

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

# Beaded Wheels

No. 358 June/July 2019

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95

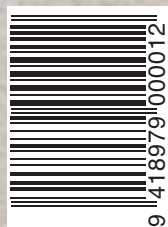


**MEGA MOTORING**  
*Rally Action From Around New Zealand*

**1966 NISSAN PRINCE SKYLINE**

**MAGNETOS**

**TRIUMPH 3HW**



**MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND**





Auckland member John Stokes has supplied this image which he thinks is of a de Dion. This photo is from a postcard, the back of which reads "Wishing you a Merry Xmas and a Happy New Year 1908 Dr Douglas and family".

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

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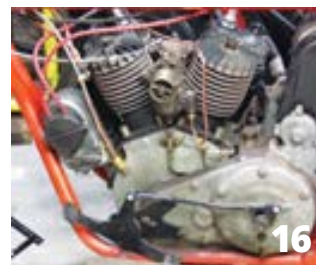
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## COVER

Mike D'Alton drives his Bentley roadster through the vineyards of Martinborough during Wairarapa Branch's the Rex Porter Memorial Rally. Jim Barr navigated, see Idle Torque page 63. Photo Kevin Ball.



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The Fédération Internationale des Véhicules Anciens (FIVA) is the worldwide organisation 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

The Executive, at their March meeting, voted to add a Code of Conduct into the Club's By-Laws. The Code has been set down after a consultative process lasting more than two years, and sets out guiding principles with regard to what is considered to be acceptable conduct and how we treat our fellow members, organisers, and elected office holders.

Branch secretaries will have a copy of the Code of Conduct, however I would like to highlight some of the main points:

- Members shall display honesty, courtesy, fairness, respect and sensitivity through their interactions with Members and others, in a manner that is mindful of the differences of opinion that may arise.
- Members shall adopt behaviours that are free from harassment, intimidation, exploitation or discrimination.
- Members shall recognise and acknowledge the contributions, experience, skills and endeavours of others, many of whom may, for the time being, be serving in elected or appointed roles or offices.

The Club's Disciplinary Procedure may be invoked for a breach of the Code of Conduct, if this is considered warranted, based on the circumstances, nature and implications of the breach. I acknowledge the work that Tony Bartlett has put into the document.

Speed Steward Tony Haycock, Registrar Rod Brayshaw and I attended a meeting of Motorsport New Zealand's Historic Commission in April. It is apparent that the Commission and the VCC are grappling with many of the same issues. It was very pleasing to note that the relationship between our two organisations is very cordial and collaborative.

Geoff and I attended the 2019 South Island Easter Rally based in Ashburton. As mentioned in my previous column South Island Easter Rallies seem to buck the trend of diminishing entries. The event was very relaxed and informal, the local branch members were very welcoming and friendly and there definitely was not a lot of traffic on the roads (except for getting to and from the event). Because there were no silent checks, straight line navigation or questions, we enjoyed being able to look at the scenery. The only competitive element

was a timed section. After lunch entrants were free to depart at their own time to various places of interest that had been arranged by the organisers. What struck me was that everyone stayed at the lunch break for a couple of hours before moving off, taking the chance to look at the vehicles and have a chat to their fellow entrants.

I know that some of our members enjoy the competitive side of rallies, and in the past it was considered obligatory that Easter Rallies had a very competitive element to them. However it is clear to me that the majority of our members are now less interested in participating in difficult and over-structured rallies.

As President, I hear and read all the time about decisions that "that lot in Christchurch" have made. Firstly, although our National Office is in Christchurch, members of the Management Committee do not necessarily live in Christchurch. In fact currently six live in the North Island. Secondly, and most importantly, the Management Committee are not the ones that make the decisions that set down the rules, guidelines and direction of the Club. It is the Executive (made up of a

delegate from every branch) and directions by members either by vote or at the AGM that govern the running of the Club. The Management Committee's role is to carry out the directives of the Executive and undertake the day-to-day running of the Club.

The position of Branch Delegate is therefore one of the most important roles in the Club. They are a conduit between their branch and the Executive and it is their responsibility to promote feedback to members of discussions and decisions made at the meetings. I believe that a lot of the "mis-information" that crops up, could be considerably reduced if all delegates carry out their responsibility to make accurate and meaningful reports back to their branches.

