelson via the Lewis Pass, Reefton and the Hope Saddle. Day 2 across the Lewis Pass saw the Oakley Rover, the Bell Renault as well as the Hill's Darracq from Te Puke all

succumb and be picked up by the AA. The Pearce's Sunbeam limped painfully into Reefton before finally having to hitch a ride the following day. Luckily Colin had arranged for his trailer to be towed through to Nelson so was able to be picked up in Murchison and with the help of a fellow member acquire the necessary part and fix the problem in time to take part in the rally a couple of days later. The Hills also did a repair in Nelson and participated in the rally and after rally tour to Golden Bay. As far as I know a puncture in our Dodge was the only one en route.

While most veteran owners were getting ready for the National Veteran Rally in November this year, Bill Sheddian of Gore is focused on the 2020 one scheduled for the 16-18 October that year in his home town. He has purchased the 1914 Saxon advertised on TradeMe by Aucklanders Murray Atkinson and Gary Bax, Bill is pleased with the first veteran vehicle he has owned and has tried it out close to home with the intention of taking it to the next Dunedin Brighton Rally.

Remember the South Canterbury Branch are holding the 2019 National Veteran Rally in October.

I asked for information on the Empire Car in the last issue. I was delighted to be able to put the present owner in touch with the 95 year old gentleman in Australia who had restored it some years ago.

There were 12 starters including Ian Dawson from Australia on his 1918 Royal Enfield that alternated between the road and its trailer. Bevars and Lois Binnie's 1913 Hupmobile showed its ability to handle the tough going admirably.

We were thankful that the road was quiet, the weather fine and the organisation and company spot on. The trophy will now reside in our lounge for the next twelve months.

Murray Toms and Joy Nowley had an extended stay in the South Island driving the 1917 Dodge. After Nelson and the related tours they continued south to Bluff then took part in the Ashburton Branch's Pre-Christmas Tour through back country roads. On leaving Ashburton they had completed 4000 miles with the little Dodge still humming along nicely.



Doug Wheeler has an incomplete chain drive diff that he would like identified. Can you help please? I can pass any thoughts onto Doug. He will supply measurements etc if necessary.



Murray Toms
1917 Dodge on Nevis.



David Oakley from Ashburton with the help of retired panel beater Dave Paterson have finished the restoration of David's 1915 Rover roadster. The plan was to have it ready to take to the National Veteran Rally in Nelson and this was achieved with not a moment to spare. David purchased the car from Wilbur Brown of North Auckland and it was a bit of a basket case. The finished article shows just what can be achieved.



Kit Maxwell at the wheel of the 1913 Maxwell.

Kit Maxwell has traced the history of the 1913 Maxwell 50/6 that he imported from USA in 2007 right back to its origins.

The first owner, a farmer, parked it in his barn and never drove it, as he used his son as a chauffeur. It was the family car until 1923 when it was put into storage and never moved an inch until being sold to the second owner who grew up on a farm about 15 miles from where the car was sold new in 1913.

The new owner took the car to Colorado where he had a small collector car business before trading it in on a 1915 Ford tourer.

Nineteen years was then spent on restoration after which it won several prestigious presentation awards in several American state competitions. Several trips were made back to the farm where several parts that

had been replaced including the original carburettor were found. He discovered the car troublesome to use and it is believed it was only used for show purposes until he sold it to a collector who became terminally ill. Kit's information provider bought the whole collection as well as the museum building with workshop attached. The Maxwell seems to have passed through another couple of hands before being found by Kit who stumbled upon it while researching some family history. It had been in a museum for about 15 years until the owner was jailed for inland revenue sins and forced to sell his entire collection.

Kit has the original sales brochure that states 'The sweetest running thing on wheels.' Price new was USD\$1,975.

Since being in New Zealand

it has been fitted with a new roof, seat covers, woodwork and paint, the rest being mainly original. It has travelled 8500 trouble free miles. The quality of restoration is excellent even after 50 years.

The Maxwell was one of the first cars, along with Cadillac, to have an electric starter. You don't have to bend down to look under the bonnet, this car is huge; 2.4 m high and 5m long and is shod with 36 inch tyres. Known as prairie schooners in the states. The 6 litre engine gives enough pace to not feel uncomfortable in modern traffic.

STOP PRESS

Wayne Henderson from Dunedin has purchased the 1906 Cadillac that was owned by Warner Mauger since 1974. This car was known as the Rawleigh's Cadillac in its early life, it had been trucked but returned to its original body style later. Wayne would be keen to get any early information or pictures of it at that time. Since taking it to Dunedin he has fitted new tyres and carried out other maintenance tasks but the intention is to keep it on the road as it is. In Wayne's words he wants it remembered as the ex-Warner Mauger Cadillac.



"The sweetest running thing on wheels."

◀ 1913 Maxwell as found in the barn.

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

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

Diane Ross

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

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Half Page	\$490	\$390
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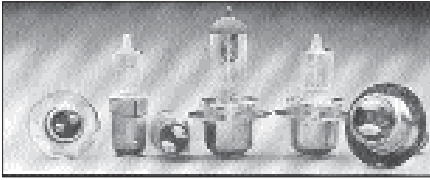


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Beaded Wheels

Advertising Deadline for our April/May 2019 issue is **10 March 2019.**

Email advertisements to beadedwheels@vcc.org.nz

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

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

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

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BORGWARD ARABELLA English version workshop manual wanted to buy or borrow. Contact Denis on 021 451 701 or denis@hibbs.net.nz
MEM HAWKE'S BAY



BEZEL, GLASS AND REFLECTOR or complete Lucas parking lamp as fitted to many pre-war English cars especially Morris 8 as illustrated. To replace one lost at Taupo Hooters race. Contact Brian or Chris 0274 961 260, kingx2@xtra.co.nz
MEM CANTERBURY



LUCAS TAIL LAMP as per photo wanted, either type, single or a pair to suit Series 1 Land Rover Ph 03 329 5148
MEM BANKS PENINSULA

1956 ZUNDAPP COMBINETTE Model 412 one speed engine in going condition wanted. Ph Eddie 03 359 9615, 021 891 980.
MEM CANTY

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SWAPMEETS/RALLIES



SWAP MEET

Saturday 23 February 2019

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

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

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

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@extra.co.nz

vero

WHAT'S IN THE BOOT?

COME TO THE 2019 NATIONAL SOUTH ISLAND EASTER RALLY AND FIND OUT!




The Ashburton Branch is in boots and all hosting the Rally and celebrating our 50th Anniversary next Easter.

Some people who come to the Rally will end up getting the boot but don't worry it won't be bad in fact they'll think it's pretty good.

