

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

Beaded Wheels

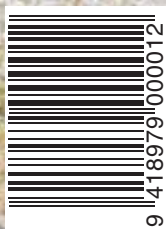
No. 357 April/May 2019

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95

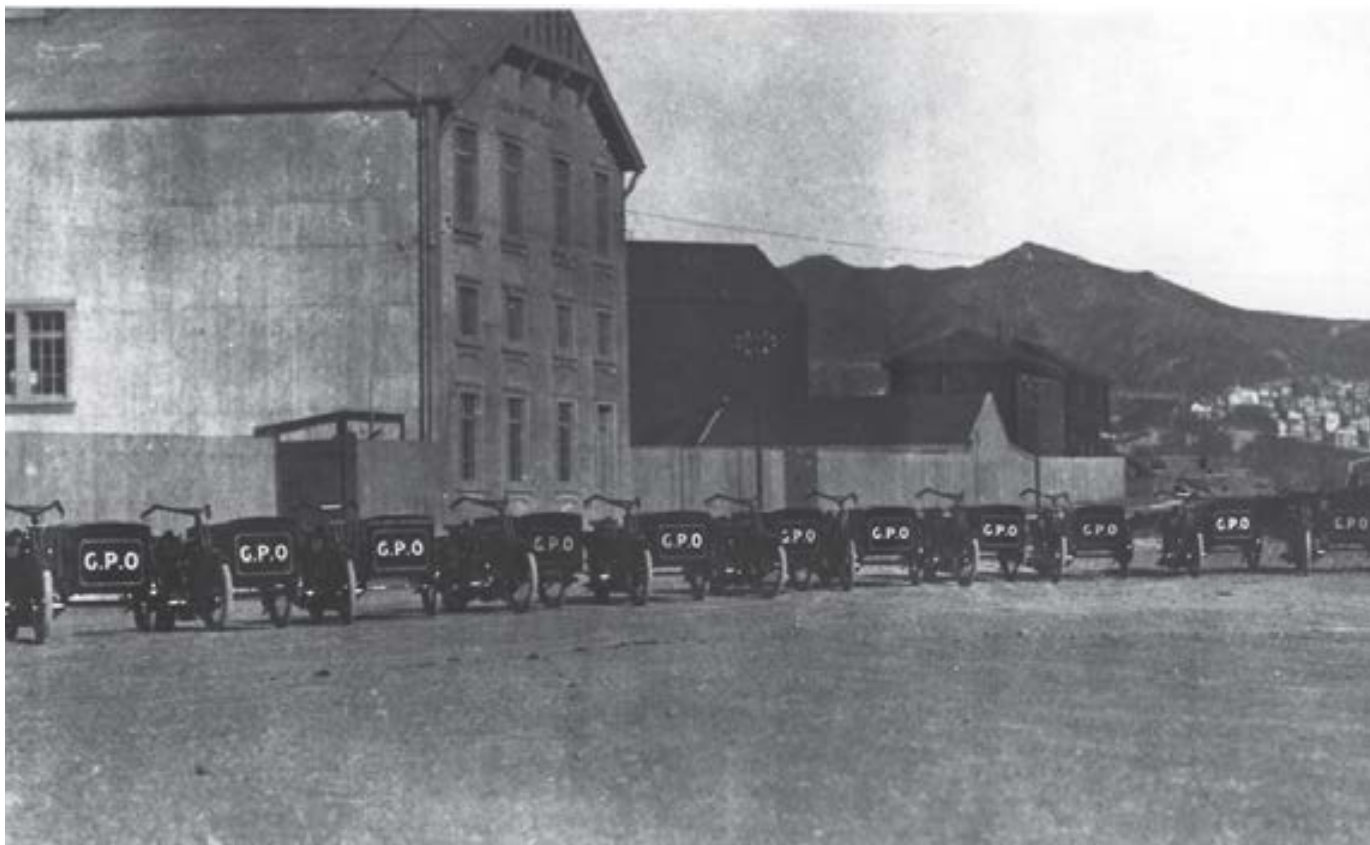


RALLY NEWS ROUNDUP

1980 SUZUKI GS405S



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



A new shipment of 1914 6hp Royal Enfields lined up on the Wellington wharf ready to go into service with the New Zealand Post Office. Royal Enfields with box sidecars were used for parcel delivery from about 1912 to the mid 1920s in the four main centres. Photo and information Bevans Binnie.

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

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COVER

Leader of the pack ... Francis Pointon leads the Wairarapa
Branch Coastal Run, see page 63. Photo Kevin Ball.



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

As I started to put my thoughts down on paper for this issue news came in of the horrific terrorist attack in Christchurch. Like most of us, I suspect, I cannot find the words to express my deep feelings of shock and sadness. Although the Club and our activities seem to be a world away from what happened, I know that a lot of our Christchurch members, some of whom are still feeling the effects of the Canterbury earthquakes, will be once again shaken to the core. I hope that no-one in our Vintage Car Club family has lost a loved family member or friend as a result of the attack. I urge all our members to work actively to promote the values of kindness, compassion and decency, not only within our Club but in their everyday lives.

When I travel around the country making presentations or participating in VCC events, I take the opportunity to speak to members and branch officers. Two issues which commonly get raised are a lack of participation by members in their own branch calendar of events, and a lack of members participating in other branches calendar events. After giving this some thought I wonder whether some branches just have too many events during the year. Are branches putting

on events that members actually want to go to? Just because we have always held a particular rally annually for the last 25 or 50 years, do we have to continue holding it every year? Tradition is good except when it is no longer working. Some calendar events seem to have lost their "magic" or "specialness". Is it because there is just too much on now? Maybe the period between some branch calendar events needs to be lengthened?

Mid-week runs are very popular – why? Is it because of the type of run i.e. non-competitive, informal and to a place of interest? We need to find out what type of events the majority of our members now want as opposed to still putting on the same events that we used to do. We can look to the past but we have to be ever mindful of the challenges presented to us in today's world and in the future, and we need to plan accordingly.

Another factor of the low attendances is the sad reality that with the majority of our members being on fixed incomes they genuinely cannot afford to attend other branch events or national rallies anymore, even if they wanted to, so they have to be selective. We also need to be mindful of the general pace of life these days for our younger

members with work and family commitments. People are often very time poor, and may not have the time or the inclination to get enthused and involved.

I have been on many rallies over the years where organisers have made a mistake in the instructions, and I have witnessed resulting boorish behaviour and unacceptable comments directed at the organisers. Why on earth would anyone put their hand up to organise anything when that is the sort of thing they face? It is only the Vintage Car Club – not a life and death situation! The tragic events of Friday 15 March put into perspective what is really important. A little kindness and respect for those who do the work is needed.

Over the next few months most branches will be holding their Annual General Meetings. Please make an effort to attend your branch AGM as this is your opportunity to influence the decision making and running of your branch. Also give some thought to standing for a position on your committee. Speaking from my experience, you will get to know a lot more about your branch affairs and learn more about the wider Club, as well as enjoying your involvement.

Geoff and I recently had the pleasure of participating in the North Island Club Captain's Tour. These tours are a wonderful way to travel over roads never before been on, to places never before been to, while experiencing fun and friendship with other Club members from all parts of New Zealand. Unfortunately North Island Club Captain Kaaren, after planning this event for over a year, at the last moment was unable to take part due to an emergency eye operation. Kaaren was bitterly disappointed that she was not able to lead the tour, however she had done all the work beforehand and we were fortunate that John and Shirley Foot were able to take over the day-to-day running of the event (with lots of phone input from Kaaren).

Geoff and I are looking forward to attending the 2019 National Easter Rally being held in Ashburton. South Island Easter Rallies seem to buck the trend of diminishing entries and I look forward to experiencing what their secret is.



Diane Quarrie
VCCNZ
National
President

AS WE SEE IT

Over the last three issues I know that many of you have been enjoying reading Kevin Casey's excellent treatise on spark plugs, as have I. The final part is in this issue. May I suggest that this is possibly the most definitive article on spark plugs ever to be written? Probably it is. It is an in-depth study of spark plugs over the ages that probably needed to be written. The humble spark plug is still with us today and not too different from its first iteration. We owe our thanks to Kevin for producing this work which has involved huge research and attention to detail because, as you probably realise, Kevin likes to have his facts correct. Having his work

published in *Beaded Wheels* before it is seen elsewhere is a real benefit to us and we are indeed privileged to have him as part of our team.

Our other regular contributors also add value for our readers, and without them our magazine would be much the poorer. Graeme Rice with his popular Timelines for example. Graeme may well be doing other things for us in the future as well. Long time Brass Notes columnist Diane Ross is still the face of veteran cars within *Beaded Wheels* and she tells me she is set to continue for a while yet! Over the years we have had various members contribute to the Behind The Wheel series,

and currently Greg Price is doing some great work for us there. He has his own unique style of writing which tends to draw the reader into the article, if only to see what he is going to say next. We will be reading more from Greg in the future. The Way We Were, as written by Club Founder and Past President Andrew Anderson, is a very interesting look at the early days of our Club. This came about when Andrew showed me a couple of his old photograph albums. I suggested that he give us some background to the photos and we would publish them and his stories for The Way We Were. This has worked out very well and is always

interesting reading. I am pleased to say that we have many more photos to go as we work through the albums.

Please give some consideration to contributing to your club magazine – one of its strengths is the diversity of our contributors. Perhaps now more than ever it is time to add your voice to our increasing stable of writers and photographers.



Kevin Clarkson
Chairman
Beaded Wheels

VINTAGE CAR CLUB BRANCH EVENTS



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

VINTAGE CAR CLUB NATIONAL EVENTS

April

19-21 National SI Easter Rally,
hosted by Ashburton

October

18-20 National Veteran Rally
hosted by South Canterbury Branch

28 Auckland	Club Run	26 Sth Canty	Restoration Run
28 Gisborne	Club Run	26 Waikato	Training Day
28 Marlborough	Trip to d'Urville Island	26 Wellington	50th Ladies Rally
28 Manawatu	Sunday Run	26 West Coast	Club Run
28 North Shore	Northern Raid Rally	31 Marlborough	Night Trial and Noggin and Natter
28 Wellington	Dawn Breaker Rally	31-3 Ashburton	Bell's Run to Oamaru (31 May to 3 June)
28 West Coast	Club Run		

APRIL

5-6 Waikato	Mooloo Meander
6 Banks Peninsula	Pomeroy Trophy
6 Manawatu	Mid Month Run
6 Sth Canty	Swap Meet
6-7 Canterbury	Autumn Run
6-7 Marlborough	Overnighter to Kaikoura with Canterbury Branch
6-7 Southland	Autumn Rally
7 Gore	Ladies Run
7 Wellington	Sunday Run
11 Sth Canty	Mid Week Run
12-14 Otago	Otago Rally
13 Far North	Brian Parker Memorial Rally
13 North Otago	Gerald Lynch Blossie Motorcycle Rally
13 Wanganui	Autumn Motorcycle Trial
14 Canterbury	Annual P Group Rally
14 C. Hawke's Bay	Cross's Church visit
14 EBOP	Club Run
14 Nelson	Ladies Rally
14 Rotorua	Night Run
14 Wairarapa	Club Captain's Run
16 West Coast	Morning Tea Shantytown
17 Auckland	Mid Week Tourers
17 Waikato	Wednesday Wander
18 Nelson	Manuka Hospital visit
19-21 Ashburton	National SI Easter Rally
21 Auckland	Eddie Sim Motorcycle Rally
24 Rotorua	Midweekers Run
24 Wellington	Kapiti Mid Week Run
25 Canterbury	Anzac Run
25 Otago	Anzac Day - last Thurs Run
25 Waikato	Trolley Derby
26-27 Taranaki	Maunga Moana
27 Canterbury	Scooter & Motorcycle under 250cc
27 Central Otago	Arrowtown Autumn Festival / Golden Times
27 Northland	Swap Meet

MAY

4 Ashburton	Swap Meet
4 C.Hawke's Bay	Twilight Rally
4 Central Otago	British & All Comers Day
4 Manawatu	Post Vintage Rally
4-5 Auckland	Pukekohe Swap Meet
5 Ashburton	Rotary Classic Car Run
6 Ashburton	Veteran & Vintage Tour
8 Rotorua	AGM
8 Taupo	AGM
9 Banks Peninsula	AGM
9 Sth Canty	Mid Week Run
11 Canterbury	Rural Run
11 Gore	Night Trial
11 Nelson	Drive-in Movie Night
11 Southland	Waimea Motorcycle Run
11 Wellington	Leprechaun Rally
12 Far North	Mother's Day Rally
12 Nelson	Gymkhana, Restoration of the Year
12 Wairarapa	Garage Raid
14 Far North	AGM
15 Auckland	Mid Week Tourers
15 Waikato	Wednesday Wander
16 Wellsford/Wkwh	AGM
18 Northland	Motorcycle Rally
18 Southland	PW/P60 Rally
19 Banks Peninsula	Hadstock Gymkhana
19 E Bay of Plenty	Club Run
19 Marlborough	AGM
19 North Shore	Triple Combined Rally
19 Otago	Restoration Rally
19 Sth Canty	PV/PWV/P60/P80 Rally
19 Waikato	Twilight Run
21 Wellington	AGM
21 West Coast	Morning Tea Shantytown
22 Rotorua	Midweekers Run
26 Auckland	Club Run
26 Gisborne	Chairman's Run

JUNE

1 Central Otago	Run to West Coast
1-3 Canterbury	Irishman Rally
1-3 Waikato	Double 50 Rally
2 Sth Canty	All British Run
6 Sth Canty	AGM
6 Waitemata	AGM
8 Gore	End of Season Run
9 West Coast	AGM
12 North Otago	AGM
12 North Shore	AGM
12 Waikato	AGM
13 Sth Canty	Mid Week Run
15 Banks Peninsula	Night Trial
16 Nelson	AGM
16 Otago	AGM & Pot Luck Lunch
16 Rotorua	Run & Prizegiving
16 West Coast	Rosco Trials
18 West Coast	Morning tea Shantytown
19 Waikato	Wednesday Wander
20 Ashburton	AGM
20 Gisborne	AGM
22 Manawatu	Night Trial
22 Sth Canty	Night Trial
23 Waikato	Club Run
26 Rotorua	Midweekers Run
30 Akid/Nth Shore	Combined Rally
29 Far North	Malloy Trophy

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 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.).

Discounts on INTERISLANDER and BLUEBRIDGE Ferry Crossings

All financial members of the VCC of NZ (Inc.) can obtain a discount with Interislander and Blue Bridge. You must show your membership card. Full information on how to book are on the Club's website www.vcc.org.nz or can be obtained from your branch secretary or off the Club website www.vcc.org.nz. When booking with the Interislander, you must book through the Group Bookings option. The codes are as follow: INTERISLANDER – WH5465 and BLUE BRIDGE – ANTIQUECAR

Executive Meeting

The Executive meets every March and during the Annual General Meeting weekend. Their last meeting was 23 March in Wellington. Minutes are sent out to branches and your representative who is part of the Executive will be able to personally report to members.

Notice Of AGM

On page 43 you will find a Notice of AGM including a request for nominations for the Management Committee positions.

John L Goddard Trophy Nominations

On page 52 you will find a Notice regarding the John L Goddard Trophy. Please put some thought to placing a nomination. More information is available in the Branch Manual, one of which

your branch secretary holds, and the other which should have been placed in a known location accessible to all branch members.

VCC ID Card/Authenticity Statement Requirements

Vehicle Identity Card/Authenticity Statement applications must go to your branch which will deal with them. 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 photos of the vehicle. Applications cannot be processed without these.

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

Change of Address

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

Branch Transfer

Complete a transfer form to transfer between branches. This can be obtained through your branch secretary.

VCC Speed Events

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

If you currently hold a VCC Historic Racing Licence, please keep an eye on the expiry date and if it needs renewing please

complete the Historic Race Licence RENEWAL FORM and forward it, along with \$23 and a new one will be issued.

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

VCC ID Cards Renewals

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

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

All vehicles entered in National And International Rallies must have a current Vehicle Identity Card (VIC).

ADVISE NATIONAL OFFICE OF ANY CHANGES OF ADDRESS OR SALES/PURCHASES OF VEHICLES

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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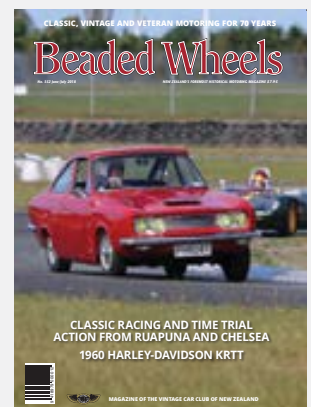
Beaded Wheels

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*.



MAILBAG

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

1930 MORRIS MAJOR 6 FOUR DOOR SALOON

I am a Morris Register UK member and am hoping readers can help me.

My son, Keith, lives in Brisbane Australia and purchased the above car which had spent its life in New Zealand up to five years ago, when it was exported to Australia.

The identity plate states Morris Motors Type MJ 15, car No NJ 2583, engine No 22751. Keith is trying to find some of the car's history as someone has spent a considerable amount of time and effort in the last 88 years.

Any information would be much appreciated.

Malcolm Dixon
20, East Causeway, Adel Park, Leeds,
West Yorkshire, LS16 8JT
Telephone: +44 113 267 0424
Email: malcolmdixon@msn.com

WEIGHT DISPARITY

Issue 356 Feb/March page 24 lists among the specifications for the 1935 Citroën roadster that it is "2260 lbs (just under half a ton)."

2260lb would actually make the Citroën weigh in at just over one ton.

Geoffrey Warren
Canterbury

GREAT STORY

I have just finished the great story entitled the Magic of Merlin penned by John McDonald, accompanied by some magnificent photos, as is the norm from John. Apart from being an excellent photographer, he has a way with words.

It was very interesting reading the lengths that the late Bruce Pidgeon went to in order to get the 1936 Riley Merlin 12/4 up Porters Pass, including having

eleven year old son Craig lying alongside the right front guard tapping the SU fuel pump.

Perhaps John may be willing to put pen-to-paper for *Beaded Wheels*, when I finally finish my current and very last restoration, a 1982 Hyundai Pony TLS coupe. To date, it has proved to be the only example in Aotearoa. I look forward to one day seeing photos and words in this publication by John McDonald. Keep up the good work editorial committee. Since first joining the VCC in 1970 I have witnessed a steady improvement in the presentation of *Beaded Wheels*, particularly over the past two to three years.

Trevor Stanley,
Amberley (North Canterbury)

SLEEPING DOGS

Sometimes it's best to let sleeping dogs lie so my comments are directed at anyone who might be tempted to follow Mike Crehan or Martin Lee into print, however Mike's criticism is questionable unless he has driven the vehicle in question. Some drum brakes were exceptional and Hispano Suiza comes to mind, while others such as Bugatti, somewhat less so at the same speed. Come and drive an average drum braked car at only 90km/h in the midst of Tauranga log-trucks and it will be more than interesting. *Beaded Wheels* is a magazine produced primarily for the enjoyment of Club members and it is not *Hansard* or the *NZ Gazette* so any inaccuracies, real or perceived, are of no great consequence to me or anyone else I have spoken to. I have a concern that if critics hold contributions up to microscopic perusal we run the risk of amateur authors withholding copy and I for one would be very annoyed. My admonition is "don't sweat the petty stuff".

Alastair Jones
Bay of Plenty Member

DRUM BRAKE SAFETY

In issue 356, Mike Crehan takes issue with the comment made in BW355 that "...an emergency

stop from this speed (90mph) with mechanical drum brakes... would be interesting to say the least". I suggest that the original comment is quite correct and Mike Crehan has failed to take into account the importance of the word "mechanical" in this context. I believe that by using the term "mechanical" the original author was differentiating cable- and rod-operated drum brakes from the more effective hydraulic variety. From personal experience of both types, I also believe that Mike Crehan's comments about the effectiveness and reliability of drum brakes apply to the hydraulic variety and not the mechanical sort. Mike's assertion that drum brakes are used by "most of the large trucks on our roads today" may well be true, but I would be astonished if they are mechanically operated.

David North
Newsletter Editor, Gore Branch

MAD DASH TO THE HAAST

I am writing this wearing three hats. As a member of the Otago Branch of the VCC, as a member of the NZ Vintage Austin Register and as the poor sod tasked with the compilation of the 50-year History of the Otago Branch of the VCC.

It is in this latter role that I came across an epic journey and I have been compelled to see if we can repeat it.

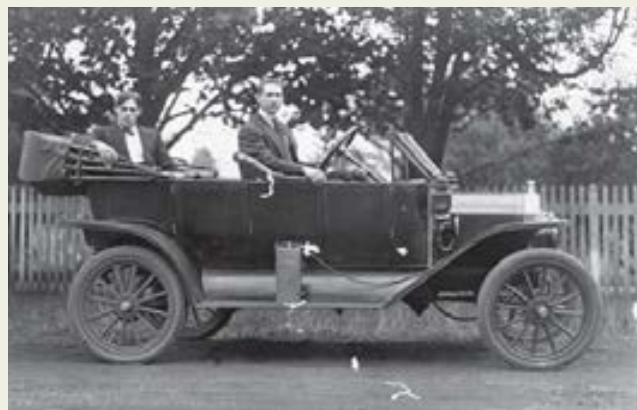
In November 1965, the road through the Haast was opened. It was some months late as the international vintage car rally was supposed to go through there. Alas, construction of the highway was delayed and the rally went around it.

However, not to be outdone, two intrepid motorists decided the eventual opening would be the time to do the thing. The grand event was to take place on the morning of Saturday 6 November 1965. So Les Nye and Gordon Sharpe, early stalwarts of the VCC, set off from Dunedin at 4am on Friday the 5th.

They travelled up to Dunsandel, across to Springfield, over Arthur's Pass, through Hokitika and down to Knights Point where they camped the night. All in a 1930 Austin 7 Chummy. In the morning, they attended the cutting of the ribbon by Lady Holyoake. Now here is the interesting bit.

Apparently, they were the first car through. That is, ahead of everyone else including the Prime Ministerial entourage.

CAN YOU IDENTIFY THIS?



Some time ago I sent a photo of a car that I wanted identified. *Beaded Wheels* published the image with good results. Here is another that your readers might be able help identify. I have no dates – no info what-so-ever. I

would also like to know what the device on the running board does. I hope you can help.

Alister J Shuttleworth.
11 Selwyn Av, Akaroa 7520
Phone 03 304 7003

Moreover, they kept going arriving back in Dunedin at 8pm that night. This made them the first car to do the circuit.

They did this carrying a tent and stopping only for fuel and food. It was a real do-it-yourself effort where they sat down and planned the route and worked out speeds and times. They also carried a tape recorder and recorded those speeds, distances and times.