Registration forms are available from your Branch or by contacting our Rally Secretary Colin Sweetman

Phone 0274 372 087
Email: easterrally2019@gmail.com



2019

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Taranaki Branch Maunga-Moana Rally 2019



To be held in New Plymouth
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26th-28th April 2019

Rally Organiser - Rob Thomson
Entries to: railmodels1@xtra.co.nz.
Entries now open

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

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waynemarsh@xtra.co.nz

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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

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

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15TH–17TH FEBRUARY 2019

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After Rally Hub Tour



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Email: vccrally2019@gmail.com

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- Stage 2 Taupo to Wellington** (5 days) includes Forgotten World H/way
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- 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

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



NATIONAL VETERAN RALLY

18-20 October 2019
TIMARU

The first National Veteran Rally was hosted by the South Canterbury Branch in 1975.

This year South Canterbury will again be your host.

Cars, motorcycles and trucks, all over 100 years old, will meet in Timaru, as a celebration of over a century of motoring.

The rally will be held on scenic gentle country roads with low traffic in the South Canterbury region - especially suitable for vehicles with single and two cylinder engines.

The Friday/Saturday/Sunday 18/19/20 October is the weekend after the Canterbury Branch's McLeans Island Swapmeet, and the weekend before the South Canterbury Branch, Mt Cook Rally.

Make a holiday of it and enjoy a range of things to do. Make your accommodation bookings NOW. Entry forms available from 1st June

Register your interest to ;
Rally Director: Alistair Day
phone 03 688 6108



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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 Craig Pigeon and Donn White.

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IDLE TORQUE

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

ASHBURTON COLIN SWEETMAN

We welcome new members; Gary and Chrissie Stratford, AP6 Valiant and HQ Holden; and Malcolm and Doreen Nell, 1937 International ute and 1923 Model T ute.

Our recent P60/80 rally saw us visit a gentleman with a Boeing 737 on his front lawn. The interior had been done up to a high standard lounge style. He also had an enviable man cave to admire.

Our annual New Year's Day run had an excellent turn-out of 47 cars with over 100 people attending. Participants had to answer 12 questions on the way. They were all answered correctly by Rod and Dawn McKimmie who won the first prize of a VW Kombi money box, box of biscuits and wine. Afterwards we motored to the Ashburton Domain for a barbecue.

We have been evaluating our car museum. We have had a number of vehicles that have been on display for many years but are now making changes and are refreshing the displays regularly. We are also featuring a 'car of the month' in our newsletter. We have regular opening hours on Saturday mornings and we welcome visitors, especially from other branches. The museum is located within our grounds and there is a list of custodians you can call should you wish to visit during the week.

The National Easter Rally is now only a couple of months away. We have had an excellent response so far and we welcome more. See our advertisement in the rally section of this issue.



▲ Auckland: Roger and John Morrison's 1917 Dodge hearse.
▼ Auckland: Robert and Dawn Pickering's 1967 Chev Impala.



AUCKLAND JOHN STOKES

Motorcycles: We welcome new members; Alan Macy, Norton Commandos; Stephen Marshall, '73 BSA and Paul Wylie, '65 Matchless and '58 BSA. Our members did well at the increasingly popular Auckland Motorcycle Show. Alan and Shaaran Price took first place with their 1914 Douglas, Peter Cooper, first in class with his 1937 Rudge, John Meharry, first

in class with his 1960 Velocette Viceroy scooter and Don Walker was second in class with his 1923 Raleigh and sidecar. A small pre 1950 motorcycle run saw Paul Whitehead successfully ride his 1924 250cc two-speed round-tank BSA around a 45 mile mixed country route.

Veteran: Roger and John Morrison took a gold award for the re-restoration of their 1917 Dodge Four hearse (previously owned



Ashburton: Members at the New Year barbecue.

▼ Ashburton: Bernie Harkness and Isla Jones cutting the onions at the New Year barbecue.



▼ Ashburton: Chefs, Craig Begg, Trevor Begg and Barry Quantock preparing the New Year barbecue.



by the late Jim Montgomery). Phil Henley attended the Waikato veteran event in his 1906 Cadillac. Section meetings have been quite well attended and in December Phil Henley, Gavin and Wayne Welch, and David Lane all drove their veterans to the section meeting.

Vintage: We welcome new member Neil Stott, 1928 Model A Ford. Stephen and Tracey Winterbottom have completed the restoration of their 1930 Talbot. Roy Sharman has brought Kevin Barbour's 1930 Hupmobile cabriolet. Roy has sold his bullnose Morris roadster and his 1927 Humber 9/20 tourer. Jack Nazer has sold his Delage DI and replaced it with a superbly original left hand drive 1930 Model A Ford.

Classic: Bob and Dawn Pickering took a gold restoration award for their 1967 Chevrolet Impala at our Gymnic, Ross Golding took a Silver restoration award with his 1957 Vauxhall Velox. Leo Fowler has brought a 1958 bug-eye Austin-Healey Sprite. John Stewart has sold his 1960 Mk 2 Zephyr Zodiac and replaced it with a BMW electric.

General: Another successful VIC card afternoon was held in early November. Over 80 people attended the Christmas Pot Luck Dinner, and a large number went to the Mid-Week Tourers Christmas do at the Winterbottom/Dewhurst property. Pat Dewhurst announcing her retirement as event organiser. Arthur Houston's 1935 Terraplane was the only new restoration I noticed. Ninety eight vehicles, mainly motorcycles attended the New Years Day run to the Kaiaua fish and chip shop.

We extend condolences to the family of former club captain Eben Moffit upon his passing.



▲ Central Hawke's Bay: Well dressed Jaguar for the Christmas parade.

BAY OF PLENTY DONN WHITE

Our Car Show and Swap Meet was very successful with gate takings and public interest both exceeding expectations.

On 14 November our Mid-Week run visited the Belcher residence in Tauranga to inspect a vast array of Wolseleys from the '60s and '70s. Inside there were more treasures to view including an extensive range of beautifully presented picnic hampers, many of them over 50 years old. From there we went to the Walker residence and viewed a splendid eight berth shed garaging some real treasures.

A month after the Mid-Week Tour a good number of members dressed their cars and themselves for a Christmas tour of some retirement villages in Mt Maunganui and Papamoa and this was very popular with the residents. This was then quickly followed by the annual Children's Christmas Party at our clubrooms. The children were gathered in time for Santa's arrival in the Smylie's 1922 Ford Model T. Santa was reportedly very happy to change into cooler clothes afterwards as the event was held on a warm Tauranga summer's day. After a couple of cold beers Santa (who looked a lot like Alistair Jones) quietly retired to coordinate other festivities.

On New Years' Day a good turnout of cars and club members was evident at Tuapiro Point near Katikati for the annual New Year's Day picnic.

CANTERBURY TONY BECKER

Some Canterbury Branch activities are proving more popular than others if participation trends are anything to go by. Monthly Noggin 'n' Natter has no competition for the main social prize of course. Members gather to catch up, socialise, source parts, pick brains, or bury their heads in the brilliant library. Next favoured is Wednesday's weekly Parts Shed connection. Midweek flexibility suits retired lifestyles while permitting shift and part-time workers to access when they can. Next favourite is 9-90s monthly mid-weeker. Sporting 40 to 50 plus club vehicles every month, this event offers a popular opportunity to drive together as a group to interesting places. Convenor John Kuiper's formula for success stems from allocating organisers 'their month' up to 12 months ahead, resulting in well planned social opportunities. Two-wheeled monthly mid-weeker interest is another on the rise thanks to the emergence of the "VOGS" and other motorcycle outings. On the other hand, some traditional Branch Annuals

often struggle to match former numbers or even to find organisers. That concerning trend has become noticeable quite recently.

November events included the annual Show Weekend Tour. Although somewhat damp (ok it was wet), the well-planned tour to Westland was simply superb. A highlight for everyone was a visit to controversial Gloriavale Christian Community who warmly hosted our members. Provision of a nice lunch and talented concert at no cost impressed everyone. Friendly people showed us around their social and farming enterprises. Everyone was given a loaf of fresh bread to take home, a nice touch. This visit won respect for Gloriavale's dedication and achievements. The annual Homestead Run was hosted first by Amberley couple, John and Sally Wigley, followed by Penny Zino at her beautiful botanically gardened Flaxmere property where our 140 entrants raised \$2,100 for the local Cancer Society. Several hundred classic and vintage vehicles gathered at Little River's leafy domain on the sweltering first day of 2019 for Banks Peninsula Branch's annual picnic. A great opportunity to stroll and chat about our hobby to the pleasant sounds of Canterbury's Mainland Band, the laughter of children riding a vintage fire engine or chasing lollies flung from it. A relaxed introduction to 2019.

CENTRAL HAWKE'S BAY JOHN FOOT

During November we held our Veteran Rally and despite reduced numbers, due to the National Event at Nelson, it was a very good day out, with lunch at a homestead followed by a drive through the farm to visit their private church. From here it was an easy drive back to Waipukurau with a stop at Ongaonga on the way. The following day there was a combined run with Hawke's Bay Branch members to Waikareao Station homestead for a BYO lunch. The total turnout of 62 cars paid \$10 per vehicle which was donated to the Rescue Helicopter Trust.

On 8 December a number of members and cars took part in the Waipukurau Christmas Parade followed the next day by the branch Christmas Party that was attended by 50 members. Mid December and the monthly event was a time trial held on the 7.5 kilometre Pukeora Hill circuit. Fifteen cars took part and the best time of the day was 1.37 second difference over two runs. On 31 December eight cars and their crews left Waipukurau on a pre-planned route using roads that were mainly away



▲ Auckland: Leo Fowler's 1958 Austin Healey Sprite.



▲ Bay of Plenty: Stephen and Janice Belcher's Wolsley 1800 is arguably the best example in the Southern Hemisphere.



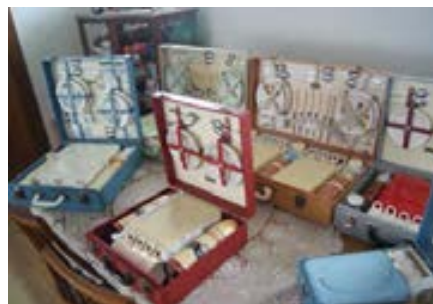
Auckland: Paul Whitehead's 1924 BSA 250cc .



Auckland: Ross Golding's 1957 Vauxhall Velox.



▲ Bay of Plenty: BOP VCC Swap Meet and Car Show co ordinator - Ken Frew with his fully restored 1964 Zephyr Special.



▲ Bay of Plenty: Beautiful array of picnic hampers collected over the years by Janice Belcher.



▲ Bay of Plenty: Santa arrives with his helpers at the annual BOP VCC Children's Christmas Party courtesy Chairman Jim Smylie driving the 1922 Ford Model T.



Central Hawke's Bay:
Some of the veterans
on the rally.

from the main highways. They went to Kimbolton where they met up with another three cars and from there via more back roads to Taihape to take part in the annual Gumboot Rally.

CENTRAL OTAGO GRAHAM TAYLOR

Cromwell hosted another car show around 700 vehicles mostly custom, classic and the Central Otago Vintage Car Club had an open yard in support.

I joined the Otago Branch in their opening Jackson Run as navigator for Nicola Wilkinson in her Mini Cooper. The run proceeded down the Otago Peninsula past Larnach's Castle to Portobello returning up the harbour towards Port Chalmers, up to Mt Cargill Road and back down North East Valley then up Buccleugh St (tight even for a mini). The 30 entrants included three generations of the Winter Family, Colin's grandson was an enthusiastic passenger in the 1900 Wolseley.

Central Otago Branch took a run to Glenorchy, impending rain meant that some went to Kingston instead, and John Martin attended the Brighton rally.

EBOP BRUCE SEDDON

At the end of October our branch run consisted of an afternoon historical landmarks tour of Whakatane, ending with afternoon tea at Lytle and Marleen Hall's. This was a relaxed tour to polish up our knowledge of local points of interest. A mileage test was included which provoked some debate over the accuracy of our speedos.

Golden Pond Retirement Village was the focus of a visit by a number of our cars so that the residents could view and ride. The ladies enjoyed the rides and talking about the cars their parents had owned and that they rode in as children, while the men were more interested in makes, models and what was under the bonnet.

We had a good turnout of cars for the run to Gisborne for our annual inter-branch rally. Gisborne organised some rain to confuse our visitors to help them win the Trophy. After the rally Gisborne had a Classic Cars on the Quay display, a parts shed fossick, and plenty of hospitality.

There was another inter-branch gathering in Rotorua at Holdens Bay attended by Bay of Plenty, Rotorua, Taupo, and EBOP branches in November. This gave us a chance to look over a wider range of cars than usual and mingle at a picnic lunch with old and new friends. The destination of Te Amorangi Steam Museum also

provided the opportunity to examine their historical displays and artefacts.

December has been busy with Christmas parades – Edgumbe, Whakatane, and Kawerau – all well supported by our festively decorated cars.