We still have the original car and transcript of the tape recording. We are going to do it again in the original car leaving Dunedin at 4am on Friday 8 November this year. Moreover, anyone with a vehicle manufactured with an Austin label is invited to join and leave them at any point, but the catch is – make your own arrangements. Therefore, Christchurch people may want to meet them at Springfield. North Islanders at Hokitika. You may want to leave earlier and arrive later, motoring with the car at some point. It is entirely up to the individuals.

We hope to have the itinerary and any other information ready to publish in *Beaded Wheels* and the *NZ Vintage Austin quarterly* in the two issues prior to the date. In addition, I may have an email address for any enquiries by then as well, so all can plan their trip. We will be making some rules but these are to keep people on track and guides to what you should or should not do.

The plan is to use the original car. However, it is on the market at the moment so we may be using a similar vehicle. We will follow the original route, keep to the same times and use the original fuel stops as close as possible.

This is how it was done in the earlier years of the VCC. You planned it all out and then went for it. In this spirit we hope some of you will take up the challenge. If a large number end up descending on Dunedin that weekend, we will sort some activities out for a couple of days.

David Mills
8 Larkworthy St
St Kilda, Dunedin
mrdauidmills@gmail.com

NATIONAL MOTORCYCLE RALLIES

Having just competed in the last National Motorcycle Rally, held by the Marlborough Branch, we would like to congratulate the organisers for a great event, Both Fiona and I had a great time.

On the final evening there was discussion and some concern that the next National Motorcycle Rally will be held in three years' time and not the usual two years, due to the some stupid rule that no national rallies will be held in the same year as an international rally. Having competed in three International rallies we feel that we don't



Looking for any information about MG SA number 2236, believed to have been imported into New Zealand mid 2018. Story has it that the car was originally shipped to Australia new in the '30s in an original saloon body style. In the '80s it was taken to a restoration firm. Its history at the hands of professional restorers got a bit out of hand over the next 30 years and along the way it was converted into a Tickford look-alike body style (see photo). I understand it was sold to a New Zealand restoration firm but that's all the information I have.

As the keeper of the New Zealand MG SVW register I'd be keen to find out any information on its whereabouts, owners and current restoration process, so we can update the information on the New Zealand and Australian register of MG SVW cars and keep the new owner up to date with things SVW in New Zealand.

Please contact Rick Jones
Member Banks Peninsula
rojones@xtra.co.nz or +64 21 1200549

get the same enjoyment as we do from the smaller national rallies that we attend. When it comes to numbers the Dunedin International Rally had about 600 entrants. As motorcyclists only make up a small percentage of the VCC the 189 entrants at the Blenheim National Motorcycle Rally shows that the motorcyclists in the VCC are more interested in National Motorcycle Rallies than the general membership of the VCC are in International Rallies. As the VCC is always talking about how to get younger members, perhaps the Club should look at what rallies the younger members want to do. There are quite a few entrants at the National Motorcycle Rallies that are under 50 years of age and this is clearly not the case with international rallies.

If the club wants to encourage younger members then don't postpone the next National Motorcycle Rally. It is also interesting that there were 12 overseas entrants at the Blenheim National Motorcycle Rally, many of them having

been to quite a few National Motorcycle Rallies.

Joseph McClintock
Canterbury Branch

GRUMP'S GRUMBLINGS

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

Why Grumps? Well, my kids asked me what I wanted to be called by my grandkids. I wasn't into Grandad, Pop, Poppa or Grandfather so I selected Grumps. It quickly became Grumps.

So where is this heading? It's my take on why old cars stay in sheds. I enjoy driving my two old cars; Ernie - a 1923 Model T Ford roadster and Mavis - a 1950 Lolite Morris Minor. I am not really anti-social but the idea of bouncing around in an old car mile after mile and over several days is not this 80 year old's idea of a game of skittles. A while back I competed in several rallies - Pan Pacific in the '80s, a



▲ David Mills' 1947 Austin 8. These wee cuties are 80 years old this year being introduced in 1939.

Vero in Christchurch and one at Mystery Creek in Hamilton. The former in a 1935 Morris 8 and the two latter in Mavis.

What does it boil down to? Apart from the above mentioned, where the novelty wears thin after travelling a while, cost is another factor. It's not cheap for accommodation, meals and fuel to go on these events. There is also the matter of getting to the venue, either by driving the old vehicle or trailering it there.

These comments may be a clue to the reason why older club members don't enter club or national events. Before being dismissed as a moaning negative old fart, this note is also about a topic discussed regularly in car clubs these days owing to falling numbers of participants and/or members attending club evenings.

So, is there an answer, and what is it? As a retiree my time is my own, and I am quite happy giving my two old cars a run locally every week. My wife works for my son three days a week and I make and deliver her lunch on those days. The T gets two runs and the Minor one. After lunch with her I enjoy a run down to Bucklands Beach; the entire jaunt is 17Km and takes about three quarters of an hour - just right to satisfy my vintage cruising needs.

Anti-social? Maybe, but at least the cars are run and seen out and about regularly and I enjoy the waves, toots, headlight flashing and comments while on the road. The only downside is dealing with modern traffic and people in a hurry to go nowhere. Ah well, I guess that you can't have everything!

Just thinking.

Jim McCutcheon

NO REMITTANCE CAR PURCHASES

The letters in the last issue regarding no remittance car purchases were accurate and interesting but maybe did not tell the whole story.

No remittance deals were a big

thing in the 1960s when it came to getting hold of a popular car. The arrangement also opened small cans of honesty worms.

A good friend of mine with access to overseas funds through family, bought an HD Holden using that facility. He had little chance of buying new at that time otherwise.

The deal was that if you bought one using overseas funds you were entitled to one without such funds the following year. The dealers, as noted, operated under a similar system. You kept the car for 12 months and under certain conditions received the new price you paid when you traded in for the next model. After that you were back to overseas funds to be assured of a popular new vehicle.

At that time new Holdens were in huge demand and so (relatively) scarce for Joe Citizen. Because of that the trade-ins brought in a margin over the new price which was where the dealer made his money. It also helped the buyer getting higher up the list for the next new car.

Unhappily temptation came into play with the mileage. The dealer required a low mileage car to make the profit over new price. Even my friend, a professional man of high principles, resorted to disconnecting the speedometer as the 12 month period neared, to stay under the limit. He battled his conscience but the money talked. This sort of transaction was common with the most popular cars in that era.

Drivers of earlier generations faced many trials though, largely again with the most popular cars. I recall my father waiting for some years for a new Vauxhall. He would make regular visits, with me in tow, to the agency on his trips to town to check on his case without much in the way of results.

When the call finally came in 1954 that the Velox was ready, he was asked what car he was driving. The answer was a 1952 Austin A40 he had bought new. The luxurious (for the time) 1929



CITROËNS

Further to the Citroen article in *Beaded Wheels* 356 Feb/March 2019. Above is a photo of two Citroën roadsters. My later father Herb Gilroy owned the white one - late '40s/early '50s.

Dad was a great fan of Citroëns. Houses are the style you commonly saw in Mt Eden so perhaps even the house that Greg Price mentioned. Where are these cars now?

John C Gilroy

De Soto we had had since new was no longer up to the task, but still no Vauxhall had arrived.

"Sorry sir" was the response from the agent (then the Farmers Co-op in Christchurch). Because he had bought a new car since putting his name down in 1950 he was struck off the list.

As for farmers, while quite a few still exported under their own auspices and had access to overseas funds, there was another way when it came to a new car.

A friend of my father's, who bought a new header harvester, was upgraded the same year from a Vauxhall to a 1952 Chevrolet. American cars were then in very short supply due to the Commonwealth Preference post war deal.

The "English assembled" (then a prestige thing) Austin A40, the first car I ever drove alone, was a motorised dust bowl on country roads which added to my father's chagrin. It also had the worst column change of all time, another blow because I think all the locally assembled models were floor change. Many

imported ones soon joined that list.

Keep up the interesting editorial.

David McCarthy

THE BULLETIN

The Dec/Jan *Beaded Wheels* article about Early Motoring Publications discusses *The Bulletin*. It says the Government introduced an important licencing scheme in 1938 to reduce numbers of new cars coming into the country, encouraging buying British. (Vehicles from the States carried extra tariffs.)

In 2004 soon after being here I was told that most American cars in New Zealand were imported from Canada as the tariffs were lower than from the USA.

Does that still have any significance here? Is it still the same? All these early publications look very interesting, any chance of copies?

Ken Braddon

TIMELINES



1938 Lagonda Rapide drophead coupé. Body designed by Frank Feeley, 4.5 litre V12 engine designed by WO Bentley. This was the Le Mans spec model which was fitted with 4 carburettors and developed 200 bhp.

photo: doublesidemiler.tumblr.com

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

100 YEARS AGO April May 1919

In May 1919 the wooden and corrugated-iron Lagonda factory was set up to resume production of the 1099cc, 11.1hp car. It featured the advanced unibody semi-monocoque structure, devised 10 years ahead of Vincenzo Lancia's famed Lambda's semi-monocoque construction. By now electric starting, lighting and a horn were essentials resulting in an increase in weight and a later increase of 400cc in the engine capacity. Featuring what is thought to be the industry's first fly-off handbrake and using anti-roll bars, the small Lagonda was amongst the most successful, selling 4770 units.

50 YEARS AGO April May 1969

After a lapse of five years the Lagonda name appeared once more. This time on a William Towns-styled four-door Aston Martin DBS body stretched by 12 inches and fitted with a fuel injected 5 litre V8 which was soon upgraded to the 5.3 litre version. One finished in deep purple became Sir David Brown's personal car, but only four or five were sold by 1972.



Graeme Rice

75 YEARS AGO April May 1944

Of his engines WO Bentley felt the 1936 4.5 litre V12 was his masterpiece but possibly his last Lagonda engine. The 105bhp, dohc, 2.6 litre straight-six was more successful, winning Le Mans 15 years after it was designed. By April 1944 it was being tested in a Humber Super Snipe. Sadly, the car itself was ill-fated. Company owner Alan Good lost \$20,000 in a court case after using the name Lagonda-Bentley which Rolls-Royce objected to. Then there were universals which didn't work with the independent rear suspension and steel shortages hampering production. It was the success of Bentley's little 2.6 litre masterpiece in the Aston Martin DB series that eclipsed the saloon.

30 YEARS AGO April May 1989

After 13 years and 645 units built, Lagonda's 5.3 litre, 300bhp, fuel injected 145mph (232km/h) super-car was gone. When launched in 1976 it seemed as though Star Wars had arrived a year early in the shape of this futuristic flying wedge. In just seven months William Towns and his team took this stunning machine from concept to prototype, complete with digital instruments, controls and car performance read-outs.

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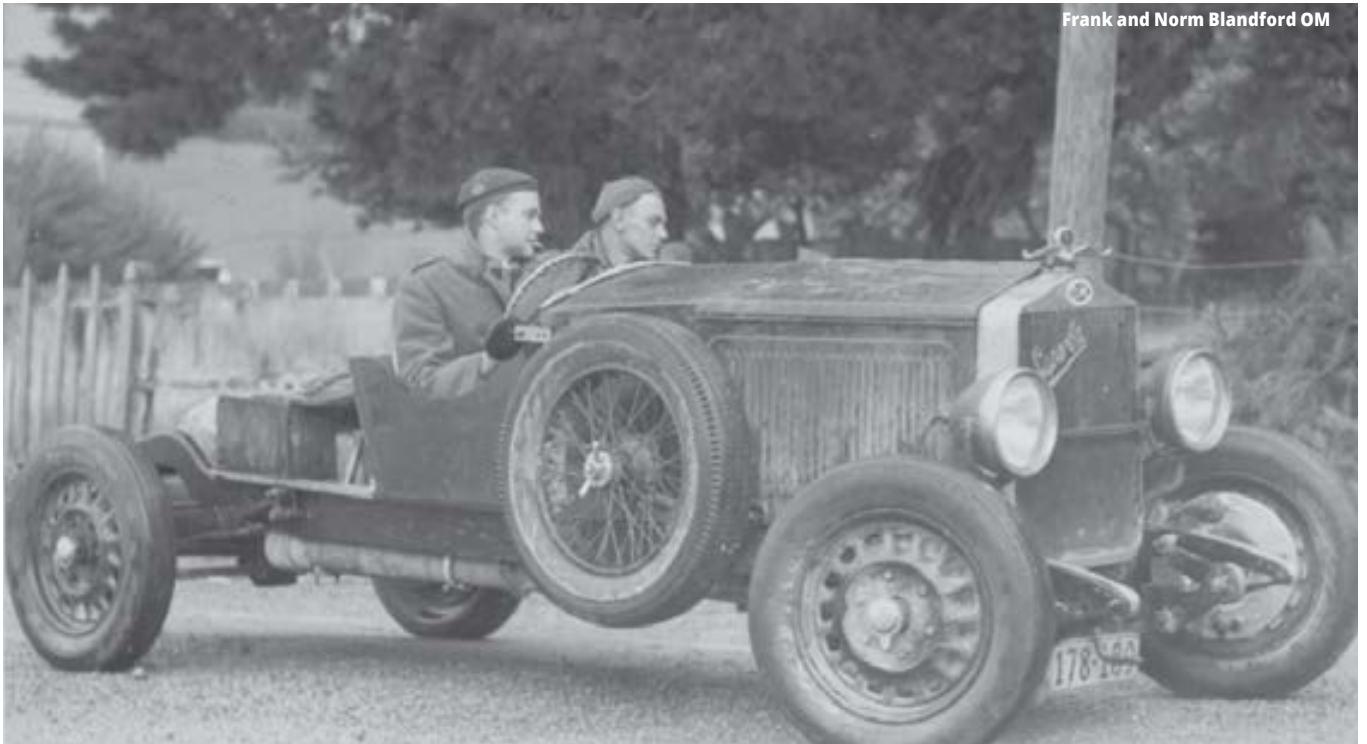
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THE WAY WE WERE

—— 3-4 June 1950 ——
West Canterbury Two Day Rally

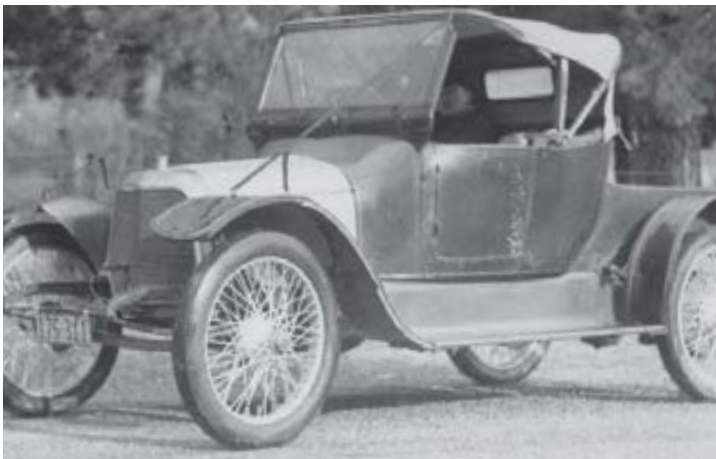
The last three issues of these memories would indicate a rather serious addiction to speed events but that is only because of the luck of the draw in photos.

As a Club we were already well into planning for the coming Canterbury Centennial celebrations and considering the “family” feeling that Tony Bruge’s present of clubrooms had given us. Jack Adams, Frank Blandford’s brother in-law had been giving a lot of thought to better methods of marking of rallies and trials to give fairer results for the wide range of vehicles we were now fielding.

It was decided to give these a good test run with a mid-winter two day rally, our first one away from Ellesmere and trying the mountains instead. The format involved both a serious competitive trial and a simultaneous but milder rally division with both modern (with invitation to the Canterbury Car Club) and vintage classes. Jack was chief marshal and needed a goodly number of assistants

to cover his very comprehensive organisation. Entries were almost 100% for the trial division with only one modern electing the rally one and it started with a very tough night trial run out to Springfield whence only the women and “ancients” had rooms in the hotel and the rest of us camped in the hall.

It was a big entry. The following morning was to have been a timed trial run to the start of a



▲ Jack Adams, Chief Marshal, in the Anderson Panhard.



▲ Marshall, Andrew Anderson (centre), Mollie Jackson (2nd from right), and chaperones.



Bob Blackburn demonstrates the weight of the rain by getting his hood up on the Bentley 4 1/2 - a condition in which he was seldom seen!

magnificent shingle hill climb, but a vicious nor'west gale and heavy rain put that right out of possibility so we just took posed photos and took off for home a bit earlier than planned.

The OM, with new bearings after Wigram, was in running-in mode. Its original balloon beaded edge tyres as shown as its spare were quite impossible to find and were very rare originally so the conversion to moderns was their only option. Peter Shaskey's restoration has got it back on wires ok but are these the original balloons?

The 4 1/2 is as cut and shut by Sybil Lupp in her early youth in Blenheim. It was sold to a varsity friend of Rob Shand in whose hands it suffered a serious shunt by an AB locomotive on the Glandovey Road crossing. This somewhat diminished said friend's enthusiasm, and Bob Blackburn acquired it via an advert in *Sportscar*. Bob will appear here again many times and became the Club's fourth President before rushing back to the Fleet Air Arm where he had achieved a considerable flying reputation during the war.

As stated previously, Jack Adams required a virtual army of marshals and I stood in as one too. Having loaned Jack the Panhard as a suitable Chiefs vehicle, I used the family Mercury, in which I transported Spud's sister Mollie Jackson (who later became my wife), and her three fellow apprentices in comfort that Spud certainly couldn't or wouldn't supply.



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LIGHT MY FIRE

Part IV
Words and photos Kevin Casey

When the automobile emerged from its chrysalis in the late 1800s it was regarded with suspicion and hostility. The massive horse and carriage industry had much to fear so opposition was immediate and strong, epitomized in England by the stultifying Red Flag Act. Opposition in America was abetted by the appalling condition of what few roads existed. Not so in France, the cradle of the motor industry, already boasting excellent roads and a populace more open to the automobile.

Led by forward thinkers such as De Dion, Panhard and Renault the French stole a march on the world and consequently a big chunk of the 5,000 or thereabouts spark plug brands originated there.

The French plugs carry mysterious words such as *marque déposée* (registered trade mark) and *bougie*, meaning candle or spark plug. Eyquem was one of their biggest spark plug manufacturers. The two “candles” pictured here show plenty of nationalistic fervour in their red, white and blue livery.

That interesting plug with the unique graphic is commonly known as the “Two Ladies”. It commemorates the return of the Alsace-Lorraine region to the French in 1919 following Germany’s defeat – they pinched it again in WWII of course. The ladies are depicted in the national costumes of the two regions, Alsace on the left.



Attractive packaging can easily sway a vacillating buyer. What rival could possibly top Mosler’s Vesuvius spark plug? Many of the stronger, more upmarket brands used striking lithographed tins.

Colourful plugs like these are attractive to buyers, the point of the exercise of course, but many makers went further by employing eye-catching packaging, mostly cardboard boxes or tubes but also wooden containers, leather cases and lithographed tins. Peto & Radford’s 1905 nickel-plated gem came snugged in a plush-lined jeweller’s case! Sphinx plugs were packed in “handsome green cases” while Lodge, Ripaults, Massa and others went a step further; their tins were secured with a lead seal and customers were urged to “refuse if unsealed” (Lodge).

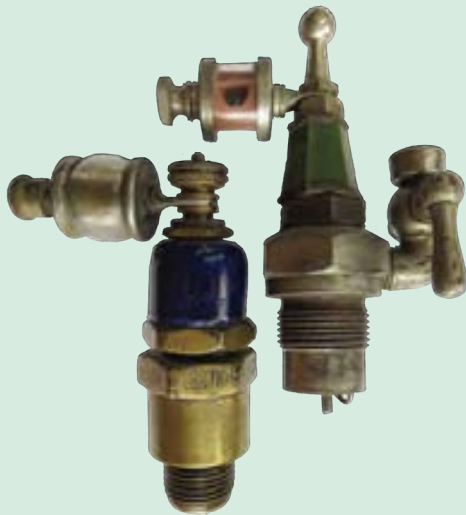
Two of the most decorative tins are illustrated here. The attractive Red Head Big Boy plug nestles in a wooden locater inside its striking triangular tin. Even the underside was lithographed. Names suggesting explosive power were popular; T-N-T was one but it would be hard to beat the Volcano brand. The Mosler Vesuvius though would nose ahead with its neat graphic on the plug and outstanding tin,

the best I have seen. A R Mosler Co started making spark plugs in 1898 and went on to become a leading manufacturer for many years. They were a supplier to Ford early on.

Some manufacturers such as Arclite, Beacon Lite and Glass Core went down a different explosive path featuring actual pyrotechnics. Their spark plugs had transparent insulators so that



▲ What patriotic Frenchman could resist Eyquem Nationale's unique "Two Ladies" spark plug? Those that did would surely buy the Liberty.



▲ Electra (France) and Splitdorf (US) are fitted with adjustable intensifiers. Lettering is hard to read on dark porcelains. Crossed lightning bolts on the Electra's reverse are very faint.



▲ Ezekleen, The Oil Proof and Porter Keepsklean are just three of many plug brand names that referenced the ongoing fight with fouling. It was Ezekleen's exposed porcelain that made it easy to clean. Odd spelling was another common sales ploy.

every explosion was visible. What a show that would be at night. The Anderson was most unusual in having a pencil-thin core and its base filled with cast glass. Advertising made much of the fact that visible explosions aided engine analysis. A blue flame indicates correct mixture, pale blue-white is lean, yellow is rich, only one showing yellow means a leaking valve and so on.

Air-cooled plugs were popular, and necessary for certain applications such as motorcycles and aircraft. One approach used cooling fins near the top or a ribbed base; some employed both. The alternative method incorporated a series of holes and spaces that allowed air to flow in around the hot core. Air Kool, Dave's Hole In The Wall, Eole and many more used this construction.

Related to air-cooled plugs were the breather plugs which contained a small spring-loaded air valve that sucked open on piston down strokes and closed on the upstrokes forcing air past the firing points, cooling and cleaning them. The theory was fine but it seems likely the extreme conditions would soon compromise the valve mechanism or perhaps carbon build-up would win the race. This genre rejoiced in such names as Air Valve Carbon No, Air In, Animated Air Valve and Le Vac Air-O-Matic.

We have looked at various ways the astonishing number of manufacturers presented their spark plugs to gain a slice of Henry's bonanza, but it wasn't all about Ford for thousands of other makes spluttered about and they all had a common enemy - carbon. There was probably enough oil in the low quality petrol to double as upper cylinder lube. Gravel roads and no air cleaners rapidly led to oil-burning engines and this, combined with oily fuel, slow flame

rate and low combustion temperature meant fouled, misfiring plugs. Slow engine speed would also promote plug fouling. In a 1918 article it was revealed "The average speed of a touring car is probably not over 20mph and the corresponding engine speed averages approximately 1,000rpm. Rarely will it travel at 40mph for more than a few minutes".