FAR NORTH DAVE DUIRS

Christmas was celebrated by a gathering at the local beach resort followed by a short drive to farmland above Doubtless Bay. Here we were hosted by ex-rallying folks with an expansive garden overlooking the sea and a large shed with a varied collection of Fords, hot rods and other beautifully restored vehicles and memorabilia. Back at the clubrooms a pot luck Christmas lunch and exchange of gifts concluded a satisfying year.

After doing so for 45 years we no longer cater for the Northland Far North Tour so some members participated for the first time. From Whangarei, out West to Opononi and back up north where we opened our parts shed and gave our visitors smoko the next day.

Rain put a damper on the Dunny Run in which we and Northland compete for the uncomfortable wooden dunny seat trophy. This year it was taken out by the Northland team with local Peter Slawson's car being the individual best home comer after some had been "lost" on their way to the James Henare memorial, local hot school pool and historic Ruapekapeka Pa.

Prior to having their show, the Kaitaia Classic and Hot Rod Club visited the Matthews Vintage Collection where our members helped with a sausage sizzle as part of joining in with other motoring groups who are equally passionate about their vehicles. Likewise the Classic and Caffeine gathering once a month at the local resort is happening slowly but hopefully will catch on once the holidays are over.

GISBORNE RODNEY CLAGUE

September saw the annual Navigator's Trophy Run, this time requiring navigators to ignore roads beginning with V (there are four of them I found out). Phillip Cook is to have his name engraved on the trophy for being the best navigator on the day.

October saw 11 vehicles on display at our annual A & P Show, including three motorcycles from the Gisborne Classic Motorcycle Club. Ten members displayed their vehicles at the annual Gisborne Speedway Fireworks Night, and they were allowed to do six laps around the circuit

– much fun. We also hosted the Rotorua branch on their annual Spring Tour. This reporter attended the Hawke's Bay Safari at Labour Weekend, and came home with the Longest Distance Travelled trophy.

We were honoured to have members of the Eastern Bay of Plenty Branch visit us in November, a biennial event which sees us host them one year, while they do the hosting the following year. Always an enjoyable weekend. On 28 November three members, Barry Hilton, Tony Notting and Rodney Clague were presented with their 50-year badges by North Island Club Captain Kaaren Smylie. Earlier in the year Ian and Gillian Wells, Allan Douglas and John Moffat were presented with their 25-year badges.

Our last run for the year was the Club Captain's Wing Ding in December, taking us on a tour around various historic sights before ending at the clubrooms for a barbecue tea.

Coming up is our annual Three Rivers Rally on February 8, 9 and 10, which is followed the next weekend by the Art Deco Rally in Hawke's Bay.

GORE JIM MCFADZIEN

On 28 October 12 cars left Gore on the P60 run. The zig zag route took them eventually to Lorneville then to the Thornbury Rural Heritage Centre where a history of the early district pioneers was given. Groups were then taken through the display sheds on a guided tour and commentary. The route then took crews home through Drummond and Winton, after a top-up of ice-cream.

About 30 members helped on the Targa Rally as it went through our Gore area. Two of our members were mentioned in *Beaded Wheels*, and about a dozen members had cars on display at the lunch break at the show grounds.

Our hill climb had its first wet day, cold and showery at times with water on the track, but some good times were still recorded. The Mallock U2 of Neil Longman took home the Trophy for FTD, and the Jaguar XK 140 of Phil Benven was awarded the Best Performance.

Our Christmas run took us to the veteran and vintage collection of Robin Dixon's at Pukerau, too many projects to tell you about here, but a lot of restoring for years to come. The usual quiz saw the Procters outclass every one before we started on our barbecue meal and we spent the rest of the evening socialising. Marlene and Russell Newland won best decorated car, with their Christmas themed Morris 8.



▲ EEBOP: Cars from several branches mingling in Rotorua.



EBOP: Holdens Bay Rotorua – just the Morgan for a fine day.



EBOP: Best of British at Holdens Bay meet in Rotorua.



▲ EBOP cars in their finest tinsel for the Kawerau Christmas Parade.



▲ Hawke's Bay: Waikareao Homestead, the gathering and the veteran cars.



▲ EBOP cars lining up for the Kawerau Christmas parade.



▲ Hawke's Bay: Waikareao Homestead, the gathering and the veteran cars.



▲ Hawke's Bay: Waikareao Homestead.



Far North: New find.



Far North: Christmas run.



Horowhenua: cars heading North out of Levin Peter Nightingale's 1919 TT at the check.



▲ Marlborough: The Haines Morris.



▲ Marlborough: Our custom built barbecue that was made possible by the generosity and time of several members.



Marlborough: Some of the cars lined up ready to head off for the barbecue.



Nelson:



Nelson: The first group of Drivers in the Bathurst 160 about to be sent on their warm up laps.



▲ Nelson: Eager members at Pre Bathurst 160 Driver briefing.

▼ Nelson: Bathurst 160 Winning Team of Trevor Carston, Jared Carston, Ross Sice, Nicholas Carston.



HAWKE'S BAY

HELEN BALL

The main event for November was the annual Homestead Run, and this time our branch joined forces with Central Hawkes Bay. More than 60 cars, veteran, vintage and classic lined the car park outside Zinc Café in Waipukurau before driving off into the countryside. It was a delightful run and I must confess to travelling roads I had never been on before. We arrived at the lovely Waikareao Homestead owned by Trish and Steve Anstis in time for lunch and a wander through the beautiful gardens. Donations were collected on arrival and the total amount was presented to Rescue Helicopter Trust. Our branch was delighted to hand out four awards on club night. Twenty five year badges to John Swinburn, Sue Hobbs, Noel Powell and 35 year badge to Pat James. Well done.

December was a very full month socially with the Children's/Grandchildren's Christmas party, an Italian themed dinner at Dolce Vista Winery, and a Ladies' Lunch. Our annual Auction Night was held on our last club night for the year. This is a lot of fun where, after a couple of wines, people sometimes pay too much for too little.

Our branch's final run for 2018 was a drive through Hastings and Havelock North before heading into the country to a member's farm. The 47 people who took part munched down on Subway, ice cream and strawberries. A perfect way to finish a busy year.

HOROWHENUA PETER NIGHTINGALE

The Tararua Trundle was a great success with a very good entry. Cars traveled north this year, out of our area, and the many questions on route kept the teams busy while enjoying some new scenery and roads.

Christmas dinner was a great social event with the man in red handing out goodies to all.

Best Restoration of the Year was won by Gerald Harvey with his 1930 model A pickup. Completed after about 30 years of steady work, the finish and restoration, all done by Gerry, is superb.