Spark plug brands empowered to slay the carbon dragon were legion. Some targeted soot: Sootless, Anti-Soot, Soot Proof, while others kept it clean: OK Self Cleaning, Sta-Kleen, Ezekleen and Keeps Kleen among them. Nonoyle, Noe Oil and Oil Proof joined Kant Foul, Foul Proof and Foulless while carbon was banished by Anti-Carbon-Oil, Carbon No, Kant Kollect Karbon, Carbon Proof and more in that idiom. Later, in the 1920s, lead additives exacerbated the problem. In the early years it was quite normal to decarbonize at 2,000 miles and grind the valves at 10,000 miles or less. Oily carbon built up on valve necks, restricting flow. Compression dropped as carbon prevented valves from seating properly but the most common problem was fouled plug electrodes and it was these electrodes, their material and design, that all the manufacturers' advertising hammered. Lenoir's 1860 effort, the ancestor of all spark plugs, is remarkably similar to modern plugs. Certainly the earth electrode was a plain old L shape and the great majority of the early makers stuck to that, with variations such as creating an extended low point called an "oil drip bend."



▲ The Rentz "Lighthouse" (US) is the most dramatic of all the spark plugs with built-in intensifiers. The spring-loaded centre electrode can be set to eliminate the gap, but why would you? The side earth bar is used for testing. Composed of 25 pieces this was the most complicated and expensive plug ever made. Action at the adjustable intensifier gap of the brass FZG plug (Germany) can be observed through its little bay window. The Duro (US) intensifier, visible through the small holes, is not shielded from fuel vapour and that design was quite common, surely asking for excitement.

A R Mosler Co used a nickel/manganese alloy for the electrodes while their more expensive range used iridium and platinum, as did Splitdorf and others from 1906. Now, in 2018, NGK and Bosch use the same combination. Precious metal centre electrodes carry heat away more effectively than

a nickel alloy. They resist chemical action, can withstand extreme heat and do not corrode but the metals were, and are, rare and expensive. 100 years ago platinum cost an eye-watering \$42 an ounce so the platinum coat over nickel was, and only needed to be, exceptionally thin. Tungsten, yttrium and noble metals such as palladium, silver and gold are also used in the industry today. The side electrodes are normally high nickel steel.

There were an extraordinary number of devilish, rival-beating firing tip designs – far too many to show in this short story so we'll look at only a few. One of the most intriguing electrode arrangements was Fan Flame's six-bladed fan rather precariously attached to and free to spin around the centre electrode, impelled by combustion chamber turbulence to, "throw off soot and oil" while the spark could jump at any point. Ignitor, Oto and a few others used the same configuration whereas Ball Multi Point used a vertical fan arrangement. Fan Flame eventually gave up on this type following lawsuits over damaged engines from detached fans before resurfacing with a conventional design named Gill (after the company principal).

"A circle of white-hot flame" (Fan Flame) and "Fires hot, fat, fast, penetrating multi-sparks" (Ball) are just two of numerous brands claiming a shower of sparks; some more: Ball-O-Fire, Arc-O-Fire, Ray-O-Fire, Chain-O-Spark. The claims are just more spin as only the one main spark is required. There are always secondary sparks but they are not strong enough to fire the mixture under compression. In a modern engine these nuisance sparks – that overheat electrodes and interfere with TV reception - are taken care of by resistor HT leads.

Most brands used the conventional firing tip arrangement but many tried to get market leverage by employing very odd systems incorporating plates or curved slotted base as the earth electrode. The theory was the plate would get hot and burn off oil contamination while shielding the centre electrode. The reality was it would inhibit flame propagation, decrease power and probably breed carbon. The slotted solid base earth electrode type was supposedly kept clean by the force of the explosion above blasting past it. There were many more attempts to beat carbon fouling, some ingenious, most a rather desperate gimmick – and more costly to make. The Dur-A-Ball employed a caged steel ball that was bounced around by combustion turbulence, knocking off carbon. Myers had a similar idea, using several small porcelain

balls caged between porcelain and base. The A-Scho plug had a thin metal plunger around the centre electrode that moved up and down with each explosion cleaning the electrode. Multiple earth electrodes were popular, Bethlemen and V-Ray used four while De Dion's star type had six, topped by Godiva with eight. The business end of a spark plug requires thorough scavenging by combustion and the incoming fuel mixture. Multiple earth electrodes hinder this process and can overheat the insulator, leading to pre-ignition. Possibly the most bizarre electrode design was used by the ZWP plug which had no earth electrode at all, employing a long adjustable centre electrode that earthed directly to the piston. Setting the gap would be a trick.

Using the premise that two is better than one, a few such as Doubl-Head, Twin, and Biplug marketed a double-ended reversible plug, the HT lead clamping around the exposed threaded end, the spark jumping to the centre electrode while handily acting as an intensifier. Doubl-Head claimed the fouled end would "clean itself", presumably as it would not have to overcome compression. One would hope there was no stray fuel vapour... Twin also marketed an alternative, better idea where only the porcelain was double ended and the HT terminal fitted directly on the centre electrode.

Lodge introduced their Double-Pole plug in 1909, a different beast altogether. To counteract the inefficient combustion chamber design peculiar to side valve engines they urged a second plug be fitted in the valve area, fired in series from the extra double pole terminal. Su-Dig, Hydra and a few more used the same idea. Lodge concurrently sold a Two-Ignitions version which incorporated two sets of electrodes connected to coil and magneto systems capable of separate or combined ignition.

Quick-detachable plugs were a rather novel approach in the struggle with contamination. The upper body of the Mosler Breech-Block plug (introduced 1907) had three parts of the thread cut out, matched by three interrupting slots in the base. A stubby spanner, permanently attached to the upper body, needed 1/6th of a turn to align the slots and release the porcelain for cleaning, the terminal being a spring clip type for speed. Several companies used the Breech-Block name with no fear of lawsuits as the name, and principle, had been swiped from the gun industry. The Standard Co (US) advertised this task could be achieved in four seconds, confirmed by the famous race driver Barney Oldfield: "Four Breech-Block spark plugs could be cleaned in sixteen seconds



▲ A very large number of brands targeted the electrodes to have a point of difference. Here are four examples of what seemed like a good idea at the time. Clockwise from top left: Fan Flame, Pep, Hills 3-A and McQuaire.



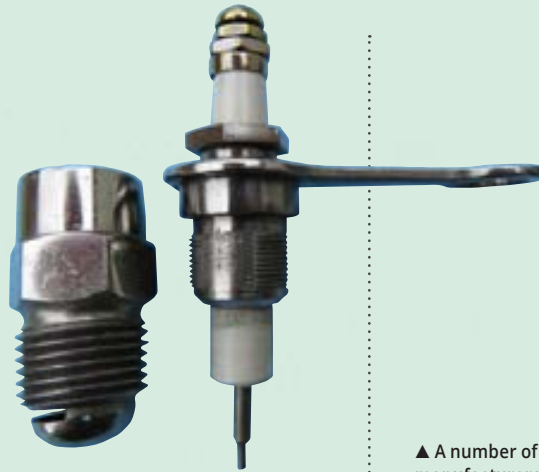
▲ This Lodge tin has survived a century with its lead seal intact. The tin, and the "handsome green case" of Sphinx, are typical of many in a style commonly used in England and Europe.



▲ Air-cooled plugs were used mainly in aircraft and motorcycles. The Airkool (US) porcelain is drilled in the back. Molla and Joly ("Jo-Lee") are French plugs; some 5 million Joly plugs were required for WW1 aircraft, many of them produced in the USA by Lyons Ignition Co.



▲ Bethlehem, V-Ray and HeLfi (all US) offered the motorist improved odds with four earth electrodes (the meaning of Five Point on the Bethlehem plug). V-Ray and HeLfi are equipped with a drilled terminal nut that has a serrated bevel, shown here in position to clean and true the four earth electrodes.



▲ Breech Block was quickly dubbed "The gentleman's plug" due to how quickly (4 seconds) it could be cleaned or cylinders primed while the gentleman stayed clean. The quick-release spanner is permanently attached.

▲ A number of manufacturers produced a plug that provided a view of the explosion. A misfiring plug was obvious while the colour of combustion provided a useful diagnostic tool. This Beacon Lite (US) with its "Visible Flash" Opalite core dates from 1922.



by the watch". This would be done with the engine running, as the makers advertised. There were other release systems used such as a cam lever type and the bayonet (Winestock), often with wooden handles. All of these quick-detachable plugs were useful for priming the cylinders with no risk of soaking the electrodes. They were so easy, quick and clean to use they were soon dubbed "The gentleman's plug".

Any method of boosting spark power and so obtaining a sales advantage was eagerly sought. But it was an accidental discovery that found the "Holy Grail of Sparks" – the intensifier. Here was a device that could be built into the spark plug complete with tiny windows so the happy motorist could observe the miniature fireworks, or it could be added at the plug terminal. The plug makers really went to town on this one.

The intensifier is no more than an extra gap in the electric current's journey from distributor to ignition. This extra gap forces the coil or magneto to build up a higher than normal voltage to jump the 'abyss' before moving on to fire the charge with its increased voltage. Because of its higher voltage it would often fire an oil-fouled plug so it was a very useful discovery in those troublesome early motoring days. P N Hasluck's account of how it came about is recorded in Laverne's *The Automobile* (1922). In 1902 a French worker at the Panhard et Levassor factory was starting a new engine when he noticed one of the high tension leads was jumping a massive 15mm spark due to a missing copper spring in the ebonite plug cover. With spring fitted the plug misfired, until the spring was removed again. He then created a small air gap on all cylinders, successfully firing out excess assembly oil that had contaminated the plugs.

The good news spread quickly and various intensifier, or spark gap, designs were on the market in the same year although the text of advertisements as late as 1917 show that just why they worked was not fully understood. The A-Bee-See intensifier was offered in 1903 for 2/6 when their spark plug was 5/6. All of these clip-on intensifiers had an adjustable gap (about 2mm) viewed through a little window. Keeping them attached could be irksome due to vibration but incorporating the intensifier in the spark plug itself was not common before the mid-teens, pioneered probably by EDAC in 1905. And there were some quite magnificent specimens offered,

the Rentz "Lighthouse" being the king of them all; 25 separate parts and \$2.50 in 1920 when a blue-collar worker made about \$15 per week (see my Rentz story in BW #310). Others such as Viz Spark, Tell Tale and Bulls Eye cost little more than a conventional plug. The "spark gap" eventually became "booster gap" and this handy electrical quirk is still (invisibly) used in the modern spark plug.

The humble spark plug has come full circle, today's efficient little sparkler almost a clone of Lenoir's simple 1860 model. That glorious 25 years of gadgetry galore was all over before 1930 as higher speed and compression engines, better fuel and plug technology, the depression and the Model T's demise annihilated the bloated spark plug industry, but what a ride it was up all those no-exit paths. History will never again witness the massive influence that one man had on his country and indeed the world. Consider this: in 1923, the peak year of production, 2,120,898 Model Ts were made, 57% of all cars produced in America and just about half of the cars produced anywhere on the face of the earth. In an astonishingly short twenty years Henry Ford changed the face of America by enabling the middle class to own these vehicles, leading to rapid urbanisation and the creation of suburbia. Without the T many, if not most, of the thousands of spark plug manufacturers would never have existed. Although their ranks were studded with charlatans and dreamers and gimmickry, the intense heat of competition spurred development, albeit hastening their own demise.

Where have all the countless millions of spark plugs gone? They have been shot out of the sky, gone down on the Titanic, ejected from cars at terminal velocity but mostly gone to graveyards, every one – and they are still there, little bodies scattered hither and yon, their porcelain and mica and brass quite indestructible. And, if great-granddad had the prescience to gather up a few of the more unusual gems? Just this year a Multi Point changed hands for US\$1682 and a Red Seal for US\$1583 but the highest price I have seen was an astonishing US\$2,600.

Henry Ford made his cars affordable by paring costs to the bone – his tapered thread spark plug saved the cost of a gasket and the time and equipment to machine its seat; maybe a cent or two. I suspect a \$2,600 Ford T spark plug would render him speechless.

|BW

STAR REVISITED

Words and photos Barry Barnes

PHOTO COLIN WALKINGTON

I was recently checking out some old colour slides and came across a few that took my mind back to an article in the February/March 2016 issue of *Beaded Wheels* that featured Greg Elder's rare 1924 Star 12/25 tourer.

In Mel Tapp's foreword to the main article he refers to a 1915 Humber that was owned by his great uncle, Forrest Dixon, in Mataura, along with the Star, a Stanley steam car, a veteran White steamer, and a 1906 Cadillac among others.

The Humber had been purchased from Mr Dixon by Norman Owen of Invercargill who got it going, refurbished it, and participated in the 1956 Riverton Rally. It was then sold to Charles Emerson, whose son Trevor drove it on a couple of events. It was unused for two or three years before my late father Jack Barnes bought it in, I think, January 1960.

The clutch was faulty and there were numerous other repairs required but the Humber was motoring again by 1961 with a new paint job.

I generally drove the Humber as my 1924 Peugeot was still a work in progress, and my Dad was amazingly generous and trusting in letting teenaged boys use his car. Either in 1961 or 1962, my brothers, Robin, Trevor and I decided to take the Humber back out to Mataura to visit Mr Dixon. He was delighted to see

the car again and happily showed us around his treasures, which if I recall correctly he said he was converting to a radial engine. Quite how you would do that I don't know. He was also retubing the boiler on the Stanley.

He told us of a trip along the back road to Gore in the Humber where he literally ran into a steer, which managed to lower its head and put a horn through the radiator before going under the car, where the dripping hot water had it promptly buck off the car and head for the horizon. Mr Dixon had abandoned ship, no doubt with alacrity, and was then left surveying a radiator dripping water. He told us that he never carried spare petrol but always carried spare oil and water so plugged the leak after a fashion and was able to make it to Gore.

He replaced the radiator and said he had thrown the damaged one under the shed if we wanted it. After fishing around under the shed we found no trace of the radiator but did find a Dietz Orient side light which had come off the Cadillac. This was duly acquired, and I still have it despite offering it to Bill Piddington who had acquired the Cadillac remains from Myles Turnbull of Invercargill. He presumably had picked it up from Mataura. Bill clearly had found parts from other vehicles for use in the Cadillac rebuild and had obtained a good pair of appropriate side lights for the car which is now owned by Wayne and Sharyn Nicoll and back in Southland again.

Mr Dixon's son, Sandy, had also been talking to us and reminded his father that he still had some lights from the Humber which he proceeded to retrieve. He then presented us with the two egg shaped CAV sidelights, a CAV divers-helmet tail light and some spare timing chains.

This brings us to the Star, for the tail light on the Humber was a smaller divers-helmet type of Brolt manufacture and had obviously come from a Star.

A few years later it was recovered by Colin de Garnham of Invercargill, who had borrowed the 1938 Chev used to tow it home. Colin owned a very smart 1951 Studebaker Champion which he maintained meticulously. He used to speak fondly of a family



◀ Star as seen on our visit 1961/62



▲ Circa 1965/6: Star outside Dixon property at Matura

► Star offloaded in Invercargill



◀ Under bonnet view taken at Matura 1961/62

car of his youth, a Lexington, of which I doubt there are now any examples in New Zealand.

I think he visualised the Star as a substitute for the Lexington but obviously reality sunk in for he did not keep the Star for long. It was really in fairly dire shape.

We had, however, presented Colin with the original tail light as we had the CAV light on the Humber, so it is a mystery that it did not apparently go with the car when Greg's father Jim Elder bought it.

I would have to agree with Mel Tapp. After viewing the derelict state of the Star under the oak tree as seen in the photo, the restoration has been an outstanding achievement.

Just for the record there was another Star 12/25 motoring in early events in Timaru. It was owned by a Mr Bunting who was a relative of the late Russell Cross who had some interest in the vehicle, I believe, and may have accompanied him to Invercargill for an early Riverton Rally about 1960, where I remember seeing it. This car had been fitted with a California style hardtop. I don't know where that car is now.

As to the 1915 Humber, car no K2195, it was sold to Pat Kennedy of Nelson in about 1986 and I believe he still owns it.

One little snippet from the past as told to me by Forrest Dixon, is that the car was originally purchased by a wealthy Southland landowner named Crump who went in for land aggregation in a big way in the late 1920s. He was hit hard in the great depression, so much so that when he died, he had no liquid assets and the undertaker took the Humber toward payment of funeral expenses. Mr Dixon bought it from him. I can't imagine he would have paid much for an obsolete 20 year old car.

|BW

Barry Barnes has been an active member of the Vintage Car Club since 1959. He has served on the national executive, management committee and also on his local branch committee. Recently spotted with his wife Carla enjoying their 1979 Suzuki GS850 with DJP sidecar at the 2019 National Motorcycle Rally in Blenheim, they are now are looking forward to taking their 1925 Studebaker to Ashburton at Easter.



Barry Barnes

CAPTAIN'S LOG

There are a couple of things I have noticed lately, one is that age matters.

Since our move recently to North Canterbury I have taken on the job of installing kitchens for a local Rangiora company. I have the opportunity to meet a large number of people and exercise my weird sense of humour. On a number of occasions the clients have noticeably appreciated my advanced years in the trade. It gives them confidence and a knowledge that my experience will give them value for their money. Just like when you take your new restoration to a testing station for the first time and the man you entrust your pride and joy to doesn't have a face load of pimples.

The other noticeable thing is that my physical prowess is somewhat lacking when it comes time to lift top cupboards to their rightful place high up on the wall. This is where youth has its advantages. Fortunately there are others more agile than myself, and any number of willing helpers in the workshop happy to do a visit to a site. Without the help of this younger set my job would be impossible.

Now the point of all this burbling is that the VCC is no different. While age brings wisdom, knowledge and the ability to work smarter, we still desperately need more of the energy and innovation of the next generation. The community around us everywhere is the source of this innovation.

I encourage branches to utilise the Youth Grant funding available to all National Rallies. It is a way of giving back something to those who put up with all those old buggers driving their old bombs on modern roads. Something to placate those feelings of frustration and maybe rage when they don't pull over to let the more energetic past. It is also a way of helping struggling groups to fundraise for whatever it is they have set their hearts on. Not only that, it helps us out with those tricky jobs that take time away from what is important and nobody else puts their hand up for – marshalling and field test administrators and the all important counting, and yes believe it or not, some kids are able to count after leaving school.

This brings me back to how age matters. Old is important and young is important - we have the knowledge and they have the ability to run with it, and use it to the benefit of our vehicles moving forward. So why not give some thought to letting your vehicle loose in the hands of someone under 30 for a day.



Alon Mayhew
South Island Club Captain



BARN FIND 1980 SUZUKI GS450S

Words and photos Greg Price





“STILL AS NEW, SOME 39 YEARS ON, AND ONLY 3200 KMS ON THE CLOCK”

I've been involved with motorcycles and scooters for more years than I care to remember, having started with a burnt out Puch SRA 150 in the early 1960s. A succession of bikes and scooters followed over subsequent years, alongside my passion for MkI Zephyrs, particularly convertibles. In the mid-1980s I became a big fan of motorcycle racing watching the likes of Wayne Rainey, Kevin Schwantz, Kenny Roberts et al. In terms of competitive motorcycle racing I was already well past my 'best by' date – or so I thought. However while attending a street racing event at Rakaia during its last year of operation (subsequently cancelled the following year after the tragic death of VCC member Bob Leask during the event), I happened to visit the pits as the riders exited the track after one of the races. I was quite taken aback when I observed most if not all the riders were seemingly much older than me. A year or two later I was attending the replacement Methven event, and listened to announcer Phil (from the Triumph dealership that'd sold me my 2005 T100 Bonnie a couple of years earlier) expounding the benefits of street racing, and informing the public that all that was required to compete was membership of an approved race club, and completion of at least four track meetings, before one could take part in the street racing. Highly motivated by this I joined CAMS (Classic Action Motorcycle Sports) as the first step. Work and its associated travel commitments seriously impacted on my ability to participate initially – so I quit working.

Thus it wasn't until 2013 that I belatedly got into post classic motorcycle racing, having built my first racing bike – a 1975 Suzuki GT185 which was pathetically slow. Road testing was usually carried out on deserted North Canterbury roads in the early hours of Sunday mornings. I'd have to say at this point that the members of CAMS were all hugely supportive and encouraging, and made my manager and pit crew (my wife) and me very welcome. My slowness was a bit of a problem for some of the more competitive members, but apparently my lines on the corners were very predictable so passing safely was easy for them. I did get shunted off the track at Levels Raceway one year during the Southern Classic Festival of Speed – but that's another story.

I then built a Suzuki GS450S racing version (bored out to 500cc) which went a lot faster. I was keen to become a little more competitive than simply trying to avoid being lapped more than twice in a five lap race at the Ruapuna Raceway, and in particular by a then 15-year-old wannabe Valentino Rossi! To this end I bought another GS450S road bike – the theory being that if I used the road bike on a daily basis, the transition from street to racing would be straight forward, albeit somewhat faster. Unfortunately that particular GS450S proved to be not as reliable as a regular runner so it went the same way as some of our other motorcycles and scooters, post quakes.

As is often the case, once a machine departs your garage, hindsight surfaces and you begin questioning the wisdom of your decision to let that particular machine go. So it was that I put “SuzukiGS450S” in as a favourite search on TradeMe.





These bikes are not particularly common so consequently there were not that many surfacing for sale. But then one eventually did, and the ad read, "Classic 80s bike in amazing condition for its age. Came from a deceased estate where the bike sat undercover and unused for many years hence only 3000ks." In the accompanying photos there was one of some paperwork and some spare parts, another showing the VIN number, a close up of the speedometer, showing 3269ks, and others depicting a pretty mint-looking machine. There was also a previous registration label reading 2009. Fortunately the most recent owner had kept the rego on hold. Having previously and publically vowed and declared never to buy another motorcycle online, and in particular 'sight unseen', I promptly contacted the seller and made a reasonable offer (well, I thought it was!) which was eventually accepted.

As the bike had a recent warrant of fitness, I registered it online while waiting for it to arrive, so I had the new label awaiting the bike's arrival. First up was a quick blat down the road and first impressions were that it was seemingly just like a new bike. Ever the doubting Thomas when it came to 'low mileage - only ever used on Sundays by a little old lady' stories, I commenced checking out its background and history. As this bike had all its original paperwork with it, it wasn't difficult to establish why it had such a low odometer reading.

As far as I could establish, the original owner purchased it new in 1980 from the Coleman's Suzuki Dealership in Auckland's Karangahape Road. He then rode it up to the Whangaparoa Peninsula and back to his home on the North Shore - and parked

it up, with just 84ks showing. He died in 2006, and the second owner bought it from the estate, still with just the 84ks on the clock. The second owner (a man after my own heart) had a hobby similar to mine, which was getting old motorcycles with cancelled registration back into the nation's vehicle fleet, thereby contributing to increasing the overall age of that fleet. Well done, that man. His contact details were in amongst the paperwork so I gave him a call. Some 12 years had passed since this bike was in his care, but he had made meticulous notes of his work on the bike (which I was given at point of sale) so I was able to refresh his memory on some things.

Obviously the original tyres and mufflers had suffered from lack of use, so they were replaced with brand new NOS examples - still available in 2006. He also tidied up the rear swing arm and stands, and got it registered. Other than that everything else on the bike was still pretty much as new. It was a ride and use bike for him, but with another project ready to start on he let this one go, having clocked up 2,727kms - effectively just running it in. The third owner, from whom I purchased the bike, didn't ride it much, if at all, and thus he fell into the trap of forgetting about the dreaded 'continuous registration' requirement and ended up paying an exorbitant amount of ACC levies just for having the bike stashed unused in his garage. Having paid the registration arrears following the receipt of a threatening letter from LTNZ he then (fortunately) placed the registration on hold, and there it sat until I bought it from him. His nine-year ownership period saw just another 454ks added.

What was really good about all this was that, as I had been provided with all the paperwork relevant to the bike from day one, I was not hindered or otherwise obstructed by the Privacy Act restrictions on tracking down previous owners – save for the first deceased one. However the Estate lawyer’s letter necessitated by the VIN process was very informative.

Okay, so now you’re as up to speed with the bike as I am. My significantly clocking up more kilometres will be temporarily hampered by the prohibitive ACC component of the annual registration charge, but only until next year (2020) when the bike becomes 40 years old.

So what’s so great about a Suzuki GS450S I hear you asking? Well, according to the sales brochure available in 1980 from The Suzuki Centre (Eric Wood Motorcycles, in Manchester St, Christchurch, now Rolling Thunder – a Harley-Davidson dealership) you could have bought one of these for \$2,995. The styling generated a feeling of being astride a race bike as there was a mini fairing around the headlight, and the foot-pegs were placed further back than normal allowing a rider to simply “tuck and go” as one of the then Suzuki advertisements informed. Known as The Performer it was not hard to work out why these bikes became so popular in more recent times as post classic racers as their quoted maximum speed of 180kph was easily exceeded with a few mods. In fact they are still very popular in the USA, which is where I managed to purchase some of my race bike mods. As far as being competitive I’m sure that other more experienced riders could take my race bike to its limits. But having said that, and while it is red-lined at 9500 rpms, I’ll admit to having had the needle on the race bike touching the 12000 rpm mark down the

main straight of Ruapuna, and leaning it over some 65 degrees on the hairpin – and not coming off.

But for my barn find minter, the plans are for a few more careful excursions until it has more kilometres on the clock. In fact it is almost too good to use. Which brings us to that \$64,000 question – is it better to use a low-mileage vehicle, and thus with every mile added, the overall value is potentially lessened, or just keep it as a static display example in a museum-type scenario, thereby ensuring its value is maintained, if not increased? In my case, the answer is simple and applies to our motor vehicles as well – ‘It’s Go, as opposed to Show’ – and lovin’ it!

One of the other tasks I completed upon its arrival was to obtain a Vehicle Identity Card (VIC).

|BW

SPECIFICATIONS

ENGINE	2-cylinder, four-stroke, air cooled DOHC	TRANSMISSION	6-speed constant mesh
BORE	71.0mm	CLUTCH	Wet multi-plate
STROKE	56.6mm	BRAKES	Disc front Drum rear
COMPRESSION RATIO	9.0:1 (needs high octane)	WHEELS	Front tyre 3.00S18-4PR. Rear 3.50S18-4PR
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LUBRICATION	Wet Sump		

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RALLY SNIPPETS

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



▲ Auckland:
Cedric Pegrum and Mary
Seth 1915 Model T Ford
speedster



▲ Auckland: Gavin Welch and Sophie Zhao, 1912 Model T Ford pickup.



▲ Auckland: Hamilton's and Salt's 1904 Cadillac.



▲ Auckland: Russel and Kathleen Vincent 1905 Cadillac single.

VETERAN RUN AUCKLAND BRANCH

Words John Stokes
Photos Greg Austen

This year's Auckland veteran run was somewhat down on entries due to some people having mechanical and other

issues. Eighteen vehicles left the start in Mauku for a run in the Franklin area. The run had to be shortened due to some roadworks making it impossible to use an interesting by-road, without including sections of a quite busy road. The run attracted several one and two-cylinder cars, including three single-cylinder Cadillacs

1904 to '06. Notably Doug Hamilton had three passengers in his 1904 Model B Cadillac. Denis Lowe had his 1903 Oldsmobile on display, but chose to travel in another vehicle, while his wife Roslyn travelled with Terry Jenkins in his 1917 Dodge Four. Mike Loosemore had his partly restored 1916 Hupmobile on display as well.

Model Ts were the dominant make with six entries, followed by the three Cadillacs, two Talbots and single representatives from Dodge, Renault, De Dion Bouton, Rover, Perry and Darracq. Out of branch representation was from North Shore and Wellsford.

On leaving Mauku, the vehicles travelled to Patumahoe, Helvetia, Te Hihi, Kingseat areas. The short route diverted at Irwin Road, then back to Patumahoe and toward Glenbrook to rejoin the long route and then back to Mauku for the finish.

The weather was kind this year with only one reasonable shower near Te Hihi.

The long route was won by Gavin Welch and Sophie Zhao in the 1912 Model T Ford pickup, and the short route was won by Cedric Pegrum and Mary Seth in Cedric's 1915 Model T Ford speedster.

GORE RALLY 2019 GORE BRANCH

Words Graham Taylor

My first Gore Rally, (run by the Gore Branch) was in 1969 with a 1925 Ford T. I believe Neil McVicar, Morris Cowley, was there, along with Colin and Joan Pearce, Sunbeam. The Pearces were there again, but the Sunbeam magneto refused to spark. Neil was in the A40 and we were in a Mini. Why do we keep going back, and what has the deep south to offer the vintage motorist? The short answer is the people, hospitality, the variety of cars, and the simply marvellous touring roads, curves, hills, outstanding vistas. That is only the rally, getting there via Moa Flat and away via SH93, Owaka and Jacks Bay where we were able to view a fur seal family relaxing.

This was only the second trip the Mini has done in many years. Apart from being relatively noisy it performed very well and handled the variety of roads with ease. It is the first time I have driven a Mini for any significant distance, and its handling ability in town and on the Roxburgh hills was quite impressive. My A series BMC history having to date been mainly with 1100/1300s, and Morris Minors.



Gore: At the start of the Gore Rally.



▲ Gore: Bill & Gaynor Falconer's Rover 75 at the rally start, sadly Bill passed away 48 hours later.
◀ Gore: The Bell's newly restored 1929 Model A sedan.



▲ Gore: Owaka Valley, SH 93 Matura to Clinton.



North Otago: Ivan Main, Overall Winner, 1920 Fiat.



▲ North Otago: J Adamson, 1932 Hillman Minx.

▼ North Otago: Gordon Hay, 1915 Studebaker, first car to leave on 2019 Windsor Rally.



Gisborne: Marques tend to congregate, and no more so than Fords



▲ Gisborne: Mark and Sue Dunn about to depart on the run in their 1930 Model A pick-up



Gisborne: 1936 Ford V8



Gisborne: Running repairs on the 1926 Willys-Knight of Barry Keene from EBOP Branch

WINDSOR RALLY 2018

NORTH OTAGO

Words Kathleen Perry
Photos Jerry Wing

After we changed the routes and the lunch venue because of flooding and wet ground the sun shone for the 58th Annual Windsor Rally on Saturday 1 December.

Members from our neighbouring branches, Otago, Central Otago, Waimate and South Canterbury supported Windsor Rally and a number of these entrants featured amongst the prize winners. Two vehicles were also driven from Christchurch.

Three options gave entrants a choice of either a short tar-sealed route, a mainly gravel route or a longer tar-sealed route. Vehicles left from the old railway yards and travelled through Weston and Windsor on the short route; Ardgowan, Airedale, Ngapara and Windsor on the gravel route; and Devils' Bridge Wetlands, Enfield and Windsor on the longer tar-sealed route. All three routes travelled down the Kakanui Valley to Maheno for lunch.

Field tests were limited to a tar-sealed area at Maheno because of the sodden ground and everyone returned to the branch clubrooms for afternoon tea and the presentation of certificates.

Alon Mayhew, our National South Island Club Captain, presented the certificates to the successful competitors. The overall winner was 91 year-old Ivan Main. Ivan is a North Otago Branch foundation member who has competed in almost all of the 58 Windsor Rallies driving his 1920 Fiat.

THREE RIVERS RALLY

GISBORNE BRANCH

Words and photos Brian Williams

This February 21 participants entered the ninth Three Rivers Rally, titled 'Whakaki Waddle', taking on Hereheretau Road and the hills around Wairoa.

On Friday night the rally entrants who gathered for a barbeque and noggin 'n' natter at our clubrooms under two marquees enjoyed the wonderful summer evening and local hospitality.

Brilliant skies greeted entrants gathered on Saturday morning at the Gisborne clubrooms for a 9am start.

Entrants got down to business from the start, with questions to answer along the route which took us first to Patutahi, Manutuke and Nuhaka, before our lunch stop at Frasertown School, via the Hereheretau Road.

After lunch we came back to town via Tiniroto (SH38). Dinner at the RSA's Poppies Restaurant was followed by the prizegiving with first vintage going to Gavin and Deanne Bartlett in their 1930 Ford A Town Sedan. Ray and Prim Stevenson were winners in the Post Vintage section in their 1938 Morris 8, and Mark and Karen Spackman from Eastern Bay of Plenty were the winners of the P60/P80 section and first overall in their 1965 Rambler Marlin. The AB&J Gymkhana Trophy was won by Sue and Mark Dunn in a 1930 Ford A pickup.

Morning tea was provided on Sunday to farewell our visitors who also took the opportunity to purchase parts from our parts shed.



WALLABY RALLY

WAIMATE BRANCH

9 FEBRUARY 2019

Words and photos Suzanne Anderson

On Saturday 9 February the Waimate Branch held their annual Wallaby Rally. Fifty-one entrants, from as far afield as Invercargill and Christchurch, started off from the clubrooms in Harris Street.

There was a choice of routes. A long route encompassing winding gravel, steep climbs, and great scenic views for 50 plus miles, and also a shorter route designed for the older, somewhat more fragile vehicles, with easier going and no really steep climbs or heavy gravel.

We all finished up at the lovely grounds of the Waihao Downs School for lunch and a catch up with those not seen for some time after which we had a choice of either straight back to the clubrooms, or a stop at the Historic Forks Hotel. Afternoon tea and the presentations of prizes took up the rest of the day.



▲ Waimate: Ian Melton, MkIII Zephyr.



▲ Waimate: Stewart Townshend, 1915 Model T Depot Hack.



▲ Waimate: Nevin Gough, 1918 Model T Delivery.

NATIONAL MOTORCYCLE RALLY

MARLBOROUGH BRANCH
FEBRUARY 2019

Words Glenn Harris, Stuart Francis
Photos Linda Laing, Stuart Francis

The National Motorcycle Rally has usually been held every two years since 1967, alternating in the North and South Islands and has become a much-anticipated event for many motorcyclists and their families, giving a chance to catch up with friends and renew acquaintances from previous rallies. Outside of the international rallies the National Motorcycle Rally has now become the largest rally run under the Vintage Car Club umbrella.



Brian Taylor 1953 Royal Enfield Interceptor setting off from Brayshaw Park.



Field tests.



Muzz Schwass, Nelson, BSA Gold Star



Paul Leach, Marlborough, Ace 4.



Display at Omaka Aviation Heritage Centre.

Two hundred and forty riders, partners and support crew registered to attend the 26th National Rally in Blenheim, it was last held there in 1977. Several riders and their bikes that attended 42 years ago were once again entered. An encouraging aspect for future rallies is the attendance of children and grandchildren of past entrants, who are continuing their family's involvement of riding in this national event. A total of 189 motorcycles were registered for the rally, which was truly international with five Australian, two English, three Dutch and one German competitor.

As at previous rallies Canterbury was the highest represented branch with a commendable 44 entrants, followed by the host branch with 32. Of the bikes entered the oldest were a pair of 1911 Abingdon King Dicks and the youngest a 1988 BMW R80T.

Entrants were greeted on Friday at the Marlborough Branch clubrooms at Brayshaw Park. A display of over 20 local motorcycles restored and unrestored and motorcycling memorabilia filled the club building while the local ladies dispensed numerous cups of tea, coffee, and home cooking. Friday nights meet and greet was held at the Marlborough Convention Centre with a welcome from the local Mayor.

Saturday was rally day and all entrants assembled at Brayshaw Park for a briefing before setting off in groups of three at minute intervals. Four routes were provided to cater for all types and age of motorcycle and rider, the short route of 56 miles, medium route of 98 miles, a long route of 118 miles, and a challenge route of 106 miles. During the course of the rally all riders completed one lap of the historic Hawkesbury road race circuit, with the medium and long routes continuing around the scenic Queen Charlotte Drive and Marlborough Sounds. Those on the challenge route tackled the Port Underwood road following the coast along Cook Strait.

The lunch stop was held at Tuamarina School and by late morning the first of the riders began arriving. Many of the short route competitors, although last to leave found the flat roads with little hill work conducive to easy riding, and were among some of the first to arrive. The medium and long routes travelled between Havelock and Picton, and with the timed check points finished before Havelock were able to concentrate on the twisting undulating road before reconnecting with the main highway to

Tuamarina. Discerning those who took on the challenge route when they arrived at the lunch stop was not an issue, 11½ miles of gravel that had not seen any rain for over a month left both riders and bikes coated in a considerable layer of dirt and dust. Well done to those who tackled the route and still emerged smiling. After lunch entrants left in their own time to begin the afternoon routes, some feeling that their bike or body had endured enough returned to the clubrooms for a drink or their lodgings for a rest while others continued on their routes, finishing late in the afternoon.

Saturday night's entertainment was provided by Graeme Crosby (Crozy) who spoke of his exploits racing as a grand prix rider for the Suzuki works team. Crozy was in great form recounting his all too brief but spectacular career in the late '70s and early '80s and giving his side of the story to some very controversial race results in the Isle of Man.

Sunday's field events, concours and public display was held at the Omaka Aviation Heritage Centre. Because of the high risk of fire the field events were cut back to an area where any fire could be contained by on-site tanks and pumps. Many entrants took the chance to visit the Aviation and Classic Car Museum or mingle with the large crowd that attended the display. At the conclusion of the field events the crowd and entrants were treated to an aerobatic display and low-level flying by a Yak 12 and a Pitts Special.

The final dinner and presentation was held on Sunday night. In a change from previous rallies, the trophies where possible were presented by the person, family member or representative from the branch, who had donated that particular trophy. VCCNZ Management Committee member and *Beaded Wheels* editor Kevin Clarkson was the master of ceremonies for the presentation's which saw Casey Lyons on a 1912 Humber awarded the Montagu Trophy for overall rally winner. Special awards were also presented to Bill Munro and the Bull family for their continuous support of the rally since its inception in 1967.

At the conclusion of the rally 106 riders plus supporters stayed on for the traditional after rally tour. Monday's ride was over the Whangamoia Saddle to Nelson to view two motorcycle collections

continued on page 30

Continued from page 29

Riding the National

Words Stuart Francis

BLENHHEIM

Blenheim is dominated by two busy state highways that intersect at the town, so a lot of thought went into the route planning. The organisers did an excellent job producing four different routes, of ascending complexity and length, to match the needs of single speed pre WWI machines through to the powerful machines from the early '80s. All but the shortest route had to cross and run along the state highways at some point but these incursions were kept to a minimum.

COMPETITION

The competition started on Saturday morning with a timed nominated speed run through vineyards to the south of Blenheim. To keep us on our toes the organiser set up four check points on the routes, they included loops so competitors would be going in different directions at some junctions, and also had some riders going in the opposite direction. After the timed runs all but the short route took long devious routes to Havelock, about 40kms away, before joining the Queen Charlotte Drive to Picton. A 40-kilometre winding

road fringed with native forest offering one of the most scenic and challenging rides you're likely to encounter. The road rises and falls from sea level to the top of cliff faces with cascades of tight challenging corners, a number of which are off camber 20 kph hairpin bends. A fantastic ride once you get into the rhythm, but very tiring. I lost my rhythm for a short time after a pair of Velocettes slipped past more on their silencers than back wheels. The route then looped through Picton before arriving at the lunch stop. One competitor found it too challenging, rolling off the side of the road into the dense undergrowth.

After being rescued by fellow competitors and tourists he kicked his machine straight and finished the course. Most people welcomed the easier afternoon run back to Blenheim through vineyards, still tired after hustling their machines through the Queen Charlotte Drive.

FINAL THOUGHTS

The Marlborough branch, a relatively small group, did an excellent job organising and hosting the event. A number of riders stayed on for the four day after rally tour around the region organised by the Marlborough branch.



**Ray McCulloch,
Southland,
Abington King
Dick.**

followed by a return ride via St Arnaud or back along the main highway. Tuesday was spent at Seddon looking at another collection followed by a ride to Yealands winery. Wednesday saw the bikes loaded in groups of ten onto a barge to be ferried from Picton to Torea Bay. From there they were ridden over the hill to Portage and back along the Kenepuru Sound to Ohingaroa Bay for a barbecue lunch, after which they carried on to Linkwater and back to Blenheim through Havelock. The final day's ride was to Hanmer with a choice of two routes, SH1 to Kaikoura then through the inland road, or via Murchison. With everyone safely reaching Hanmer an informal drinks and meal was held in the evening before everyone made their own way home on Friday.

Looking back on the rally there were many highlights but it is the participants who make a rally. While it is at times unfair to single out one from another some deserve special mention. The de Boer boys; Geert on a 1912 Triumph; and Mark on a 1913 Excelsior completed the rally and then did another 380 miles on the after rally tour. Brian on his '52 Matchless who, while riding down from Auckland hit oil on the road and had an off, remounted, rode to hospital, got patched up and continued to the rally, repaired his seized gearbox suffered on Saturday, completed the rally and rode home again ... and he is in his eighties. With the numbers that attended the rally and the positive attitude of entrants it is fair to say that the National Motorcycle Rally is an event that will continue to be well supported by Vintage Car Club motorcyclists in the future.



▲ Steve Walter, 1946 BSA B32, Omaka.



▲ Wayne Calderwood, 1965 Yamaha YDS3, Tuamarina School.



▲ David Gwynn, 1913 P&M 3 1/2hp Colonial, Omaka.

RESULTS

FIELD EVENTS

Casey Lyons 1912 Humber

GLENN BULL MEMORIAL TROPHY - Best performance by a 2 stroke

Stuart Francis 1946 Scott Flying Squirrel

NORTHLAND TROPHY - Best performance P80V

Peter Barnett 1986 R80 G/S BMW

YOUNG CUP - Best performance PWV

Kelvin Mitchell 1956 Ariel

ROB KNIGHT MEMORIAL CUP - Best performance by a Veteran

Casey Lyons 1912 Humber

COMBINATION CLOCK - Best performance by a motorcycle and sidecar

Peter Thomson 1927 Harley-Davidson

THE WAIKATO CUP - Best performance PVV

Mark Hodgkinson 1938 Velocette KTS

NATIONAL MOTORCYCLE INTER BRANCH SHIELD
Southland

PGG CONCOURS CUP - Best presented vehicle

David Warren 1930 Indian 402

THE OTAGO CUP - Best performance P60V

Don Green 1968 Norton Commando

THE CANTERBURY CUP - Best performance Vintage

Stewart Gutsell 1926 Indian Chief

TIM'S TROPHY - Best performance Twin Cylinder

Don Green 1968 Norton Commando

HELEN LANE MEMORIAL PLATE - Best performance lady rider

Fiona Clark 1959 3TA Triumph

GEOFF HOCKLEY MEMORIAL TROPHY - Best Harley Davidson

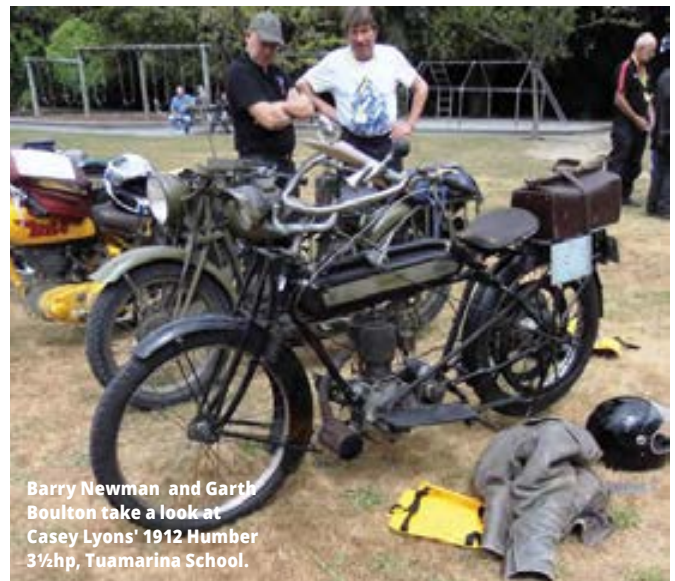
Peter Thomson 1927 Harley Davidson

BEST PERFORMANCE BY A LOCAL

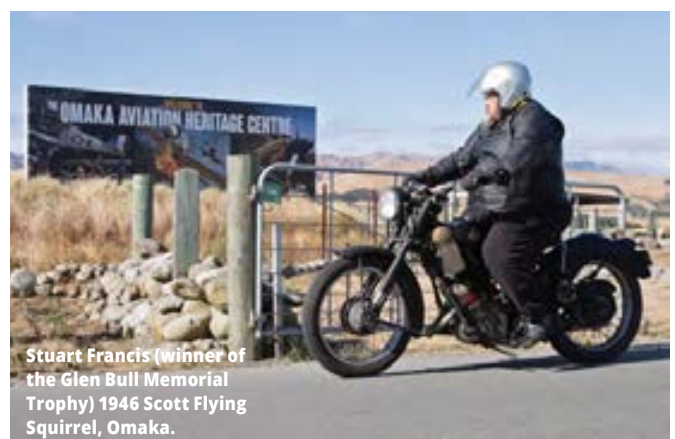
Paul Leach 1924 ACE 4

MONTAGU TROPHY - Overall winner

Casey Lyons 1912 Humber



Barry Newman and Garth Boulton take a look at Casey Lyons' 1912 Humber 3 1/2hp, Tuamarina School.