Parts again are filling up and will be open for our 16 March swap meet.

MANAWATU

IAN HOWELL

Our annual Vintage Rally took us north from Feilding on some less well travelled roads heading for Apiti via Kimbolton. Lunch was organised at the Apiti tavern, a popular destination in northern Manawatu. Team Briant, (Goff Briant,

Angela and David Cameron) from Marton, took out first place. An excellent day out on good roads and sunny spring conditions.

A few days later nine local members joined others from Wellington and Horowhenua Branches to visit Biggin Hill at the RNZAF base Ohakea and view Brendan Deere's stunning collection of aircraft, including a Spitfire MkIX that Brendan rebuilt and finished in the squadron colours of his famous uncle Alan Deere.

Some members met in Woodville on 11 November to join in commemoration of the end of WWI, a time for reflection and gratitude to those Kiwis who sacrificed so much so far away from home.

We celebrated Christmas in November with a meal in our clubrooms. Derek Haycock entertained us with many images of his recent trip to Europe.

Our committee organised two morning meetings before Christmas. The first was a talk to refresh our knowledge of the defibrillator we purchased a few years ago. The second was an invite to members to bring out their cars and motorbikes for an informal swap-a-drive and morning tea.

The Haycock family annual picnic run was held on 1 January. A short run from Bulls took us to the seaside village of Tangimoana for a picnic lunch. Most enjoyable with 31 cars and over 60 members and friends.

MARLBOROUGH CARROLL WIBLIN

A number of us went to Nelson for the National Veteran Rally and it was a great weekend. It was very well planned and there were some interesting places to go. Unfortunately our veteran decided it had had enough going round the port road, and there was an almighty bang when some of the ironmongery broke in two. Fortunately it didn't prove to be too serious and it is now back on the road again.

The Shiny Parts Auction was held on 25 November and there were some serious bidders on the day. I don't know if my other half bought anything much, but no doubt he will have come home with a few more gems.

November Noggin and Natter night was also our Christmas function. It was extremely well attended and there was much merriment as we went back to our childhood and batted balloons around. Dale Nicholas, our social convenor, does an absolutely great job at organising these events and she had painstakingly made everyone a wee Christmas stocking filled

with a balloon, lollies, and various other items.

December saw some of our members taking part in the Christmas Parade and this is always popular with the public. Also in December we had a film evening at The Garlic Shed. It is a little way out of town but the atmosphere is just great. Another outing in December was a barbecue at the McLean's home. The weather was fine which was very well received.

NELSON

RAY ROBERTSON

The lead up to Christmas was a busy time for the branch with an extremely successful and popular National Veteran Rally (see rally snippets) taking centre stage. Other events including New Zealand's oldest school, Wakefield School celebrating 175 years, and the Tapawera Armistice Weekend all participated in by our members and giving a little back to the community

On the social front we had great attendances at a 10 pin bowling night followed by a night at Pro Karts doing a 160 lap race with teams of four competing against each other. Hard work, but heaps of fun with the real winner being the great mix of young and old all giving it heaps – we will definitely be doing this again.

Our Christmas Run started at the WOW Museum and was used as a test run for the National Model T Rally in February 2019, with a History of Nelson flavour which I am sure will appeal to visiting T entrants. It was great to have the opportunity to sort a few small bugs out before the main event. The run ended back at the clubrooms for Christmas lunch. Thanks to Nathan Clarke and his offsider Johnny for their enterprise and cooking skills, and to our 94-year-old Father Christmas, Keith Burbidge who roared through the clubrooms, singing to the tune of Jingle Bells, "Oh what fun it is to ride in a two door Chevrolet" and throwing lollies at whoever he could hit.

NORTHLAND

TREVOR REILLY

January 2019 club run, held on the second sunny Sunday, was just the day to visit one of the high points of the Northland area. Sixteen cars of the Northland Branch assembled at the club rooms for the members to enjoy a cup of tea before venturing over a few dusty gravel roads to arrive at a quarry on private land to the south west of Whangarei. Members transferred onto a series of four wheel drive vehicles for the ride up to the top of Mount Horokaka, 627m, where a microwave tower

dominates the landscape. The track to the top point is very steep and even in low, low ratio the modern vehicles were working very hard. Our old two wheeled drive cars would never have made it, and even if they did, would have burnt out brakes going down.

With the high-level country viewing over it was back to the cars for a leisurely communal lunch with lots of discussion and inspections of the dust covered cars. They ranged from a Model T, Model A, vintage Chrysler, post vintage variety to post 60s. The variety gives a good cross section of the cub vehicles that participate in our runs. The blazing sun and light hot breeze sent the participants away home to get some relief from the exposed site. An interesting day out, with a view covering from the east to west coasts, showing just how narrow this part of Northland is.

NORTH OTAGO KATHLEEN PERRY

2018 finished with a flurry of activity for the North Otago Branch with major events in both November and December.

Our Annual Swap Meet, held the same weekend as Oamaru's Heritage Celebrations, was successful. The day was one of a very few dry days in November and although it was wet underfoot the camaraderie amongst the site holders was great, a good number of the general public came along and this is good for the continuation of the event.

Windsor Rally, on 1 December, also had a fine day after our end destination and all three routes had to be changed at the last minute. Flooding and washouts a week out from the event caused mayhem but on the day everything came together nicely.

The branch Christmas barbecue finished our activities for the year and a great social time was had by all who attended.

NORTH SHORE RICHARD BAMPTON

Recent runs have included outings to Shelly Beach where participants enjoyed a fish and chip lunch, a breakfast meeting followed by a run to Devonport, the Christmas Party and Pot Luck dinner which was preceded by a scatter rally and members and their cars participated in Santa Parades in Browns Bay, Birkenhead and Glenfield.

Recently, because the new shed will partially block the entrance door to the restoration shed and make it difficult to manoeuvre larger vehicles, the 1924 Dennis Bus, which is nearing completion,

was pulled out of the shed. To do this the hoist had to be removed and then with Kevin Lord at the wheel and Peter Lloyd driving the tractor the bus was slowly hauled out. When it was halfway out it became apparent that it was too high by about 1 inch to go under the door, but this was easily solved by loading up its first passengers whose weight compressed the springs enough to allow safe egress. The finishing touches (linoleum for the floor, attaching the seats and finishing some windows and other minor work) will be applied in the storage shed. The cab has been fitted to the Bedford tow truck and work on it is progressing well.

At the last restoration day before Christmas nearly 40 people were present for smoko – a testament to the popularity of the Thursday morning activities.