Stuart Francis (winner of the Glen Bull Memorial Trophy) 1946 Scott Flying Squirrel, Omaka.

2021 VERO

INTERNATIONAL FESTIVAL OF HISTORIC MOTORING



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

Just think - in two years time, the festival will be just a pleasant memory of a week's fun with several hundred friends and like-minded enthusiasts. We can promise you right now that you will have seen the very best of the spectacular scenery and roads that the Taranaki region has to offer - and I've been rallying in the area for the last 30 years and will never get bored with it.

We know that the locals get right in behind large motoring events, as evidenced by the annual Americarna extravaganza so this is our chance to show them that there is more to motoring life than American iron. Our wide variety of eligible vehicles will be something of an eye-opener for the people of the district who think they know what they are in for, but have we got a surprise for them.

So, while I am sure your Branch Delegates have reported back from the Executive meetings and told you that this Festival is not using the old, tired formula of previous Internationals, you won't, until now, be aware of how the Festival programme looks. So here it is...

Sunday 17 January

Arrival in New Plymouth for the evening welcome function. I promise it will be short and sharp, so you can spend time catching up with old friends, meeting new ones and enjoying food and drink at the Festival Village.

Monday 18 January

Many of you will have driven quite some distance to get to Taranaki, so we have an easy day in store for you - a short run east to Tikorangi for a picnic lunch and the chance for you to see all the vehicles assembled together for the first time.

Tuesday 19 January

We have listened to the feedback from previous International rallies where there is a definite interest in having a proper competitive section and this is it. It is usual practice for there to be no National rallies in the same year as an International, but not 2021. Each VCC category will get its National rally today, and for those classes which don't normally have a dedicated National Rally, fear not, you won't be left out. Every category will get its own specific event, put together by someone with the knowledge and passion for your group's special requirements. This will be the only competitive part of the Festival, so if your idea of a good day out involves two stopwatches and your Larry Reid's rally tables (it does for me), surrounded by other vehicles of a similar persuasion to your own, here's the day for you. Of course if

you just want a pleasant drive in the countryside, ignore the competitive bit and come along anyway.

Wednesday 20 January

This will be the earliest start to a motoring day as the Festival ventures to the coastal town of Opunake with an early return to the Festival village to get you all lined up in time for the twilight public display at the racecourse. Food and refreshments will be available for entrants and the visiting public as well as plenty of entertainment.

Thursday 21 January

The Big One. The Forgotten Highway to Whangamomona. We know that for some of our older, slower vehicles this is just going to be too far so if you can't/don't want to the whole run, we will regroup in Stratford for the whole contingent to make their way back to the Festival village. In the evening we will have the prize givings for Tuesday's National rallies.

Friday 22 January

All good things must come to an end and this is the last motoring day of the Festival. Our start point is south, at Hawera and we end up back at the Festival village with enough time to prepare for the final function and closing ceremony. Again, I promise not much talk, and plenty of time for merriment.

You then have the weekend to get back home ready for work on Monday and thinking ahead to the next festival, wherever that may be.



◀ Auckland: Don Howarth Peugeot 404 on the Forgotten Highway. Photo Don Howarth, 2013.

AUCKLAND'S EXPERIMENT WITH A DOBLE STEAM BUS

Auckland City Council operated a small fleet of buses in areas not served by trams, and in 1929 decided to look at alternative forms of propulsion.

Words and photos Barry Birchall

The council had looked at Sunbeam trolley buses and sought prices. John Chambers had provided a price for double deckers. They considered running the buses on coke left over from the gas plant and also commissioned a report on electromagnetic propulsion. Will Price of A & G Price in Thames had suggested to John Allum, chairman and founder of the Auckland Transport Board, that they should look at steam, as all the components could be built locally, they would be cheaper to run, and would not have the same maintenance costs. Price said they would work with Abner Doble from the United States on the new buses. John Stewart once said his Dad had brought the parties together and that could have been the case.

Doble had told Price he could produce the drawings to manufacture the steam gear for a bus for a sum of US \$10,000. It was agreed to pay the money, providing Abner Doble joined the staff before they built the first bus, set up the new workshop, and was there to assist when they manufactured the first bus. Will Price felt there would be a market right across Australasia for his new buses. Doble did tell him he would only be able to sell the steam buses in Australasia. Abner Doble joined A & G Prices in March 1930 and arrived to work in a Doble steam coupe E 24. A new Doble was three times the price of a Rolls-Royce so it must have attracted attention in Thames at the time.

In June 1930 Auckland City Council authorised the purchase of a trial Doble steam unit to be fitted under No. 10 in their fleet. The AEC bus had done 136,842 miles and was five years old. The vehicle had seating for 32 and was licenced to have eight standing. The bus was driven to A & G Price in Thames, where the conversion was carried out. The Transport Board had been quoted a price of £1,150 to carry out the work. All the early correspondence to the Council came from Abner Doble on A & G Price letterheads. He left

A & G Price before the work was completed and the Council was then receiving handwritten notes on progress on paper from the New Yorker Hotel on Manhattan Island.

The two-cylinder engine built by A & G Price sat horizontally, just forward of the back axle. The steam generator went under the bonnet with the radiator replaced by the condenser. The steam generator tubes varied in diameter, it had a capacity of about two gallons of water, and worked at 1,200 psi at 850° F. The burner was of Doble carburettor type in which the air from the blower flowed over fuel jets in a venturi, thus causing a stream of fuel droplets to mix with air. Petrol was used to prime the burner when they were starting from cold, then after about 30 seconds they switched over to crude oil. The work was carried out over six months and the bus was handed back to the board in December 1930. Before being put into service the vehicle was subjected to exhaustive trials. They had had the bus running around the hills behind Thames with a load of scrap iron on board.

On 18 February 1931, with a bus load of official guests, the vehicle was taken for its first test run in Auckland. The trip was a great success and the passengers expressed surprise at the remarkable performance of the bus with its new steam engine. The absence of a clutch and gearbox, so familiar in modern vehicles, meant it could move rapidly from a stop and was so smooth, with no jerky movements as found in most vehicles at the time. With 30 passengers, the steam bus commenced climbing Parnell Rise, which has a grade of 1 in 8, at 30 mph and retained that speed all the way to the top. On the road to Point Chevalier the bus got up to 50 mph. Some on the bus said the speeds were reckless and the driver was showing off, but they were all surprised at how smooth and quiet the trip had been. The driver did say a child could have driven the vehicle with just a wheel to control the speed, brakes and a steering wheel.

In March the Public Works Department put the bus off the road for a while as they said the tyres on the bus were not designed to carry the extra load. They would not issue a certificate of fitness until this issue was sorted. There was a lot of correspondence written by the Council to tyre companies to establish what the tyres would carry. They had added 1,680 lbs to the gross weight. Some on the Transport Board were already saying it was too heavy for the roads in Auckland and not enough research had been done to adopt this type of vehicle.

The steam bus was treated the same way as any other vehicle in the fleet. On the first run with fare paying passengers the helical coil burst in the boiler. They did a temporary repair in Auckland and drove the vehicle back to Thames. At Drury on the way south the feed water heater failed so it was not a great start. The drivers had said it was too hot in the cab, the brakes were not working, steering was heavy, and there was a lot of vibration, so those issues



had to be sorted. In the first year the bus covered 18,943 miles and 43 drivers had been taught to drive the vehicle. This did not include the mileage done between Thames and Auckland to sort the issues with the boiler. The vehicle was first used on routes to Mt Roskill and Buckland Road. It had a condenser to recycle water but it was going through one gallon of crude oil every five miles. They were saving 1.5 pence per mile and also discovered the steam bus was not as hard on tyres or brakes.

They did have issues with the bus. The unit was fitted to a five-year old chassis and Doble had taken a plant he had manufactured for a car and fitted it into a bus. They had a lot of issues with the boiler until it was replaced with a larger unit. They upgraded the back axles, replaced the pistons, cut holes in the floor so they could access machinery, and had to simplify the controls for the drivers. There was a log kept in the bus and all the problems were recorded. The drivers often complained about the brakes. One driver who was interviewed by the *New Zealand Herald* many years later said they often had burst pipes in the steamer with the rough roads. The back strap supporting the engine broke on College Hill, and the engine almost dropped onto the road. The bus often returned to the depot on a tow rope.

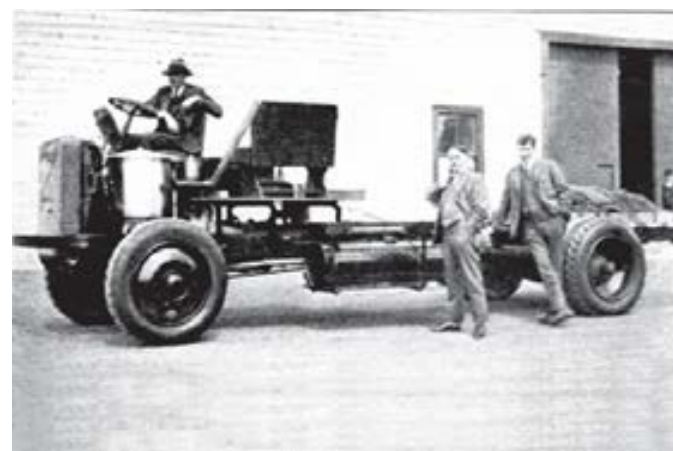
The Council had received letters from all around the world, asking about the performance of the bus. Members from Palmerston North City Council came to Auckland to ride on it.

When A S Ford, the manager of Auckland City Council, wrote a report a year later the vehicle was out of service while a new crown wheel was being fitted. Ford went on to say the warranty issues around the boiler must have been expensive for A & G Price to sort. He also reported that the steam vehicle had a lot of advantages and the report was positive. According to Ford, some patrons who knew the steam vehicle was on the run, would wait on the footpath until it arrived, as it was so silent, smooth and so quick. What became of the first steam bus I am not sure. The Council replaced most of the fleet in 1935 and No 10 was not on the list of vehicles sold.

In 1930 A & G Price in Thames had received orders for two more steam buses and one steam truck. The second vehicle was built for White & Sons of Thames. They made a lot of alterations to the second bus. In the first bus the pumps and generator were driven from the back axle, and the fan and blower by turbines from the exhaust steam. In the second bus they manufactured, the auxiliary plant was driven by a second small independent steam engine mounted under the bonnet. It was built on a Fageol chassis which would have to have been heavier to carry the extra load. It was demonstrated in chassis form at the Auckland Winter Exhibition in 1931. The second bus first appeared in Auckland on 23 July 1932 and was on the run from Thames to Auckland for two years. John Stewart said recently the bus was not a success and they removed the steam unit and fitted a diesel motor.

The sale of the third bus could have fallen over as it was in the middle of the Depression. The third chassis was assembled by the apprentices in the '30s and sold in 1940 to Transport Bus Services in Auckland. D McL Wallace built the body on the chassis and they carried out trial runs, but it was never used for public transport. After an accident the steam unit was replaced with a conventional petrol engine.

A & G Price said later they had built four steam road vehicles in 1930 and 1931. In September 1931 Will Price said they had lost £12,160 on the venture and decided to close the department. He said at the time if they did sell the last chassis they would recover some of the money. A & G Price had had a very bad year in 1931 and the directors agreed to forgo their fees. Before the end of the year they laid off 400 employees. In June 1932 A & G Price submitted a



price to the Auckland City Council for eight more steam buses but the work never proceeded. In the quote they said some parts would come from Doble, the Sentinel Wagon Works, and Henschel & Sons in Germany.

One board member later said Abner Doble was using the Auckland City Council to pay for his experiments. Had they not had so many issues with that vehicle we might have seen a fleet of steam buses in Auckland.

This article is based on material from the Auckland City Council archives, local newspapers, A & G Price and several conversations with John Stewart and Garth Stewart.

|BW

TIME TRAVEL

AND THE HUMBLE SHED



Words and photos Nigel Coghlan

I often think that old machinery is the closest thing to a time machine. Most of us have a period in the past that we would love to travel to. For myself the period between WWI and WWII to see and hear everything that could propel itself across this planet.

At times letters to mailbag request information in locating a long lost vehicle. No doubt each vehicle holds time travel value for one reason or another to that person. It is one of the reasons for writing this.

The story starts in 1958 when my father purchased an Austin A95 Westminster with overseas funds. Many car companies operated a personal export division where the vehicle was stored and paperwork processed until the new owner arrived. This all being organised in this case by Seabrook Fowlds Ltd, Auckland.

After arrival in England my father recalls seeing the Austin being retrieved from an enormous covered mechanical car stacking building at Holland Park on the day of taking delivery of it.

A tour to parts of Europe made sure the vehicle was in a sufficiently used

condition to satisfy the NZ Government import regulations of the day. Shipping, and even retrieval from Auckland port, was handled by Seabrooks. All in all a fair amount of effort to avoid the waiting list.

The Austin remained the family transport right through to 1989, covering 116,000 miles. It was used occasionally until 1992 and I will admit that I had no attachment to it then. A couple of different sheds were its home for the next 27 years.

I was born in 1971, and travelled in one of those early child seats that hooked over the back of the front passenger seat. I can recall many holiday trips up and down the North Island. I sat and passed my licence in this car in 1988. Warrants of fitness were obtained from Dromemotors, Mangere East. I can still smell that lovely aroma of cigarette smoke and gear oil at

this garage. No doubt one of many reasons I became a qualified motor mechanic later on. A few clutches were worn out over the years, Onehunga Brakes and Steering Ltd did the work. Not every garage was willing to work on the Austin. A valve grind at around 100,000 miles was the only engine repair done. The auto electrician next to the Call Agane Garage (*sic*) in Papatoetoe replaced the voltage regulator. Greasing and oil changes were carried out by Dad on a Saturday morning. I can still see that fresh green oil flowing into the engine. Duckhams of course.

Technically one point of interest is that during the break-in adjustments the drivers announced some disappointment in the operation of the column gear lever. Although not typically a break-in adjustment, an alteration was made by the factory whereby



▲ England, February 1958.



▲ Unloading at Le Touquet, France, 12 March 1958.

a nice chrome lever then protruded from the floor carpet as if it had always been there.

I have thoroughly enjoyed repairing and using old machinery most of my life. I am not sure why the Austin had not grabbed my imagination in the past, but the fact that I had hoarded up a number of spare parts over that 20 years must mean that some attachment had occurred.

The usual items associated with long term idleness were operated on and a couple of small but tricky corrosion repairs. My plan was to repair as required to WoF standard and then improve on the cosmetics later. I am not one for having every last thing in bits all at once.

As I worked away the memories started flowing like a drip feed lubricator. Dents, scratches, worn bits and the smell of the interior in particular. I felt guilty for having ignored it for so long. Actually things could

have turned out quite differently. I could be just looking at an old photo of this car wondering what ever happened to it.

So why wasn't it disposed of? I can look in the shed and there it is. The best answer I can come up with is an available spot in the shed and perhaps a reasonable amount of hereditary hoarding DNA. Many a machine owes its existence to the humble shed which allowed it to escape the harsh reality of replacement.

My Dad is very fond of this car and was pleased to see something being done. Mum was also interested in progress. She quite rightly considers it an achievement to have driven many miles around town parking what is definitely not nippy with fingertip steering. The late Lindsay Coghlan took all opportunities to remind me to get on with it.

The time machine is legally back on the road again and has created much interest with family and friends.

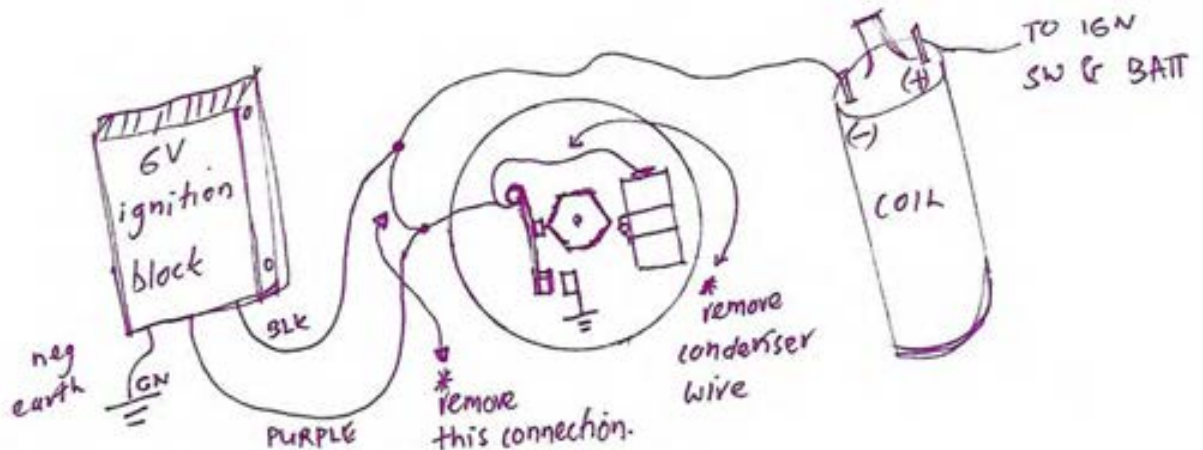
Driving the Austin again has been very rewarding. The sounds created by the engine, gearbox and diff soothe this mechanic's love of the past. I have decided that to visually restore it would erase much of what is the past here to see today. I am quietly impressed with the number of parts of this car that have not required repair since leaving Birmingham. I might just have to retract some of the unfavourable comments I have made about the "Prince of Darkness"

I reckon if the old girl could talk, she would say "radial tyres are a natty invention and that '50s cars owe nobody anything in the styling game". No straight lines here!

|BW

A NIFTY BIT OF KIT

Words and illustration Colin Tuck



This is a great device for six volt coil ignition cars. Once fitted it should be trouble free for many years, with the added benefit that if something does play up it can be simply changed back to the original system. It has been trialled for some years now, and the inventor's father has been using it for five trouble free years. Eventually a 12 volt system will be available.

The electronic ignition block takes a signal from the existing points and uses it to switch the six volts to the coil, taking the load off the points and allowing them to operate for up to and beyond 100,000 miles.

The power electronics gives consistent switching to the coil and a better spark.

If you are fitting new points at the same time (recommended), you will need to check the spark timing after 4000 miles due to the rubbing block bedding in, and the points hardening from initial use. After this you should get up to 75,000 miles of trouble free ignition, before the rubbing block wears appreciably.

If using old points please make sure they are filed flat, meet squarely and are clean. If one side is pitted it does not matter as long as the circumference is flat and square. Remove all foreign materials, dust, etc from the site of the points (inside the distributor). Apart from ensuring the rubbing block is greased/oiled there should be no ingress of water or dust etc into the space where the points are.

The 3 terminals of the power electronic ignition are as follows:

Green (or green/yellow) - this wire goes to the negative earth, i.e. the body of the distributor and ideally to the motor head as well.

Black - this wire goes to the neg (-) side of the coil. The pos (+) side of the coil is not altered and should go via the ignition switch to the battery positive. Make sure ALL connections are well made and not corroded.

Purple - this goes to the points, one side of the points is usually mechanically connected to the neg earth - the other side has a condenser attached and usually goes to the coil neg (-). DISCONNECT the CONDENSER (you may anchor the condenser wire down inside the distributor if you can) and take and connect the wire from the points through to the purple wire. The wire going to the coil negative should be re-directed to the black wire per the above.

This electronic ignition design has been tested for five years on a 1930 Essex Super 6 and found to perform well under all conditions. Remember not to leave the key on when motor not running - this will overheat the coil just the same as it would for points - and flatten the battery.

Some users have found the dwell can be extended by up to 20% (smaller points gap - which reduces wear on the rubbing block following the cam) and that the timing can be advanced slightly, up to 2 degrees, to take advantage of the better spark.

|BW

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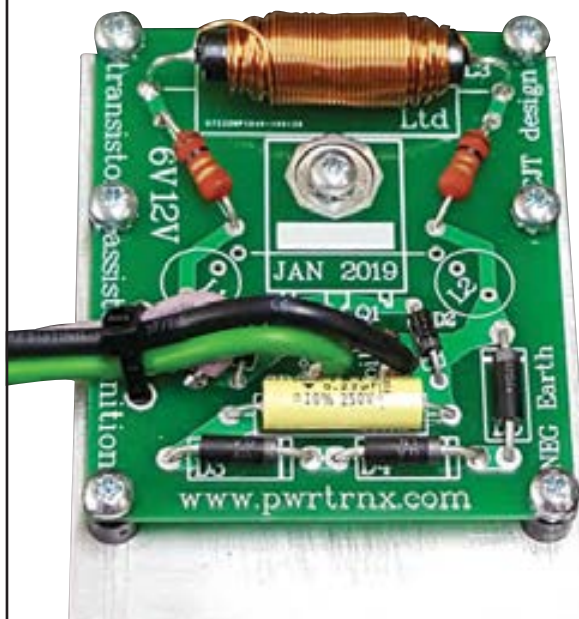
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Electronic ignition unit before potting.
Design life greater than 20 years.

Our 6V electronic ignition uses a signal from the existing points to more consistently switch the full coil current, giving a better spark & taking the electrical wear away from the points.

Just enough current is drawn through the points to keep them clean and provide a reliable signal.

Tested locally for five years on an 1930 Essex Super Six.

The points life is extended to that of the rubbing block on the cam, typically over 120,000 miles with normal lubrication. With this system the dwell can be extended by up to 20% (smaller points gap) and no adjustment of the points is necessary, once new points, (if used) are bedded in, typically after 4000 miles.

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THE MAN BEHIND THE MORRIS

THE CENTENARY OF THE FORMATION OF MORRIS MOTORS LTD

Words and photos Peter J. Seymour



In 1893, at the age of 16 and with £4 as working capital, William Richard Morris (later Lord Nuffield and for simplicity known hereafter in this account as WRM) set up his first business in a brick building at the rear of his father's house in James Street, Oxford, repairing bicycles. The business expanded and by 1901 he could advertise himself as: 'W.R. Morris, Practical Cycle Maker and Repairer, 48 High Street and ...James Street, Oxford'. During 1902 WRM entered into a partnership with another bicycle maker so that he could expand his business even further and proceed with the making of motor-cycles, but within a year the partnership had failed.

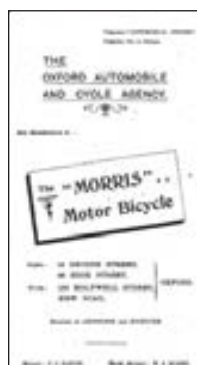
WRM then started repairs on motor cars and entered into another partnership in 1903, trading as 'The Oxford Automobile & Cycle Agency' but, once again, the partnership failed when the Agency became bankrupt in 1904 due to the excesses of one of the partners. WRM lost heavily and he had to attend an auction of the Agency's assets in order to buy back his own set of tools with money he had borrowed.