OTAGO MARION MCCONACHIE

Some of our branch members with multiple veteran vehicles arranged fellow members to drive some of their veterans in the 65th Anniversary Dunedin-Brighton Run in January. The organisers of this event now need to do all the Road Management Applications and Consents, and apply for funding to cover these costs. Added to this is the need to be able to run the event as close as possible to original, with the starting point being in the Octagon.

The Commercial Veteran Rally, organised by Colin Winter, was overseen by Gary and Sarah Winter as Colin and Judy were attending the National Veteran Rally in Nelson.

The morning start took us to Waitati over the old Mount Cargill Road for lunch in the Hall. Andrew Roxburgh placed first on his 1910 Triumph motorcycle, while Rex and Jenny McDonald gained first Commercial in their 1925 Buick pickup. Eleanor Harrison, after needing to replace her valued navigator earlier in the year, gained a German lady whom she knew from other activities and a young American student who had earlier assisted with our team during Daffodil Day fundraising. They both got into the spirit and dressed up for the event and really enjoyed the day with Eleanor in her 1936 Chrysler. Eleanor had even gone to the trouble of wrapping their sandwiches with paper and string. Remember those days. Some finished the afternoon with a wander through the local Blueskin Plant Nursery.

The Ladies' Run is coming up on 17 February and the vintage/post vintage

rally is on 2 March. There is talk of more Thermette challenges on this one.

ROTORUA RONALD MAYES

A large number of members attended the funeral of Cliff Wickham who passed away on 19 December. Fitting tributes were paid and a lengthy obituary appeared in the Rotorua Daily Post. Cliff's last outing was to the combined clubs' picnic on 18 November. That event saw 40 cars and 80 members from Taupo, Bay of Plenty, Eastern Bay of Plenty and Rotorua converge on the Te Amorangi Steam and Historical Museum in Rotorua. Next time it will be Taupo's turn to organise the get-together.

This year's spring tour took participants (12 cars and 23 members) to Gisborne and Hawke's Bay, where they enjoyed great hospitality in the hands of local club members.

At the December club night Alan Judd's 1967 Jaguar E-type 2+2 coupe was on show. Later that month the posh picnic rally was held. "Bring your best china and wear clothes appropriate to the era of your car" (easy for this writer with a 1970s Triumph – all that was needed to go with the everyday walk shorts and short-sleeved shirt were long socks and a suitable tie.) Bill and Adlai Skelton, 1929 Austin 7, deservedly won the prize for the best-dressed couple.

On 20 January we will have held our 7th annual informal show on the Village Green at the Rotorua lakefront. In 2018 we had over 300 vehicles and raised over \$1000 for St Johns and hope to do even better this year. Later in the year will come the 50th anniversary of the formation of the Rotorua Branch.

SOUTHLAND RUSSELL MCIVOR

Entries were down for the annual Hokonui Hillclimb run by Ferg McDowell. The winner was Dale Simmons in a tuned 1958 Morris Isis. Dale has been a keen competitor for some years and has a corner of the hill called 'Dale's Corner' after taking out a length of fencing one year.

Alan Bryce competed in his recently acquired Gregory Ford 10 Special. Alan had not driven the car at all before the event and took a little time to come to grips with the gear change losing his shoe out through the floor in the process. As has become the custom, a debriefing was held at the nearest local hotel.

Another event held was our ever popular monthly Wednesday ramble, this time to Lumsden with 22 cars and 52



▲ Northland: Steve Cornwall Citroën, A Littin Chrysler sedan and roadster



▲ Rotorua: Shapely E-Type enters Rotorua clubrooms.

▼ North Shore: The North Shore Dennis bus just creeps under the door.



▼ Rotorua: Cliff and Shona Wickham (25 yr badge presentation) with Chairman David Tomlinson.

▲ Otago: Vet Commercial Rally - All dressed up.

▼ Northland: Lunch stop at quarry.



▲ North Shore: Stewart Battersby and Richard Ellis work on the Bedford radiator cowl.

▼ North Shore: The Bedford Tow Truck with the cab fitted.



▲ Rotorua: Serious contemplation of E-Type.



▲ Rotorua: Regular participants await the start of a run.



Rotorua:
Posh picnic: Bill and Adelai Skelton, 1929 Austin 7.

people. Neil Kidd received a bottle of wine as the publican's choice.

Overall winner of our Commercial Rally was Geoff Timpany with a 1942 GMC truck. Field test winner was Bruce Marshall in a 1952 International.

The Arrowtown Motorcycle Rally winner was John Martin on a 1913 Royal Enfield.

A steady fundraiser for our branch is our Saturday social time. Tony Warren and Peter Pryde have successfully come up to the standard required and are our new bar managers. A new bar is on the club agenda.

Local members employed at the Transport World are working on a 1904 Ford Model AC, 1914 Stewart 1 ton truck and a 1933 International light truck to transport to the Art Deco event in Napier.

The new owner of Keith Sheffelbein's 1929 DA Dodge Coupe had a trouble free trip to New Plymouth.

Dallas Ryan is giving his 1933 Ford V8 Coupe the full monty and it is now ready for upholstery.

SOUTH CANTERBURY

SHANNON STEVENSON

On 3 November a number of our members took part in the vehicle display at the 'Get to the Point' fair at Pleasant Point.

The All American Weekend took place on 17 and 18 November. The Saturday afternoon run took participants out to Pleasant Point and Taiko regions, and the Sunday display was held at Caroline Bay.

The Vintage Veteran Commercial Rally took place on 25 November in inclement weather. Organized by Grant Stewart the route took participants along back roads on the outskirts of Timaru to finish at Bruce Washington's property Rosewill.

A number of our vintage vehicles played a part in Timaru's Christmas Parade and this seemed to be of particular interest to the younger attendees.

Our Christmas dinner took place on 1 December. Key highlights of the dinner were the 60 year badge presentations to Terry Wilson, Eric Robins and Alan Averis and the presentation to the club from Tess Robins of gumboots – as a reminder of 'outlandish' stories from previous Mt Cook Rallies.

In December we were saddened to hear of the passing of two long-term members, David Thomson and Tess Robins. David, a keen Buick enthusiast, joined our branch in 1977, serving time as chairman in 1998-1999. Tess, the wife of Eric Robins, was a keen supporter of our branch activities over the decades.

A number of our vehicles travelled to Fairlie to participate in the New Year's Day parade along with various trucks, tractors and machinery from across the 20th century.

SOUTH OTAGO

JOHN COOK

Back in September Paul McNabb organised a Ford Model A display at the Arcade in Balclutha's main shopping area for International Model A day. It attracted a lot of interest from the public.

Various members of our branch have been out and about a lot lately attending other branch rallies and also A & P shows around the district displaying their cars. We also transported our own Balclutha A & P show Queen entrants.

Ian McDonald and his team put together a very good day out with South Otago Branch's biannual Moped and Scooter Rally held in December, with 26 entrants attending. The route took the attendees down to Nugget Point lighthouse keeper's house for a look around and then back to Kaka Point fire station for lunch. The plan after lunch was to have a thermette water heating race on the beach (who remembers using one of these?), but it was too windy so it was back to the clubrooms for that. Overall winner was Gill Edmonds and second place getter was Bill Veitch. It was a good spectators sport with a lot of smoke.

TARANAKI

COLIN JOHNSTON

The club is saddened at the recent passing of two of our members. John Armstrong, who was recently awarded his 50 year badge, will always be remembered for his contribution to our branch in the early years by sponsoring and filling every entrant's petrol tank at his Shell Powderham petrol station in New Plymouth. We send our deepest sympathy to Helen and all the family. Also member June Oliver, whose husband Rodney passed away last year. Most of the Oliver family have been members for many years. We also extend our deepest sympathy to all of the Oliver family.

Last year Rob Thomson and I went to Invercargill to bring home a 1929 DA Dodge coupe that I had just purchased from a Southland member. The car had been readied for its long trip, all serviced and a new wof. We left Invercargill and soon realised the car was going to perform well with positive steering and some great Dodge dependable power under the bonnet. The car was equipped with 19 inch wire wheels which maintained a vastly

superior balance compared to a wooden spoke split rim. The previous owner had restored the coupe in 1986 and had rallied the car throughout the South Island since then. First stop was overnight at Timaru, next stop Picton, crossed on the 9am Ferry and motored home to Waitara arriving at 7.00pm that night. The Dodge had not missed a beat in a two and a half day drive covering 925 odd miles.

John Muter is making steady progress on his 1920 Dodge Brothers tourer, now painted in a striking blue and ready for the upholstery to be fitted. John has restored the motor and was able to paint the car himself.

TAUPO

NEIL CHAVE

As the year wound down the main club activities in December were the Taupo Annual Christmas Parade where a number of members were included in the procession down Tongariro St through to North Domain. We see this as an opportunity to both support the parade and promote the club. The weather on the day was marginal and although the rain stayed away numbers of members cars were less than previous years. Also in early December we held our Christmas Party with an excellent turnout of members at the local Cosmopolitan Club. Just prior to Christmas Day we held a members and families morning tea at the club rooms and this was very well attended with a wide range of Christmas fare brought along to share and enjoy.

Looking ahead in January, we join the other branches in the region at the Rotorua Branch Lake Front Car Show and in February we hold our annual Open Day where we showcase the club and its facilities to the local population and hopefully attract some new members. Also in February we kick off our year with a club barbecue.

WAIRARAPA

KEVIN BALL

After all the drama of our 50-year celebrations and the associated publication of Maureen Bull's impressive history of the branch, it was good to get back to normal.

Our Gold Medal Motorcycle Rally was a big event. The two-wheel fraternity are enjoying a resurgence, and it was not surprising to get 51 registrations for this event. A recent amputee took his vintage Harley-Davidson out for a run for the first time since his left leg was removed below the knee and went home with an armful of trophies, including overall winner. The



▲ South Canterbury: The Munros participating in Timaru's Christmas Parade with their 1930 Chevrolet.



▲ South Otago : International Model A display organised by Paul McNabb.

▼ Wairarapa: Ian Ingram is never happier than when he's riding one of his restored Puch motor scooters.



▲ Taranaki: John Muter's 1920 Dodge Brothers tourer under restoration and painted a striking blue. Ready for the upholstery to be fitted.



▲ South Canterbury: Branch Chairman Ashley Milliken presents Eric Robins with his 60 year badge.



Taranaki: The 1929 DA Dodge coupe at Hillgrove on the coast of the South Island on its journey of 925 miles from Invercargill to its new home in Waitara, Taranaki .

◀ Wairarapa: Ash Blair enjoys Wairarapa's quiet country roads on his 1914 Humber. Ash, who hails from Pukerua Bay, chats with one of the organisers, David Henwood.



Waitemata: New Year's Eve 2018.



Waitemata: New Year's Eve 2018.



Waitemata: Lochinvar Fellowship.



▲ Wairarapa:



▲ Wairarapa: Around 80 people gathered for a Christmas meal at the home of branch president Willie James



▲ Wanganui: Peter Hardie's Riley Elf still had its Christmas decorations at Taihape.



Wellsford/Warkworth: Swapmeet

same determination that made Howard Sims a winner in his rugby-playing, kart racing and athletics careers came to the fore when he entered his 1927 Harley in the 36th annual Gold Medal Trial run by the branch. Howard was delighted with the performance of his 91-year-old machine. He collected the Glen Bull Memorial Medal for best performance, a prize for combinations and a Gold Medal. He said using a sidecar (with wife Marion in the chair) meant he had no balance problems. A down side was that braking the half-ton machine was a challenge at times. Other Gold Medal winners were Ray Clarey (Masterton), Bruce Davidson (New Plymouth) and Warwick Laing (Ohaou).

Eighty people attended our Christmas rally and dinner, held al fresco at the home of Willie and Sharon James, and a dozen or so took part in the Peter Chisholm rally, which took them as far as Mt Egmont. The annual Mauriceville Fair and associated Janice Groves Memorial rally attracted about 15 cars.

WAITEMATA IAN GOLDINGHAM

The beginning of 2019 was celebrated in our usual New Year's Eve grass course sprint. The weekend of 19/20 January saw a small party of Waitematarites head off on the Lochinver Rally into the hinterland of the Kaimanawas. This rally has been put together with Tom and Liz Louglin who run "Kai Waho Aotearoa" and with their help, Waitemata have made this weekend into a small group tour. This year was slightly different in that we asked Taupo Branch to join us as it is their patch. We hope that the event will become more multi-branch in nature. The tour was led by David Adams in his 1932 Sunbeam, closely followed by the Rileys of Messrs Harold and Raewyn Booth, Rob Chapman and Chris Dentith. These were joined by a duo of Taupo Branch Model As piloted by Bill and Marilyn Dawson and Tony and Pam Mannington. After the briefing at the Lochinver Farm office they began the touring stage which is always laid back and infinitely variable. There are the usual stops for gate access, with road side chats from Tom about the environment, how it came to be, what is being done in it today and what its future is. The group had to traverse three different rural blocks of land, each with distinctly vintage roads. On arrival at the lodge we explored the local attractions and helped put the hangi down. On return the superb meal under the stars was all that been hoped for. The

next morning we enjoyed a gentle return through the rugged landscape.