With characteristic determination and with financial assistance from a tobacconist, George Cooke, WRM resumed trading under

his own name and continued with his cycle and motorcycle business until 1908 when he sold the enterprise together with the rights to manufacture the Morris motor-cycle. This enabled him to concentrate on developing his motor car business at a premises in Longwall which became known as The Oxford Garage.¹ In addition to hiring cars and operating a taxi service, the business held agencies for several makes of car and motor-cycles and the Oxford directory then listed WRM as 'a motor car engineer and agent and a garage proprietor'.

In about 1910 having operated The Oxford Garage successfully for a number of years, WRM began to pursue his idea of making motor cars. He decided to obtain the component parts for the car from specialist manufacturers, thereby keeping his costs down as

Lord Nuffield (in a light coloured suit) is seen congratulating Alfred Keen, the General Works Manager of Morris Motors Ltd, as the one millionth Morris vehicle comes off its production line making Morris Motors Ltd the first British manufacturer to reach this milestone. Lord Nuffield gave the car, a Series III Fourteen-Six, to the Ladies Association of Guys Hospital to be offered as a prize in a special draw. Tickets could be purchased from Morris Distributors and Dealers for one shilling. Taken on 22nd May 1939.



► An advertisement for The Morris Motor Bicycle issued by the 'Oxford Automobile and Cycle Agency' c.1904.



▲ A Morris pedal bicycle



▲ A Morris motor bicycle.

the need for expensive plant and machinery was avoided. He would undertake their assembly in the same way he had built bicycles and motorcycles.

W.R.M. MOTORS LTD

By 1912, the design of WRM's first car, the 10hp Morris Oxford, had been completed and orders had been placed with several manufacturers for the car's components, including White & Poppe Ltd of Coventry for the supply of engines and gearboxes. With a financial investment from the Earl of Macclesfield, and with a loan from Gilletts bank, together with deposits taken for the car at the 1912 Olympia Motor Show, production of the 10hp Morris Oxford commenced at the Cowley factory of W.R.M. Motors Ltd, a company that had been formed in August 1912 for the manufacture of motor vehicles. The first 10hp Morris Oxford was despatched from this factory on 29 March 1913.

In order to market the cars made by W.R.M. Motors Ltd, it was decided to appoint two agents. Consequently, H W Cranham was given the agency for the northern part of the United Kingdom, while W H M Burgess was given the agency for the southern part of the country with the exception of Oxfordshire, Buckinghamshire and Berkshire, which were retained for The Morris Garages. Burgess's agency agreement also authorised him to deal with all of W.R.M. Motors' export business.

As they already held agencies to handle the products made by White & Poppe Ltd, it made sense for Burgess and Cranham to be given an agency by W.R.M. Motors Ltd. In fact White & Poppe Ltd may have made this a condition before agreeing to make engines and gearboxes for the 10hp Morris Oxford. Being an agent for White & Poppe's products, Burgess agreed to give W.R.M. Motors Ltd credit on the engines and gearboxes that he was to supply to the company.

Some nine months after the outbreak of WWI, W.R.M. Motors Ltd introduced another model, the Morris Cowley, which was to gain considerable popularity. The first of these cars appeared in April 1915, and they were fitted with engines, gearboxes and other components that had been imported from the USA. As well as making motor cars at this time, W.R.M. Motors' factory at Cowley was engaged in making mine sinkers (of which some 50,000 were made) and other munitions to support the war effort under Government contracts.²

At the end of WWI in November 1918 WRM, who was then aged 41, was suffering from poor health owing to the intensive work and stresses that had been placed on him during the war. To restore his health he then spent six weeks in a clinic and this was when he faced difficulties concerning his business that required his attention.

Soon after the end of hostilities Government contracts for munitions were terminated abruptly and the Ministry of Munitions vacated the Cowley factory of W.R.M. Motors Ltd taking with it their equipment which had been installed. The factory was left in poor condition after four years of war production while its own plant had suffered heavy wear and tear. WRM needed to re-organise the factory, including the re-establishment of its capital equipment and its workforce, so that the production of Morris Cowleys could be continued. The 10hp Morris Oxford ceased production in 1917 after 1,475 examples had been made.

In addition to these issues, there were two more aspects that needed WRM's attention. Firstly, the Continental Motor Manufacturing Corporation of Detroit decided to take no further orders for their Type U engine which the company had been supplying for the Morris Cowley as it was not of a type which was called for in the United States. Secondly, import duties of 33⅓%, that were designed to conserve foreign exchange and to prevent the importation of goods not necessary for the war effort, had been imposed by the Government during the war. This meant that the cost of components imported from the USA for the Morris Cowley were increased by one third, so the price advantage over British made components diminished.

Having purchased the drawings and some of the tooling for the Continental Type U engine and for a gearbox that the Detroit Gear & Machine Company had been supplying for the Morris Cowley, WRM searched for a company to make these components in Britain. Inquiries were addressed to British manufacturers. An order was subsequently placed with Hotchkiss et Cie of Coventry who agreed to manufacture engines and gearboxes from the American designs and production started during the summer of 1919. Axles and steering boxes for the Morris Cowley, which had also been imported from the USA, were broken down into their separate parts. These parts were then supplied by British manufacturers and assembled at Cowley while other components for the car, such as radiators, bodywork and electrical items, continued to be ordered from British firms.

MORRIS MOTORS LTD

Now that he had secured the supply of components for the ongoing production of Morris Cowleys, together with the new Morris Oxford, WRM made the far reaching decision to change the structure of his business. This not only created good fortune for the business itself but also for WRM personally.

W.R.M. Motors Ltd was put into voluntary liquidation and the successor company, Morris Motors Ltd was incorporated in July 1919 to take over its assets. The primary reason for this change was get rid of the onerous agency agreements that W.R.M. Motors Ltd



▲ A view of the Barton Motor Company's showroom at 54 Mutley Plain, Plymouth. A typical Morris Dealer of the 1920s.



▲ W.R. Morris's showrooms at 48 High Street, Oxford, c.1902.



▲ The Oxford Garage, Longwall, Oxford, c.1907. W R Morris seen seated in the car on extreme right.



▲ An HZ Mk II mine and a Mk VIII mine sinker. W.R.M. Motors Ltd. made some 50,000 of the latter during the First World War.



▲ A Morris Motors Ltd publicity photograph of a 1931, side valve engine, £100 Morris Minor 2 seater.



▲ The battered fighter arrives at the Cowley factory, the repaired aircraft ready to take to the skies again (right)



had with W H M Burgess and H W Cranham as these agreements prevented the company from setting up its own network of dealers and from controlling its own export business. WRM realised that such a network was needed if he was to sell the volume of cars he hoped to produce.

The cash requirement before the reformation of the company could take place was considerable, as Burgess had to be paid substantial compensation, due to his action for the loss of his agreement, and the accounts held by the creditors of W.R.M. Motors Ltd had to be settled. The fact that WRM made these payments indicates the importance he attached to being able to establish a new dealer network.

The role of a dealer, in WRM's opinion, was such that it had to combine salesmanship and management skills coupled with a sound financial ability. In order to achieve these pre-conditions, WRM chose a person rather than an organisation so the dealer contracts issued by Morris Motors Ltd during the 1920s were usually with named individuals.

WRM divided the home market into territories and a dealer, who usually operated in large towns or cities, was appointed for each. The dealer was responsible for sub-dividing his territory into smaller areas and allocating each to a sub-dealer. As WRM preferred to keep the sales and service departments at Cowley small, only dealers had direct contact with the factory on a routine basis while the sub-dealers were administered by the dealers. Vehicles and spare parts were sold to the dealers ex-works and no vehicle or spare parts could leave the factory until they had been paid for in full in cash or by banker's order. Cheques were only

accepted if they had been tendered in advance and allowed to clear before a vehicle or spare parts were released. If there was a suggestion that a dealer was in financial difficulties, WRM requested a further bank reference.

By 1924, Morris Motors Ltd had appointed 114 dealers who, in turn, had appointed over 400 sub-dealers in the UK.³ The new distribution system continued to expand for many years thereafter and it was soon to develop into a world-wide network. The Morris franchise held by these companies was considered to be a prized asset owing to the demand for Morris Cowleys and Oxfords, the price⁴ of which was being reduced annually due to the economies created by a rapidly increasing level of production. During their first season⁵, between July 1919 and November 1920, Morris Motors Ltd produced a total of 1994 vehicles. In 1925, the company was making nearly 1000 vehicles each week, which represented 41% of the UK's 'Total Industry Volume' and as a consequence, Morris Motors Ltd became Britain's market leader in only six years since its formation.

After the formation of Morris Motors Ltd WRM's business expanded and in 1923, he bought three of Morris Motors' suppliers; Osberton Radiators Ltd, Hotchkiss et Cie, which became Morris Engines Ltd, and the bodywork manufacturers, Hollick and Pratt Ltd. In addition, The MG Car Co Ltd⁶ was formed in 1930 and the firms of Wolseley Motors Ltd, EG Wrigley & Co Ltd, which became Morris Commercial Cars Ltd,⁷ the SU (Carburettor) Co and Riley (Coventry) Ltd were also acquired by WRM.

MORRIS MOTORS (1926) LTD

Until 1926, Morris Motors Ltd had been owned by WRM but on 29 June of that year a public company, Morris Motors (1926) Ltd, was registered; the suffix (1926) was discontinued in August 1929. The new company acquired the assets and goodwill of Morris Motors Ltd and those of Morris Engines Ltd, Osberton Radiators Ltd and Hollick & Pratt Ltd. These three companies then became branches of Morris Motors (1926) Ltd. WRM became the sole ordinary shareholder in the new company, over which he therefore retained full control, and £3 million (about £165 million at 2017 values using the Retail Prices Index) in cumulative preference shares were issued to the public for cash. The financial records of Morris Motors Ltd and that of its predecessor company, W.R.M. Motors Ltd, demonstrated the achievements of the business to the public and the float was oversubscribed.

Apart from financial reasons and the money it would secure him personally, WRM decided to form Morris Motors (1926) Ltd because both he and his advisers were becoming increasingly concerned by the effect of estate duties on his personally owned companies. At that time, the duties on large estates were 40% and immense wealth can also bring other problems, which in the case of WRM, included an assessment for super tax that was paid in addition to income tax for those with particularly large incomes.

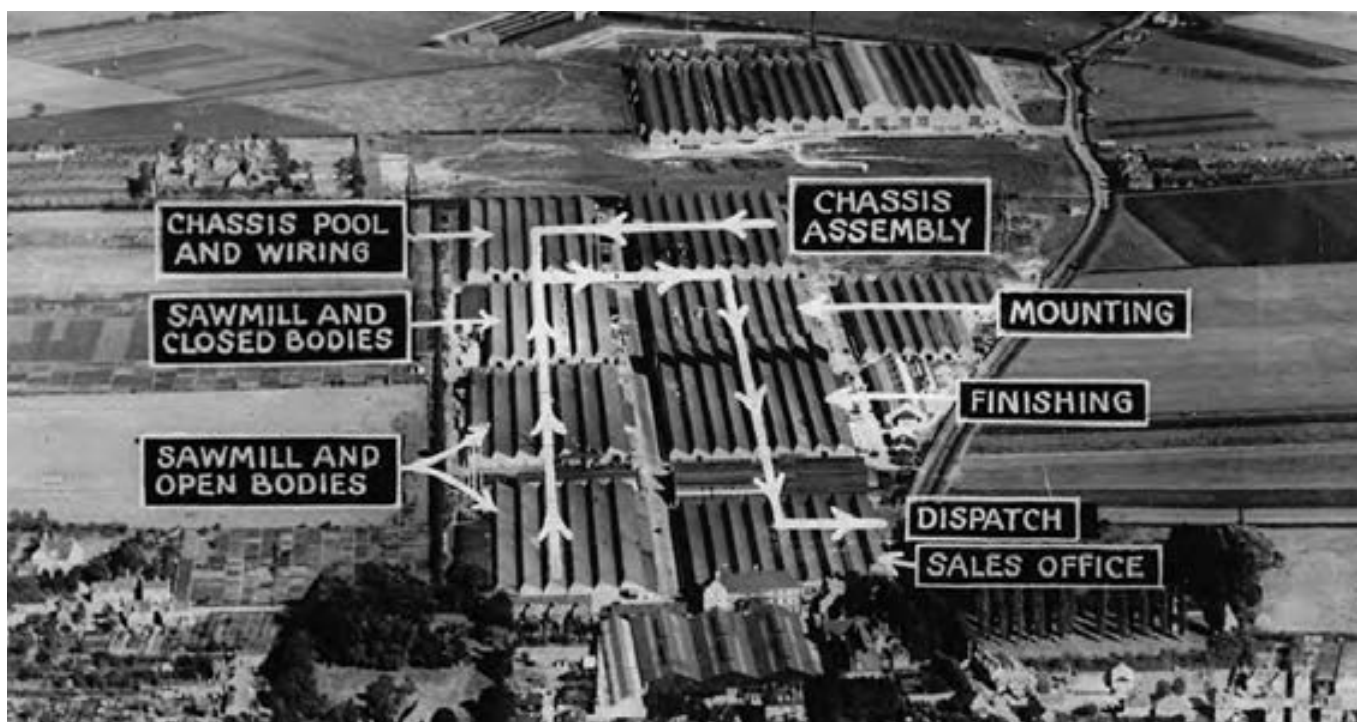
Unlike income tax, which was levied at a fixed rate, super tax rose progressively with rising income and as companies paid the standard income tax rate, there were advantages in leaving money in a company. Since starting the business one of WRM's financial policies was to plough profits back into his companies for their development. The Inland Revenue claimed that WRM had used his position to retain these profits in his companies in order to avoid paying super tax which would have been due if the profits had been distributed and become part of his income. The appeal, which was won by WRM, was heard in November 1926. Several witnesses were brought to the court, including Ernest Payton the finance director of the Austin Motor Co Ltd, to demonstrate the perilous position of the motor industry and its requirement for large financial reserves.

Even though WRM had formed a holding company, Morris Industries Ltd, in July 1927 to enable the movement of money between his companies without incurring tax liabilities, he faced another super tax assessment in respect of the two years ended December 1927 and December 1928. The appeal, which was heard in 1929, was once again won by WRM and he later became convinced that, by change in the law or otherwise, it may be impossible to continue his policy of keeping back profits if the equity continued to be his personal property. If these profits were to become liable to super tax, Morris Motors' reserves might suffer a very heavy and sudden depletion. He decided to merge some of his remaining personally-owned companies and to offer shares on the London Stock Exchange, when conditions were favourable. These actions were considered the best way of minimising WRM's estate duties and possible super tax liabilities.

Between 1927 and 1933 Morris Motors Ltd expanded its product range from two models, the Morris Cowley and the Morris Oxford of 11.9hp and 13.9hp respectively, with ten bodywork styles, to nine models with 26 bodywork styles in an attempt to reverse the slump in its market share due to changes in taxation that involved motor vehicles, and shifts in buyer's preferences. As a result, the up to 10hp sector of the market showed a steady growth between 1927 and 1933, whereas the 11hp to 14hp sector showed a decline during the same period, so the introduction of the ohc 8hp Morris Minor in 1928 was an important addition to the Morris range.

The 8hp Morris Minor remained in production until 1934 when it was replaced by the side valve Morris Eight to counter the increasing competition in the small car market, particularly from Ford. The Morris Eight was good value, easy to maintain, spacious enough to make it a proper family car and, unlike its main competitor the Ford Eight, it had hydraulic brakes. Over 220,000 Morris Eights, including vans, had been made by 1938, more than any other British car of the 1930s.

By 1937 the range of Morris cars had been reduced to five, while the number of bodywork styles was pruned to ten to bring about economies in production. A £500,000 (about £30 million at today's values) extension and modernisation plan for the Morris Motors' Cowley factory had been put into effect. Four mechanised assembly



▲ An aerial view of Morris Motors' factory at Cowley, c.1930.



▲ The prospectus for Morris Motors (1926) Ltd.



▲ The 100,000th Morris Eight is seen with Lord Nuffield, centre, and Leonard Lord who is on the left. Lord Nuffield is shaking hands with Alfred Allen, the Assistant Organiser of the Allotments for the Unemployed, to whom Lord Nuffield donated the car. Taken in 1936.

lines were installed, incorporating the most modern techniques available, and Morris cars were once again leading the market for quality and value. On 22 May 1939, the millionth Morris car was driven off its production line making Morris Motors Ltd the first British motor manufacturer to reach this milestone.

THE NUFFIELD ORGANISATION

The general recovery in trade by 1935, following the depression of the early 1930s, brought better stock market conditions, which made it feasible for WRM to sell some of his shares and personally-owned companies. During 1935 and 1936, Morris Motors Ltd acquired Wolseley Motors Ltd, The MG Car Co Ltd, Morris Commercial Cars Ltd, Morris Industries Exports Ltd (later Nuffield Exports Ltd) and The S.U. (Carburettor) Co Ltd thereby creating a business which became known as the Nuffield Organisation. The only companies then left in WRM's personal ownership were Morris Garages Ltd and Wolseley Aero Engines Ltd.

Although permission to deal was given to the whole ordinary stock – ie. 2,650,000, five shilling units – WRM decided to retain

three-quarters himself and to sell the balance to the public. The shares were made available at £1/17/6 and dealings commenced at £1/19/0. Public demand was strong and after a hectic first day's trading, the shares closed at £2/1/10.

When WWII broke out in September 1939 The Nuffield Organisation was the largest manufacturer of cars and commercial vehicles in Britain and it was operating in 12 factories with a workforce of 20,000. However, when the war ended in 1945, even though much of its workforce had been called up for the duration, the number of the organisation's employees had increased to 30,000. It was operating in 63 factories, which had been making military vehicles, tanks, aircraft, guns, torpedoes, mines and many other products to support the war effort.

After the war Morris Motors Ltd introduced three new models, including the Morris Minor⁸ of which some 1.3 million examples were made. The company continued to make motor vehicles until 1952 when it merged with the Austin Motor Co Ltd to create the British Motor Corporation with WRM, who was then aged 75, as its chairman. On its formation, the corporation was the third largest motor manufacturing business in the world.

LEGACY

During the time it was in operation, Morris Motors Ltd made large contributions to the UK's economy and it provided employment for thousands of people, both in the UK and overseas. The company created great wealth for WRM, some £30 million of which (about £1 billion at current values) he donated to hospitals, universities and Trusts for the benefit of the Forces of the Crown and to the setting up of the Nuffield Foundation, which remains in being today for the advancement of health, the advancement of social well-being, the care and comfort of the aged poor and the advancement of education. In addition to providing benefits for his employees, aid to depressed areas and financial support to numerous other good causes for the advantage of many.

The significance and the importance of WRM's decision to form Morris Motors Ltd a century ago in 1919, cannot be overstated.

- 1 The Oxford Garage was re-named The Morris Garage in 1910 and it became known as The Morris Garages (incorporated in 1927) after additional premises had been acquired in 1913.
- 2 An article in the Bullnose Morris Club's Magazine no. 160 entitled 'Morris Cowley production 1915-1919', not only contains details about these cars but it also gives information regarding the importation of engines from the USA, and an article in no. 306 of the same club's magazine gives information about the munitions made at the Cowley factory during the WWI.
- 3 From 1931, Dealers and Sub-dealers were known as Distributors and Dealers.
- 4 In October 1920, a Morris Cowley two-seater was being advertised for £465 whereas in September 1926 the price of a similar car, but with an improved specification and with a year's insurance, was £162/10/0.
- 5 The Model Year or Season usually ran from one London Motor Show to the next.
- 6 The MG Car Company Ltd was formed in July 1930, with WRM as its Governing Director, to purchase the assets of the MG Car Co which had been set up in 1928 as a branch of The Morris Garages Ltd.
- 7 The first Morris-Commercial, a 'T' Type one ton truck, was introduced in 1924. Morris Commercial Cars Ltd subsequently introduced a range of commercial vehicles, military vehicles and buses. By the end of the 1930s the company had become the largest manufacturer of commercial vehicles in Europe.
- 8 It is often said that WRM did not like the Morris Minor but it was the prototype of the car, known as the Mosquito, that he disliked and which he likened to a poached egg. Following this remark, four inches were added to the car's width to improve its proportions. One of the legacies of this change is the raised four inch wide centre section that can be seen on the bonnets of Morris Minors.



THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

National Office: PO Box 2546, Christchurch 8140. Telephone: 03 366 4461

NOTICE OF MEETING

THE ANNUAL GENERAL MEETING OF THE CLUB WILL BE HELD ON SATURDAY, 17 AUGUST 2019 AT THE ASHLEY HOTEL GREYMOUTH, 74 TASMAN STREET, KARORO, GREYMOUTH, COMMENCING AT 9.00AM.

Rule 8: ELECTION OF OFFICERS

Nominations for the Management Committee must be received in this office by 5pm 23 June 2019 accompanied by a current biography and photograph of the nominee and their association with the Club.

The biography shall contain the name, address and occupation of members nominated for each position.

Not less than 75 clear days before the Annual General Meeting the Management Committee shall cause notice to be given to all members intimating the date for closing nominations for the offices of:-

- President
- Club Captain – Northern Region
- Club Captain – Southern Region
- Secretary/Treasurer
- Beaded Wheels Editorial Committee Chairman
- Registrar
- Speed Steward
- Three Other Members of the Management Committee

and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to

be signed by the Member nominated, their nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for at least six months prior to nomination.

If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place. Job descriptions may be obtained from the Branch Manual. Contact your Branch Secretary or National Office.

MANAGEMENT COMMITTEE 2018-2019 PRESENT OFFICERS

PRESIDENT D Quarrie
HON. SECRETARY/TREASURER M Lavender

CLUB CAPTAINS-
NORTHERN REGION K Smylie
SOUTHERN REGION A Mayhew
REGISTRAR R Brayshaw
SPEED STEWARD T Haycock

BEADED WHEELS CHAIRMAN K Clarkson
THREE OTHER MEMBERS OF MANAGEMENT COMMITTEE E Boyd, T Bartlett, G Kear

Fundraising Road Trip

Keep your eyes peeled for this pair of Morris Minors travelling from North Canterbury to Rotorua during April 2019.

The cars (and drivers) are travelling to help raise funds for the New Zealand Spinal Trust. Please support these hardy old girls by giving a donation at the www.nzspinaltrust.org.nz



BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross



A couple of issues ago Tony Bartlett provided us with the history of his 1916 Buick that had returned to his family who had owned it when new. Tony's son Gavin has a 1918 Buick roadster which was bought new from Ormonds Garage, Gisborne by the McGarva family. It was used locally until parked up at Makaraka beside the greengrocer's shop. It is understood the person Gavin purchased it from had bought it from the McGarva family back in the '80s with the intention of restoring it.