WANGANUI TONI JENKINS

They say that we should start the year the way we want to go on. Taihape gives us a fabulous chance to start the year with a rally - The Gumboot Rally. Taihape is a section of Wanganui Branch.

This year there were 50 entrants - a record for this rally. We met at the sports reserve as usual where we were given our instructions and set off on our merry way - most anyway. I met more than one entrant at the petrol station - one Dodge was blowing steam before getting underway, and my navigator wanted my caffeine levels improved before hitting the back roads.

The first part of the route involved finding our way round Tui, Lark, Pukeko, Hihi and other birds streets. The instructions only missed one turn, resulting in confusion and delay. Then we headed for the back roads.

Taihape has the most awesome back roads to be seen in this country - the views are spectacular and extensive. We spent the morning driving up hill and down dale in the dust. It was dry, it was still, it was unsealed, and by hokey, it was dusty.

The run was a poker run so we had to keep our eyes out for little yellow boxes which contained playing cards. These were used to form a poker hand (an unusual one with six cards. I watched the Wanganui Club Captain sail past one of these at speed. At the end of the run, a coin was tossed to decide if the best or worst hand was the winner. Its no problem which end of the field you were at though, as nearly everyone got to choose a prize.

The barbecue was most convivial. I can't recommend this too highly - it's the best possible way to start the year. Special mention goes to Frank James who managed to spend 3 hours removing the dust from his Austin A35 - you wouldn't think such a tiny car could collect so much dust...

WELLINGTON CLAIR BENGE

December Children's Christmas Party had its usual large attendance. Diane White as usual organised lots of activities; crafts, face painting, a bouncy castle, and of course, rides on the 1926 Dennis fire engine, which also brought Father Christmas because there wasn't enough snow to use his sled.

The adults Christmas barbecue had attendance to capacity of our clubrooms, with a band in which there were members of the branch, including Alastair McCarthy and John Jackson. Aaron Janes contributed by singing some country and western, joined by some of the audience.

More than 12 vintage cars full of people enjoyed one of the best picnic spots there is for a New Year's Day picnic at Remutaka Park in Wainuiomata.

The January club night is usually a casual run around Petone with a supper afterwards but fortunately, because it teemed with rain, a speaker had been organised. It was David Howard who has restored a 1939 Packard roadster. The beautiful restoration took two years, spurred on by the goal of joining the Packard Tour that was organised for several Packards from the USA to tour New Zealand from Auckland to Warbirds over Wanaka last year. David was helped by Terry O'Leary and several other people to achieve and enjoy the goal.

Lastly, for Wellington's Anniversary Weekend, Neale Ryder organised the Club Captain's Safari, which is held on the Friday before Whanganui's Vintage Weekend. For the last three years it has been a Monte Carlo type rally - the participants are given a list of town names (awarded points from 75 to 250). The aim is to visiting as many of them as possible and gain as many points as possible, the winner being the car with the most points. It is broken into two sections of four hours, the morning session ending at Woodville and the afternoon at Whanganui. It has become very competitive and results in cars zooming in all directions around the Wairarapa to Whanganui and up as far as the southern side of Mt Ruapehu. The winning member was from the Horowhenua Branch who had joined us for the first time. This of course has created some rivalry, so Wellington members will be sharpening their pencils for next year's rally.

WELLSFORD-WARKWORTH

CHRIS HARVEY

At our Club Night in November we had a very interesting presentation from David Jacobson of Z New Zealand. He spoke about the composition of the different grades of petrol, how it varies in summer and winter between North and South Islands, and how this affects the engines of old cars. He also dismissed the idea that it is beneficial to run new cars with computerised fuel



Wellsford/Warkworth: Swapmeet



▲ West Coast: Entrants on the Reefton Club Run.



▲ Wellington: David Howard's newly restored 1939 Packard 110

Wellsford/Warkworth: Stalls



▲ Wellington: The band at the Christmas barbecue - John Jackson - left, Alastair McCarthy in red are two of the Club members in the band.

systems on petrol with octane higher than specified, so there is no point paying for premium if it is not required.

The unstable weather disrupted our spring programme somewhat: four cars started in the Wellsford Santa Parade but it was curtailed by rain and the Warkworth Santa Parade the very next day was cancelled. However, we had a good turnout at our Christmas lunch which was held at The Salty Dog in Snell's Beach. The hot sunny weather has settled in now so we look forward to beach picnics at Brick Bay and Martin's Bay in January and at Scandrett Bay in February.

Our main February event will be our Swap Meet on Saturday 23rd and we hope for another fine sunny day like we have had the last four years. There is plenty of parking for bargain-hunters and we all know that one person's junk is another person's treasure. Apart from the stuff for sale, increasing numbers of enthusiasts have been displaying interesting cars - both old and new - in the paddock alongside the stalls so it makes for a very worthwhile morning, with the early birds setting up before sunrise.

WEST COAST JUNE CAMPBELL

We welcome Iris Lawrence as a new member to the branch. Iris with her late husband, Norm, was involved with the Auckland Branch for many years before transferring to the West Coast in 2017 and we are pleased that she has decided to join us as a member.

In November, we enjoyed a branch run to Reefton where Club Captain Colin Peacock had organised a garage raid, a visit to a brand new distillery and lunch at the local RSA Club. We had 63 come along for the day. This was made up of members plus a few visitors, making our Club Captain a very delighted organiser. The garage raid was mainly a collection of Rovers and Land Rovers, motorcycles plus memorabilia of interest to VCC members.

We went on to inspect a new venture where we were able to have a wee sample of the product and a description of the formation of the business. This is the Reefton Distilling Company which is facing a promising future and we wish them well.

Our year concluded with a Christmas function at a local hotel complete with

Santa (all the way from the Maruia area), again a very pleasing attendance.

As mentioned in the past, we often see groups of vehicles passing through the West Coast, a phone call to our chairman or secretary would be welcome if any of these groups would like to make contact while visiting our area.

PASSING LANE

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



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|-----------------------------|------------------|
| Armstrong, John | Taranaki |
| Cheer, Bernie | Wairarapa |
| Roddick, David, | South Canterbury |
| Funnell, Adrian (Jo) | Nelson |
| Galletely, Alan | Nelson |
| Miller, Jack | Rotorua |
| Oliver, June | Taranaki |
| Robins, Tess | South Canterbury |
| Wickham, Cliff | Rotorua |

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