After sitting in his shed for a few years without much progress a



mate took possession of it and moved it into shelter, and that's where Gavin came across it, although he had heard about it. On inspection he decided the opportunity to take over the project was too good to pass up. Considering that the car is 100 years old the condition was surprisingly good.

With the help of a few friends, and a few trips to and fro, he had it home in his own shed where work could begin. The first task was to remove and strip the engine to assess the condition. If it had been beyond repair the whole project could have come to a grinding halt. Luckily it wasn't too bad. At some point the gudgeon pins had come loose but scored only one bore rather badly but it looked OK otherwise. After many hours of cleaning, scrubbing, degreasing and removing 100 years of muck the damaged bore was sleeved and the rest honed. A new set of rings, including oil rings that it never had originally, were fitted.

The engine bearings have since been scraped and adjusted, the valve train rebuilt and reassembled ready for firing up.

The remainder of the car has been stripped to the bare chassis ready for the engine to be re-installed.

▼ Beginning of Gavin Barlett's Buick project and latest progress.



Duncan Grant of Ashburton has added another Unic to his collection. He's now the owner of the 1906 London Taxi previously owned in Christchurch by Brian Black.

Stephen Kidd drove his attractive 1909 Little Briton on the recent Dunedin to Brighton Rally. Since Stephen bought this car he has done extensive work on it. It's still a work in progress but he is persevering.

Rose Preston has her Oldsmobile home from Christchurch and work is continuing. The engine has been started several times for local enthusiasts. The painters, upholsterers and nickel platers are all booked. The restoration was started by Roses's late husband Murray Low some years ago when they lived in Levin. Since Murray's death Robert Wood from Christchurch



Central Hawke's Bay Veteran Rally held on 17 November. Mike and Neroli Perry from Hastings driving their 1904 Napoleon through a farm track near Ongaonga with views across Central Hawke's Bay in the background. Mike has always been interested in adding another Trig Station to the tally of hills the Napoleon has climbed over the years, and another was added this day.

Photo Rod McKenzie.

has done a lot of work to get it to where it is today. It's been a long time coming and we look forward to its debut.

The request for information about Wayne Henderson's 1906 Cadillac that he purchased from Warner Mauger was answered by John McDonald from Christchurch. John has pursued a life long passion for old vehicles, and had a newspaper cutting in an old scrapbook that he compiled around 60 years ago. This article tells us that the car was owned by a Mr Rawlings (not Rawleigh as I had stated) from 1926. It was indeed trucked or more correctly had the rear seat removed to make the engine more accessible. John McLachlan Jnr tells me the seat was used on another Cadillac from Coalgate. Mr Rawlings was quoted as saying that the car appeared to have done no more than 1000 miles when he got it. They would have been very hard miles, he used it to take shooting groups up the Rakaia River in it. The car later became immobile and was entrusted to a veteran and vintage enthusiast to return to working order so Mr Rawlings could have a last ride.

Many of you throughout the country will have seen Andree and Bob Hayes of Christchurch motoring "Milly" their 1909 Renault AX, the bones of which were recovered from the left overs from John Armiger's AX. The rebuild began early 2001, finishing the same year in time to win the Canterbury Branch Restoration Of The Year Trophy in the same year. Since then it has travelled all over New Zealand, but is now trailered to destinations. Eighteen years of regular use sees it on its second set of tyres and still winning concours.

On one South Island Rally they were asked by a man, "Did you drive that thing all the way to Dunedin and how long did it take?" They replied, "How long would it take you to drive there?" "About five hours," he said. So they replied, "It took us three days!"



1916 Hupmobile Model N

MISSING HUPMOBILE PARTS

While spending Christmas with his family in Hamilton, Gisborne member Rodney Clague received a call from a gentleman (Ray) asking him if the Gisborne Branch spares had any parts for a 1916 Hupmobile Model N. Ray's grandfather, who owned a farm at Pongaroa, had purchased one new. In fact, he must have been very impressed with Hupps as he bought a further two and used these as trucks on the farm. The family car was thought to have been taken off the road in about 1937 and abandoned on a farm in Carterton. The fate of the other two Hupps is not known. His grandfather died in 1931.

Meantime Ray's father (now deceased) had commenced dismantling the car, although stripping it would be a more accurate description, everything was removed from the chassis and stored. Ray and son Tom collected the parts from Palmerston North in 2001 and took them to Hamilton where they laid them out on the shed floor. They have been unable to locate the chassis, front axle and differential housing. When Ray learned that Rod was in Hamilton he was invited to take a look at the collection.

To say that Rod was amazed at what he saw is an understatement. They have virtually have everything

that is needed to put the car back together except the missing chassis, front axle and differential housing. The re-wooded felloe wheels are there, the crown wheel and pinion, rear axles, hubs, bearings, brake drums, inner and outer brake shoes, brake rods are all there, but no housing to put them on. There are three rims and all the hubcaps. The front hubs and tie rods are all there, but no axle to fix them to. The motor is in three pieces (block, crankcase and sump), with four new unfinished aluminium pistons (there are two original pistons, one has a hole in it and one has a piece broken off the bottom skirt). All the valves and valve springs are there, as well as the crankshaft and camshaft.

The gearbox is dismantled, but all the components appear to be there, including the gear lever and hand brake lever. The instrument panel and instruments are all there, as are the bonnet, petrol tank, four doors and the panel between the front and rear doors. There are no mudguards, the scuttle is missing (but the windscreen stanchions are there) and there is no rear tub. Surprisingly even the running board brackets are all there

Ray and Tom have viewed a Model N Hupmobile under restoration in Waiuku, and

were able to take lots of photos around and under the car which will help them find the correct chassis, diff and front axle and assist them with the restoration.

Even the original handbooks are with their car, including a 1916 Hupmobile Model N brochure. There is also a swag of notes and paperwork written by Ray's father during the dismantling stage. One note refers to the crankshaft being balanced after being checked over.

Ray and Tom are still hoping to find the missing parts stacked away somewhere and will continue looking. Only one 1916 Hupmobile is listed in the club's archives apart from the one at Waiuku. If anyone can help with parts, especially the missing chassis, front axle and differential, we would be pleased to hear from you.

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

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

Diane Ross

MUTTERINGS OF A MATURE MOTORCYCLIST



Memories from Big End Knocks

Some time ago I visited another old motorcycle bloke. We got to talk about the bikes we'd owned and those we wished we'd been able to afford. It struck us as funny that the classic machines of today were the bikes that we couldn't afford when they were new. We could only just afford the post vintage ones and kept them running with colourful language and ingenuity by the roadside. Vintage, well they were the things we bought cheap to use while the less cheap one was off the road being patched up again. They were all a lot of fun and for myself they were my sole means of transport for work, pleasure and, when my luck held, out girls.

One thing we agreed on was that we were shocked at the way most of the dear old big single bangers are bullied in to life by some. Did you know the manufacturers fitted the valve lifter as a way to help you to start the engine as

well as to stop it? You may be strong enough to use brute force on the engine against compression but that ain't the way it was meant to be. When you use the valve lifter and kick the engine over dropping the 'trigger' at the bottom end of the 'Long Swinging kick' you are being kind to the kick-start mechanism and the transmission. The other thing is that as the engine is spinning faster the magneto is excited to produce a better spark. So starting the Brit' five hundred really calls for technique rather than brute force and ignorance.

Which brings up another thought, the poor fellow who bought that machine in 1911 must have been shocked to find in that in two or three years his machine was worthless. Why? Well think about it, by then a clutch was common practice and a gearbox had arrived on the scene.

|BW



▲ 1915 Douglas at the 2019 VCCNZ National Motorcycle Rally.

CALL FOR NOMINATIONS

John L Goddard Trophy *for achievement*

Members of the Vintage Car Club of New Zealand are invited to nominate a fellow member for this annual award.

The nomination should be for any member who they regard as having been involved in a significant achievement. It may be a particularly significant restoration, a memorable motoring journey or an important historical article or series of articles published in

Beaded Wheels; or some special service to the Club.

Nominations for the Award should be forwarded to:

John L Goddard Award,
Vintage Car Club of NZ (Inc)
PO Box 2546, Christchurch 8140.

NOMINATIONS CLOSE
12 JULY 2019



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 Barry Barnes and Bruce Seddon.

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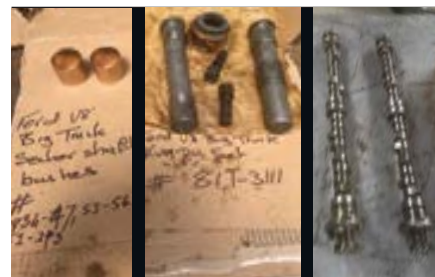
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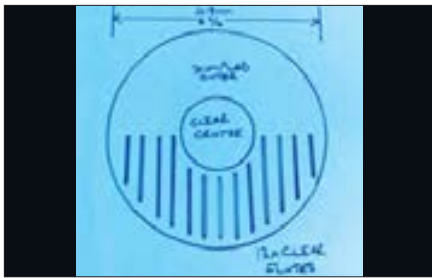


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ROTAX K590 9 INCH DIAMETER HEADLIGHTS as fitted to late vintage and early 1930s Rileys. Ideally a pair, but parts of gratefully accepted. One or more lenses for Lucas 1130A or 1130 torpedo side lights. Also oval white painted metal NZ registration identification plate as issued by the AA to motorists taking their cars overseas. Peter Croft, please mail bovet.croft@gmail.com or phone 03 3849 534

SCUTTLE front body section for flat ash Dodge 1922 or earlier. If possible with the larger door hinge openings. Ph Bruce 03 312 5801.
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STROMBERG OX2 CARBURETTOR. Email tonysteyner1948@gmail.com or phone 03 782 8172 or 021 222 6606
MEM WEST COAST

VAUXHALL VICTOR FC 101 HORN RING. Phone John 029 285 4867 email 1917oakland@gmail.com
MEM AUCKLAND

TYRES 4.50-5.25 X 18" WANTED in new or warrantable condition. Phone Philip 021 956 905.
MEM WELLSFORD/WARKWORTH

WANTED INFORMATION PHOTOS PRINTS showing 1925 Buick Model 21 interior double service sedan. Fisher body same as Model 41 required for ongoing restoration. Phone Less 03 488 3776
MEM OTAGO

WANTED TO BUY OR BORROW PARTS MANUAL or copy or pages showing interior fittings to complete restoration of 1960 403 Peugeot (Te Awamutu area). Phone Robin 07 871 3395

WANTED 2 OR MORE NEW OR USED 4-75 /500/19 WHITE WALL TYRES in warrantable condition. Prefer Lesters if possible. Phone Howard 027 232 3464
MEM SOUTHLAND



1925 BULLNOSE MORRIS OXFORD HUBCAP as pictured. Nickle dome pressed onto steel plate, three stud with Morris Motors Ltd stamped into top. Ph Amber 027 863 4720, email carterbrown92@outlook.co.nz
MEM TARANAKI



SIDE LIGHT OR PARTS for a 1925/26 Chrysler sedan as per photo. Phone 06 878 6876 or email digbyyoung52@gmail.co
MEM HAWKE'S BAY

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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; Grant and Judith Cullimore who have bought two Rover P5B coupes and, Colin and Pauline Read with a Morris Minor and Bernard Bradley with a 1947 Ford V8. We look forward to seeing you and your cars on our runs.

We held our Annual Rally on 26 January with 56 cars starting, including Les and Margaret Nell in their 1927 Leyland fire engine. On this occasion the field tests were not driving related. Participants had to guess the location of a number of scenic bridges, count the number of spark plugs on a page and identify the second longest serving New Zealand prime minister (it was William Massey). The overall rally and time trial was won by a surprised Kevyn Begg, a spritely 90 year old competing in 106 year old car (a 1913 Ford T). We were blessed with good weather on our run to the Mayfield Domain. A good attendance came from our neighbouring branches of Canterbury and South Canterbury, with Linley Hammer from South Canterbury taking out both the PWV category and Best Lady Driver prizes.

The Easter Rally preparations are now in their final stages with venue, runs and entertainment all complete. We are looking forward to welcoming the participants to the Canterbury Plains and our 50th Anniversary year.

AUCKLAND JOHN STOKES

Motorcycles: Eighteen branch members attended the National Motorcycle Rally in

▼ Auckland: Mike Loosemore's 1916 Hupmobile.



▲ Ashburton: Les and Margaret Nell in their 1927 Leyland fire engine.

▼ Auckland: John Morrison's 1908 Sears Autobuggy.



Blenheim. David Warren won the concours with his Indian Four, while Don Green on his 1968 Norton Commando took second overall in the rally. He was also first in the P60 class and first twin cylinder bike.

Veteran: Mike Loosemore displayed his 1916 Hupmobile at the branch Veteran Run. John Morrison has purchased a 1908 Sears autobuggy from Nigel Webber of Hamilton. The car had been resident in a US museum for many years and Nigel completely

refurbished it. Phil Henley spoke about the issues he was having with the remanufacture of stub axles for his 1913 Mitchell, while Gavin Welch produced a radiator cap cast and machined for Auto Parts, the well-known Auckland and provincial car wreckers. Our charabanc was on display at Ellerslie concours.

Vintage: Several of our Austin owning members attended the Vintage Austin Register's Fiftieth Anniversary Rally in

▼ Auckland: Leslie Dewhurst, 1926 Chrysler.



▼ Auckland: Four red cars at Midweek Tourers.



Wanganui and most did the Wanganui Burma Run as well. Dale Golding has bought Rod Simpsons Austin 16/6.

Classic: Roy Sharman produced a Lucas startix switch at a recent meeting. Startix was a device built by Bendix and Lucas in the 1930-31 period. At 97 or so, branch founder Jim Francis is still actively buying cars. The latest addition is a 1965 Austin Vanden Plas Princess.

General: The January club run travelled to the Thames Wings and Wheels display. Barry Birchall produced a very interesting article about Joe Tidswell, former owner of Auto Parts, who told him of the interesting veterans he had wrecked and saved, including the 1895 Benz in the Southward Museum. Several Aucklanders attended the Art Deco event in Napier.

CANTERBURY TONY BECKER

Hot summer days continue to draw members out to enjoy the social side of our motoring life. Ideal for clip-ons and trendy Velosolex Owners Group, (their speed these days matched by Lime scooters). Also the slightly quicker moped enthusiasts. Good days too for bigger machines enjoying a couple of barbecues, a fish 'n' chip run, and a pleasant day's ride around the three Canterbury gorges. Fourty fou entrants and supporters from Canterbury Branch supported the National Motorcycle Rally in Blenheim. January's Branch Picnic enjoyed a very special treat provided by Lou and Lesley McAlister. A beautiful garden, stationary engines and a mini-airshow. This included two replica Mustangs, a Spitfire, Auster and Piper aircraft plus some skillful flying. 9-90s kicked off 2019 mid-weeker with a pleasant run to Glentunnel Domain, where 47 vehicles grabbed shade for the usual picnic circle with lots of banter, raffles and chat. The Annual Commercial Rally on 23 February was followed in March by the postponed February Branch Annual Rally. Our enlarged parts shed recently acquired a vast quantity of Triumph parts that should keep our growing fleet of Triumph cars alive for many years to come. Triumph specialist Darryl Young retired and generously donated his years of hoarded stock to the branch.

CENTRAL HAWKE'S BAY

JOHN FOOT

This year's motoring got underway with a trip out to a member's beach property at Shoal Bay for lunch and a paddle or swim

in the surf if you so desired. The same day some members attended the very successful Wheels with Attitude car show at Dannevirke. The February outing was a Garage Raid that took in four very interesting local sheds. On 13 February several members with their cars assembled at Woburn Rest Home and took residents out for a cruise around town, which was much appreciated. The next event on the calendar was the ever popular Art Deco Weekend. Several of our members took part, but unfortunately there were a few casualties along the way, with one car finishing up with all the radiator contents in the sump and another two with electrical problems which were sorted out at the event. On a brighter note the Rendle family (branch members) won the Best Dressed Family category. We also had three cars on display at the Waipukurau Railway Station on the Saturday when the Art Deco railcar came to town. Branch membership is still gradually growing which is pleasing to see and we are having good attendances at events and club nights, sometimes exceeding 50% of membership.

EBOP BRUCE SEDDON

For our annual rally our chairman set a scenic run around the Rangitaiki Plain from Whakatane to Kawerau designed to ensure everyone arrived at the destination with a good appetite ready for the barbecue that was waiting

Farming Like Grandad is an annual event run by The Waterwheel Historic Trust based in Kawerau. It is a fun day out in the countryside between Kawerau and Edgecumbe with lots of displays of old farming gear, machinery and vintage cars. The vintage car parade was led by VCC and Waterwheel Trust member Phil Leaming in his 1919 Overland. VCC members dressed in period finery and brought out vintage table cloths settings under gazebos to participate in a Posh Picnic. We also took membership enquiries from other attendees.

EBOP Branch East Coast Rally on the first Saturday of February took us on a run through Whakatane, over the hill to Ohope, out through the gorge to Taneatua, returning through farmland to Whakatane for lunch. The afternoon run saw us travel to the west of Whakatane, out around Edgecumbe, with a finale at the Edgecumbe Sports Ground where a number of car owners drove a few laps of the local go-kart club track. Bruntlett's 1928 Plymouth was seen making impressive efforts to get some four wheel drift

action. The kart club members enjoyed the reciprocal offer of rides as passengers in the cars.

The evening prize giving saw Graham and Raewyn Fenn of Waihi Beach with their 1937 Graham Crusader add their names again to the overall winner's trophy.

FAR NORTH DAVE DUIRS

It's been great to see several new cars on the runs, including one tidy restoration of a Morris Minor van by a young enthusiast who has another in the pipeline for his Mum.

The Sharpes/Rogers summer picnic saw a good turnout tackle the gravel above Moerewa, and then a steep hill climb between Kawakawa and Paihia through some interesting grazing country. A long drive in to Wakelin station's cattle, deer and sheep operation for lunch where we debated the clues on various weeds we should have identified while negotiating the corrugations and dust. The MacGregor's gymkhana day started with morning tea at the new retirement development near Kerikeri. Looking around the room it looked like we had quite a few potential customers. The large turnout of cars certainly stole the show as we progressed to the gymkhana paddock where six challenges kept us on our mettle.

GISBORNE RODNEY CLAGUE

We had 16 vehicles on display at the Darton Field Wings and Wheels Day on 19 January. On 9 February we ran our ninth Three Rivers Rally which attracted 21 entrants and took us south to Frasertown, where we enjoyed a barbecue lunch under the trees at the school grounds before taking part in a gymkhana for the Allen Brothers and Johnstone Gymkhana Trophy.

Sunday 10 February saw 12 branch vehicles at a mini Art Deco Day display at the Beetham Lifestyle Village for residents to view.

The following weekend saw four vintage Fords, Gavin Bartlett's 1928 AA truck and 1930 A Town Sedan, Tony Bartlett's 1929 A pickup, and John Griffen's 1930 A sedan, as well as Kent Wilkinson's 1941 Ford V8 1-ton pickup, attend the Art Deco Rally in Napier. Gavin was pleased to learn that he had won the Southward Family Trophy for the vehicle receiving the most Popular Choice votes from other entrants for his AA Ford truck at the Saturday display. He gives credit to those who helped him along the



▲ Canterbury: 88 members cooling off in the shade, 9-90s group picnic lunch at Glentunnel.



Gisborne: Andrew Millington's 1930 Humber 16/50 Coupe, winner of the People's Choice award at the All British Day at Whangamata.



▲ Far North: Summer picnic. "Pass the #8".



▲ Far North: Gymkhana blindfold. "Left hand DOWN".



Far North: Thirsty work. Graeme Moore supervising Warren Mackay.



▲ Far North: Classic & Caffeine.

▼ Gisborne: Gavin Bartlett's 1928 Ford AA Truck winner of the Southward Family Trophy.



▲ Far North:

▼ EBOP: Walter's 1926 Alvis running retirement village rides for residents.



way with the restoration for winning the trophy.

That same weekend saw Andrew Millington take his 1930 Humber Sports coupe to the All British Day at Whangamata where he won the People's Choice award. Altogether a great result for the Gisborne Branch over that weekend.

We hosted members of the Manawatu Branch who were touring through our area on 3/4 March. A search through the parts shed was on the agenda, followed by participation in our monthly run which had been postponed for a week to fit in with their schedule.

GORE JIM MCFADZIEN

Is it sign of the times or maturity? Gore members have gone from the traditional January over-nighter to a one day run. This year's Coastal Run was held on 19 January with 16 vehicles, destination Waikawa. At Wyndham you could go gravel through Redan to Mokoreta, south to Niagara then to Waikawa, or stay on the seal to Fortrose through Tokanui to our destination. A break in the showers meant a hurried lunch, then quite a few spent some time in the local museum before the route home gave crews a look at Curio Bay or the Waipapa Lighthouse.

February is under pressure for events now the Burt Munroe Challenge has pushed in. Some days three and four events take place, Gore's Festival Rally on 16 February went ahead with 47 entries, ranging from the 1911 Ford T of Paul Herron to Cyril McFadzien and his Rover SD1. Both the short and long runs finished at the Waikaka Hall.

Back home at the evening meal winners were announced. Overall winners were Bill and Annette in their 1929 Austin 12/4 and runner up was John Cooks in his Vanguard 6. Glennis McKenzie in a borrowed 1936 Austin Ruby took home the ladies prize

HAWKE'S BAY HELEN BALL

For the Art Deco four events had been organised starting with a glamorous Valentines Dinner that was held on Thursday 14 February and enjoyed by about 100 people. Keeping things lively was MC Art Deco Ambassador Bertie.

Friday had most of the 170 registered cars for the rally arriving for a 10am start. They enjoyed a country run through the back of Hastings and down SH50 finishing at the Hickson's stunning homestead in Havelock North where they could have a look in the 19 sheds out the back, each

containing an eye watering gem, from Aston Martin to Rolls-Royce and more.

The 300-strong parade through the main street was held on Saturday and over 25,000 people lined the streets to view this magnificent display of many highly polished vehicles. Prime Minister Jacinda Ardern was guest of honour, riding in the back of an open 1918 Packard.

The final event put on by our branch was Sunday Breakfast, a chance to talk over the weekend before heading home.

HOROWHENUA PETER NIGHTINGALE

The Prouse Family were among the earliest settlers in the Horowhenua. The two brothers were sawmillers and farmers in Levin. Two separate homesteads were built, one is in its original state on the farm and is now owned by Stephen. For years a 1923 Chev tourer sat in a shed on the farm, and when Lou Prouse, Stephen's father, died some years back his sister Gwyneth decided that she would restore it. This is now on the go with the help of Mark Morgan. Mike Kuhl is attacking the woodwork and Gwyneth and Mark are working on the rest.

Five members entered the Wellington Club Captain's Monte Carlo rally on the way to the Burma run in Wanganui. Some prizes were brought back and a great weekend of motoring was had by all.

At home the club put on a display at the AP & I Show in Levin again winning a third in the indoor display section.

An event run by the Farm Machinery Club was well attended with some 20 cars and trucks on display and the Shannon car show was also on this month.

During Club Night an interesting speaker told us about his part in the manufacture of driverless cars that is being developed in the USA.

MARLBOROUGH CARROLL WIBLIN

Members have been fortunate to have been offered rides on the Marlborough Flyer which runs between Picton - Blenheim return when the cruise ships are in port. They take their cars thru to Picton to be on display and have the opportunity to travel on the train to help fill in the day. A great bit of PR for the branch and the opportunity to meet a great variety of people from all over the world.

Our Annual Heritage Day at Brayshaw Park was a great success and was well supported by the public.

The National Motorcycle Rally has been and gone and the feedback has been very positive.

We had another fish and chip run to the Picton foreshore on 20 February which was once again well attended.

Unfortunately we lost one of our much loved ladies on 16 February. Dulcie Mant-Old passed away after a two year battle with cancer. She kept up her great spirit and her wicked sense of humour right until the last, but unfortunately she lost her battle with her "monkeys" as she called it. A memorial service was held in the clubrooms to honour and remember this feisty wee lady.

Another successful noggin and natter was held on Friday 22 February. We regularly have 30+ people turn up for this and the meal afterwards.

NELSON RAY ROBERTSON

Our annual swap meet preoccupied many in the branch during the past months, with Murphy's Law adding a twist to the mix with the Nelson fire. This sadly stopped some stall holders travelling to the event, and it was very easy to detect the air of unease amongst club members and public alike, such has been the impact of these fires on the region. However, while a little slow to start, and despite the thump of Iroquois helicopters overhead and water tankers rumbling past the site all day, it turned out to be a good day.

An initiative from the branch saw eight of our members attend a formal Traffic Controller Training Course as we see the time approaching fast where we will not be able to run events without having Traffic Safety Management in place. The traffic controller qualification allows us to have proactive input into our own events and assist other motoring clubs with theirs. Traffic Controllers are registered on the Transit NZ database and can be asked to assist Transit, Police, local authorities and contractors. Possibly this may be a first for a VCC branch?

A Kevin and Ruth Mercer organised Pot Hunters Rally proved to be a very social, relaxed and thoroughly enjoyable take on the traditional scavenger hunt and culminated in a prize giving and a few laughs at the Alchemy Cafe.

NORTHLAND TREVOR REILLY

Northland Branch has a number of regular occasions for the members to meet and socialise, with a monthly Friday night shared meal, Sunday run, Wednesday



▲ Hawke's Bay: Art Deco weekend: Its not just about the lovely cars.



Hawke's Bay: Art Deco weekend: Crowd enjoying the Locomobile speedster.



▲ Hawke's Bay: Art Deco weekend: Ford Pickup stealing the show.



▲ Hawke's Bay: Big is not necessarily best. 1930 Austin Swallow on its last drive before being shipped back to England.



▲ Marlborough: National Motorcycle Rally



Marlborough: Heritage Day.



▲ Horowhenua: Team members at Wanganui.
▼ Nelson: Swapmeet



▲ Marlborough: National Motorcycle Rally



Nelson: Traffic Controller Training - Front L-R Jim Wareing, Gary Adcock, Allana Clarke, Ray Robertson. Rear L-R Nathan Clarke, Paul Lewis, Max Clarke, Mike Bryan, Ryan Oliver



Otago: Winter family members in their 1900 Wolseley



▲ Otago: Ford and Cadillac entrants in the 65th Dunedin Brighton.
▼ Otago: Rover assembled with others ready for the run.



▲ Southland: Successful Southland team from National Motorcycle Rally.



North Shore: Art Deco, dancing girls in Tony Sparkes Austin 7 Chummy.

► Rotorua: David Tomlinson and his Bedford.



▲ Rotorua: Rotorua lakefront Show: Very rare Ford: A 1906 Ford Model N.

▼ Rotorua: Very rare Ford Corsair Crayford convertible.



Rotorua: Lakefront show: Sisters big and small: 1964 Vanden Plas Princesses, 1100 and 4 Litre R with identical paint colour and interior trim.



parts shed working bees, school visits to the truck shed with planned rides, open committee meetings and the monthly parts shed sales. A busy time for the members involved. The Sunday run this month was from the clubrooms up SH1 to the turn off to Helena Bay along a very windy road past cribs of all sizes to the Oakura beach front for a picnic lunch and discussion. No gravel roads this time.

NORTH SHORE

RICHARD BAMPTON

Members of North Shore, Warkworth and Wellsford and Auckland branches were present at the service to farewell Len Woodgate recently. Len was a well-respected member of North Shore and had served on the committee and as chairman for many years. He will always be remembered for the work he did in drawing up the plans for the 1924 Dennis bus, sorting out the compliance people before work started as only Len could, then supporting and advising the team as the restoration progressed. We send our condolences to Joy and the family.

There were no runs during January or February. However apart from a brief break, Wednesday evenings and Tuesday and Thursday mornings continue to be well attended. Some more work has been done in the restoration shed and one member has even been allowed to work on his own vehicle in the storage shed. Numbers were low during Art Deco week which was attended by several members and Tony Sparkes Austin 7 Chummy was taken over by a troupe of dancing girls.

Coming up on 21 April is the Northern Raid. This is always an interesting and well plotted rally through some of the scenic roads to the north of Auckland. See the details in the Rallies section.

OTAGO MARION MCCONACHIE

The 65th Dunedin Brighton Run in January attracted 38 entries including 6 motorcycles. A 1907 Cadillac entered by new owner Wayne Henderson has been on the Brighton Run in the past. Colin Pearce's 1911 Indian Motorcycle was driven by his future grandson in-law. The Pearce family fleet of Sunbeams were all out for the run. The start of the day saw hoods up and umbrellas out, as entrants tried to keep dry. Field tests were held at the Brighton Domain with an opportunity for the public to view the vehicles. The day ended with dinner at the Savoy Restaurant in the city. Sunny Sunday saw a large group of vehicles

head out to Carey's Bay for a relaxed brunch and also to view and have a ride on the newly released 1901 Locomobile. While Colin Winter oversaw the event his son Gary and family enjoyed motoring in the 1900 Wolseley.

The Ladies Run saw 16 vehicles enjoy the view of the Taieri Plains and Coast line as they motored to Gil and Ruth Edmunds home for afternoon tea and a look through their collection of mopeds, Minis and a museum that Ruth has started to create with all kinds of interesting memorabilia ranging from motoring signs to tins. The cow and milk related items are a real novelty.

Our branch is involved with the Best of British Run on Sunday 10 March. We will also be providing marshalls for the Rally of Otago in April. Restoration Rally is happening in May, with a promise of a number of new restorations coming forward

ROTORUA RONALD MAYES

Many members attended, with their cars, the funeral of club member Jack Miller who passed away on 21 January. He joined the club in 2010 when restoring a Morris Eight Series E which he sold and bought an immaculate, low-mileage 1965 Singer Vogue. He enjoyed several runs with us in this car. A quiet and unassuming man, he had a wealth of practical knowledge of racing car preparation and this writer enjoyed his tale of how he and his team had prepared a Triumph 2500 for a Mobilgas economy run and went on to win its class with an impressive 39.4mpg. Much experimenting had been undertaken to reduce rolling resistances, and it was not exactly in a standard state of tune.

Our Lakefront Car Show this year attracted at least 350 vehicles, the oldest and rarest surely the 1906 Ford Model N, the youngest a very late model Rolls-Royce. The St John Ambulance Association displayed Dodge and Bedford and the latest ambulances, plus a new command vehicle, and the \$1500 in donations made during the day was given to the association.

The annual barbecue run was held during February and many members took part in a lengthy tour around town with 80 instructions and 20 questions to answer. They drove to some interesting features of the city which participants would otherwise rarely see before returning to the clubrooms for a superb meal expertly prepared by experienced members.

SOUTHLAND RUSSELL MCIVOR

Vintage Harley-Davidsons from Nick Wiering's collection were displayed in the foyer of a local hotel during the Burt Munro week, flying the flag for the vintage movement.

Bulletin Editor Dave Harris, in a 1975 Johnston, was successful in the Formula Ford event at Teretonga Park while Tony Longman in a Hillman Avenger Mallock, was the fastest in the Gore Branch Josephville Hill climb.

The Southland Rally on 2 February was well supported with the Michelle family in a Ford Model A winning the road section, field tests, best performance by a lady driver and overall winner. Good on you girls.

Alan and Louisa Black organised our Wednesday run which fell on Waitangi Day. Twenty two cars and 44 people went to Wyndham and dined at the Three Rivers Hotel for lunch.

Southland motorcyclists enjoyed the successful Blenheim National Rally. Casey Lyons on a 1912 Humber won his class and was overall winner. Southland won the team's prize. Post Vintage winner was Mark Hodgkinson on a 1938 KTS Velocette. Best performance by a two stroke went to Stuart Francis on a 1946 Scott. It was interesting family combinations of Eunson, McCulloch, Hodgkinson and Lyons competed. Neville Ridd and Ray McCulloch also competed in the 1977 Blenheim event.

This branch actively encourages younger drivers, navigators and riders into events to guarantee the survival of this organisation.

Our club rental house has been insulated to government standards, large water tank levelled up and car park finished.

SOUTH CANTERBURY

SHANNON STEVENSON

The Ladies Rally took place on 13 January. Organized by Barry and Carla Barnes, the run took over 15 participant's vehicles via Rosewill Valley, Pleasant Point and Totara Valley to reach Cave. Winner of the Prize Pinny for the gentleman's lunch was Ashley Milliken. The afternoon part of the run took us to St David's Church, and the property of Sandy and Dennis Murray at Cannington. Their garden, featuring displays of models of old buildings in the district, and Lord of the Rings Hobbiton houses, enthralled members'.

Our Open Day on 19 January was successful with many visitors at the clubrooms before the 10am opening, and several new members were signed up over the day. A number of member's vehicles were displayed.

A Morris 12, previously resident at the Parts Shed, has been sold to Norm Bunt and we look forward to seeing this project back on the road.

The Weekend Away, organised by Barry and Carla Barnes took place this year over 2 -3 February at Methven. The Saturday run took participants through Seadown, Clandeboye, Geraldine, Lowcliffe and Lake Hood, while the Sunday run took participants to Te Awa Awa reserve, the Sharplin falls track, and Staveley, with an evening BBQ held in Methven.

The Chairman's Run, organized by Ashley Milliken, was held on 24 February. This took members to Ashburton. An afternoon visit was made to the Aeroview Function Venue, the on-site museum and cinema taking the interest of many.

SOUTH OTAGO JOHN COOK

The branch's Wednesday Rambles coincided with Waitangi day in February and was well supported. The run took them to Roxburgh on a fruit buying exercise then back to Millers Flat Hotel for afternoon tea on the journey home.

Robin and Margaret McCall and their 1936 Plymouth had a busy month in February attending three rallies in a row, these being Invercargill, Waimate and Gore.

Other branch members have also been out and about with eight vintage vehicles attending Gore Branch's Festival Rally, with some even coming home with prizes for their different classes and also raffle prizes.

Our condolences go to the family of Bill Falconer who passed away in February. Bill was a very active member of our branch, and was the founder of our Wednesday Rambles. He was also on the renovation team that updated our clubroom, toilets and kitchen. Bill motored a 1952 Rover P4 75 and a 1971 Rover P6B 3500 and was also an active Rover Club member.

TARANAKI COLIN JOHNSTON

We warmly welcome new member Bill Goble who owns a Rover V8.

Taranaki's latest restoration project, a 1927 Overland Whippet C cab truck, has now been completed by Max Rutherford of

New Plymouth. Max was inspired by seeing an International truck at the Wanaka Museum and decided to build the Whippet with the C cab. He painted it in red and it really looks the part with livery of Egmont Breweries displayed on its side. The truck is now fully registered and Max has attended branch events with it.

The popular Waitara Mini Vin Tour branch annual rally was held in February. The weather held off and 25 entrants were sent off at minute intervals. The rally took us over a road that has not been used before on this event. The Kaipikiri Road is a no-exit road that winds its way uphill for quite a few kilometres and has a very good turning point at the end of the tar seal, to give wide ranging rural and coastal views as you descend. Entrants were able to enjoy this rural road as traffic is minimal. This road has been used in the past for hill climbs and still has a lot of potential for this type of activity. The rally this year was plotted with easy instructions with questions to be answered instead of silent checks. The winner was Albert Gorge driving a 1930 Ford Model A. Second place went to Danny and Sue Patterson and third was Tiddley Cox.

WAIKATO JEREMY BROOK

Our swap meet, run in conjunction with The Waikato Vintage Tractor Club was again successful.

The final branch run of the year was the Top Down Rally. Those that didn't have a roof to remove were required to keep windows and sunroofs open at all times. Luckily it didn't rain. The route encompassed fabulous rural Waikato countryside and included a stop for a free fresh blueberry ice-cream at Monovale, just out of Cambridge. Then back to the clubrooms for a festive convivial pot luck dinner.

The annual Blue Smoke and Pedals for our two-wheeled small engine devotees started our year and everyone enjoyed themselves. It's good to see club members out of holiday mood and getting active. The motorcycle section visited Ken Ashman's railway memorabilia with lunch at the Whatawhata pub beforehand. The collection contains a variety of working displays of old points and signal boxes, as well as including the latest electronic systems.

On 20 January a gymkhana was held in conjunction with the Hamilton Classic Car Club, with 20 cars turning up for the picnic and 18 entering the challenge, which I am pleased to report was won by our club. It's good to keep up the connection with the

other local club as several of our members belong to both and lead busy lives going to all the events.

Coming up in March is a branch first. A car boot sale in the car park.

WAIARAPA KEVIN BALL

Three very different events to report on this issue, collectively showing the variety of motoring conditions Wairarapa members are privileged to enjoy.

The first was the Coastal Run which took 27 cars through two coastal properties, Castlepoint and Otahome Stations, owned by club members Anders and Emily Crowfoot. Blazing heat and sparkling ocean views made this run one to remember. Four members actually took a dip. Driving conditions ranged from rough farm tracks to excellent gravel. A long and tiring day.

Event number two was our Stretched Gymkhana, held at Masterton Showgrounds. This was a hit last year, but timing and scheduling difficulties saw a greatly reduced field. Invited guests from the MG club boosted numbers. The object was to do three circuits of a lengthy figure-eight course on dry (and slippery) grass. Speed was not the objective, instead drivers were challenged to register consistent times, the most successful being the winner.

The final event was the Remembrance Rally incorporating tributes to deceased members. This year's run took entrants on two garage raids. The first was Peter and Nola Groves' property at Tinui, where the ladies had time for a cuppa and chat while the blokes pored through Peter's historic farm machinery and car collection. Getting to Tim and Sue Johnston's farm involved a little cross-country work on farm tracks, with a welcome lunch in the shade on the verandah at the end of it. Tim's toys include some immaculate Model As and his award-winning (and smoke-belching) Model A jalopy. He also has an extensive collection of number plates and motoring memorabilia. A quiz and the making of a bouquet from roadside weeds helped determine the winners, Barry and Linda Wells.

WAITEMATA IAN GOLDINGHAM

The Branch put on two major public car displays during February, this is one of the ways in which we can meaningfully engage and recruit new members. The first on Sunday 10 February was the Ellerslie Classic Car Show Concours at the



▲ South Canterbury: Peter Cooke's 1947 Mercury, at the start of the Chairman's Run.



▲ South Canterbury: Vehicles on weekend away near Staveley. John Foster's 1990 Rolls Royce Silver Shadow II, Don Cameron's 1980 Mini 1275GT, Clive Merry's 1928 Buick, Barry Barnes' 1990 Peugeot 205.

▼ South Canterbury: Members checking out Peter Grant's 1963 Ford Consul Capri 335 at Geraldine – Weekend Away.



▲ South Otago: Wednesday Ramblers from the South Otago Branch.

▼ Taranaki: The winner of the 46th Waitara Mini-Vin Tour, Albert Gorge being presented with the trophy by the organiser Colin Johnston.



▲ Taranaki: Max Rutherford with his latest restoration a 1927 Overland Whippet CCab Truck showing the Egmont Breweries logo.



▲ South Canterbury: Les Wenlock's newly acquired 1963 Riley 4/72, start of Ladies Rally.



Waikato: Branch members Bev and Peter Taylor at Napier's Art Deco.

racecourse. This is a well-established event and has been very helpful in promoting the Roycroft Trophy. Right from the beginning Kevin Andrew has been our man at Ellerslie and its success is largely due to his efforts. The line-up this year included Ryan McDonald's 1923 Chevrolet 490 racer, Harold Booth's Riley and Tony Bushell's magnificent Bristol. Topping and tailing the display were Vaughan Beesley's 1925 Hotchkiss and Stan Smith's 1928 Sunbeam 16.9hp tourer.

A month later these latter two vintages led the charge at the second display at the Auckland Brit & Euro Classic Car Show, held on the green expanse of Lloyd Elsmore Park in Pakarunga on Sunday 3 March. We were placed in the vintage section along with representatives from the Horseless Carriage Club and Auckland Veteran & Vintage Car Club of which their motorcycle section dominated. Our Waitemata display looked like a Sunbeam benefit event with no less than three splendid examples. Fortunately Terry Roycroft brought along his Bugatti Type 35 and I added the 1927 Lea Francis to break up the motoring entente! Apparently, something like 1073 cars were registered to attend, and it certainly felt like it. The show is now in its third year and is brilliantly organised, drawing a lot of local support and council funding, which can only help promote all the various one marque clubs as well as the VCC.

WELLINGTON CLAIR BENGE

The monthly Sunday Run went to the American Car Day on Sunday 3 February as did many others from the branch.

The next weekend was the British and European Car Day on 10 February, again well attended by our branch members. The Wednesday Run in the last week of January drove to Brian Ward's place in Raumati for lunch and to look at his collection of cars.

Our branch library started a data base a couple of years ago so that instead of desperately scanning the shelves for information on a make of car or more general information, our members will be able to go straight to the information on the shelves. The good news is that the section on workshop and owners manuals is almost complete, as are the magazines. There is, however, a problem as we are recipients of more books as our older members, or their families, pass on books that they are no longer using or have no space for. There is a shortage of shelves so the newly donated books are stacking up in

another room waiting for shelf space. The work will continue.

We are hoping that as more branches digitise their libraries, the contents can be accessed from all over New Zealand, and the VCC will have an incredible resource on its website for those restoring or running the older vehicles in New Zealand. A bit of hard work and technical expertise will be needed but it could happen.

WELLSFORD-WARKWORTH

CHRIS HARVEY

At our club night in February we were very fortunate to be given a talk on emergency procedures and a demonstration of CPR and defibrillator techniques by three officers of St John Ambulance Service

After weeks of hot sunny weather the tail of Cyclone Oma was threatening our Swap Meet on 23 February, but fortunately the rain cleared in time and the day was heavily overcast but not a washout. Attendance was somewhat lower than before and the threat of more rain deterred many owners from displaying their cars in the paddock alongside the stalls. This was a pity for those who came just to see the old cars as those numbers were much reduced. The selection of goods for sale was as large as ever and ranged from soft toys to a restored Ford Model T Doctor's coupe which still sports historical vehicle plates from California. After a slow start the cooks were kept busy producing bacon butties and coffees, and the clubhouse was busy with folks putting their feet up and chatting.

It is with great sadness that we record the death of Len Woodgate on 13 February. Len was not actually a member of our branch, but he was a frequent visitor and he attended many of our rallies and functions at the clubhouse. A craftsman of the highest order and a specialist coach builder, he built and restored all manner of machines from boats to cars to aircraft. He will be fondly remembered and sorely missed.

WEST COAST JUNE CAMBELL

We welcome the following new members to the Branch; Chris Hutchison who has transferred from Nelson Branch and his partner Jeanette Sandri who has joined as a joint member. They drive an Austin 7 which has been made up as a hearse but can be converted to a ute, as well as a Model A. Elspie and Les Mitchell



▲ Wairarapa: Alec O'Hara's Mini emerges from a hole in the Stretched Gymkhana course.

▼ Wairarapa - Barry Wells in the V8 Rover at the Stretched Gymkhana.



▲ Wairarapa: "Mother", the Groves' Austin 20, is the centre of attention.

▼ Waitemata: Terry Roycroft's Bugatti and Ian Goldinghams Lea Francis M type.





▲ Wairarapa: Inside Tim Johnston's museum and storage shed.



▲ Wairarapa : Cars are strung out behind the Daimler of John and Sheila Clark after a lunch stop on the Coastal Run.

▼ Wairarapa: Mike and Jane D'Alton show off their Bentley. Castlepoint Lighthouse in the background.



▲ Wairarapa: Paul Furkert aboard the 1949 Landrover.



▼ Waitemata: The Waitemata Beach Display at the Ellerslie Concours Show.



▲ West Coast: February Club Run to Ross.

▼ Waitemata: Beach Display at Brit 7 Euro Show.





Wellsford-Warkworth: 1925 Chandler.



▲ Wellsford-Warkworth: 1929 Ford roadster pick up.



Wellsford-Warkworth: Display.



▲ Wellsford-Warkworth: 1916 Briscoe.



West Coast: February Club Run to Ross

PASSING LANE

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



Mant-Old, Dulcie Joyce	Marlborough
Rodgers, Brian	Canterbury
Thomson, David	South Canterbury
Taylor, Bruce	Eastern Bay of Plenty
Woodgate, Len	North Shore
Williams, Brian	Canterbury

who own a 1937 Buick 41 sedan (ex Elspie's father, the late Athol Keown). We look forward to meeting up with you at our club events.

Our February club run was to Ross where we lunched and inspected an interesting collection of motorcycles etc. It was noted but not decided at the time whether a local Model A was pushing a Chev or due to the lack of slack in the rope, was maybe being pulled by a Chev. Time will tell.

Allan Giles, Kevin Tucker and Alistair Lee recently attended a back country run at Oxford in North Canterbury. I am told they were most impressed with the different scenery to what we are used to here, so dry and open compared to lush and green. They had a great weekend.

Allan has recently purchased a 1934 Austin 7 from over the hill somewhere. We will no doubt see it out on runs in the not too distant future.

ERRATA

Beaded Wheels incorrectly included David Roddick in our February/March 2019 Passing Lane our apologies to David, his family family and our readers for any inconvenience this has caused.

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