Every few years the question comes up about why the National AGM is not held in just a couple of locations which are easy to get to. Any branch is able to bid to host the AGM which gives them the opportunity to publicise themselves and their locality to delegates and members from all over the country. Small branches have much to offer and their size or geographical isolation should not deter them from hosting

## AS WE SEE IT

I often get feedback from readers about *Beaded Wheels* content and, thankfully, most of it is very positive. One section that I know works well for VCCNZ members is the Marketplace. Cars and parts for sale or wanted are being exchanged between members on a regular basis. Many members tell me that this section of *Beaded Wheels* is their favourite, and is the first section they turn to upon receiving their copy in the post. Furthermore, advertising is free to members so remember

to make use of this facility. Free advertising is limited to one free advertisement per member per issue.

The number of electric vehicles on the road is increasing. In the past five years the number in New Zealand has skyrocketed from just 192 in January 2013 to 9,241 in July 2018. But – problems are starting to appear. I read in *The Australian* recently about a situation in an affluent area of Melbourne where there are six Tesla cars in one street. When they all try to charge

their batteries at the same time the power goes out in the street because the grid fails. Sometimes it fails when only three or four of them try to charge at the same time.

We are not too far behind. This is from the 2018 Annual Report from Vector, New Zealand's largest distributor of electricity and gas, talking about chargers for electric vehicles. "Next generation EVs will have bigger batteries, which will mean longer charges. By today's standards, one slow EV charger (7kW)

adds the equivalent of 2.8 houses to the grid. Every fast charger (22kW) adds 8.8 houses and a rapid charger (50kW) adds 20 houses. This level of demand is expected to put unprecedented pressure on the network, which will ultimately require significant technology upgrades."

In a similar vein I recently heard that Ford are pulling back from their autonomous (driverless) car research and experiments. Seems like that's not going to happen for a while.





a National AGM. It has been my experience that hosting an AGM brings home to local members that they are part of a national organisation, not just their own branch. They gain an appreciation of the extent and complexity of the tasks members of the Management Committee (and other office holders) do on behalf of the Club.

This year the AGM will be held in Greymouth on Saturday 17 August. It is your chance to raise your concerns and participate. I urge members, particularly those that live in the surrounding areas, to attend.

The Club's accounts for the last financial year will be mailed out to all members late June. Once again they record a healthy surplus which is indicative of the careful management of the Club's funds by the Management Committee.



**Diane Quarrie**  
VCCNZ  
National  
President

Changes are coming, and we cannot ignore them, but I think we will still be out and about in our internal combustion powered club eligible vehicles for a while yet.



**Kevin Clarkson**  
Chairman  
Beaded Wheels

## NATIONAL EVENTS

### August

- 17 National AGM hosted by West Coast Branch
- 25 Daffodil Day Rallies around New Zealand

### October

- 18-20 National Veteran Rally hosted by South Canterbury Branch

## 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
- 2 Wellington Sunday Run
- 5 Hawke's Bay Mid Week Run
- 6 Sth Canty AGM
- 6 Waitemata AGM
- 8 Gore End of Season Run
- 9 Marlborough Awatere Valley Run
- 9 Northland AGM
- 9 West Coast AGM
- 10 Wairarapa AGM
- 11 Gore AGM
- 12 Central Otago AGM
- 12 Hawke's Bay AGM
- 12 North Otago AGM
- 12 North Shore AGM
- 12 Waikato AGM
- 13 Bay of Plenty AGM
- 13 Gore Annual Dinner & Trophy Night
- 13 Nelson Quiz Night
- 13 Sth Canty Mid Week Run
- 14 Wairarapa Winter Wander
- 15 Banks Peninsula Night Trial
- 16 Hawke's Bay Club Run
- 16 Marlborough M/C Annual Garage Ride
- 16 Nelson AGM
- 16 Otago AGM & Pot Luck Lunch
- 16 Rotorua Run & Prizegiving
- 16 West Coast Rosco Trials
- 18 Ctrl Hawke's Bay AGM
- 18 Wellington AGM
- 18 West Coast Morning tea Shantytown
- 19 Auckland Mid Week Tourers
- 19 Gisborne AGM
- 19 Waikato Wednesday Wander
- 20 Ashburton AGM
- 20 Gisborne AGM
- 22 E Bay of Plenty Club Run
- 22 Manawatu Night Trial
- 22 Nelson Midwinter Christmas Dinner
- 22 Sth Canty Night Trial
- 23 Canterbury AGM
- 23 Marlborough Annual Dinner & Prize Giving
- 23 Taupo Brass Monkey
- 23 Waikato Club Run
- 23 Wellington Colonial Cup Rally
- 26 Wellington Mid Week Run
- 27 Otago Midweek Run
- 27 Rotorua Midweekers Run

- 27 Auckland AGM
- 29 Far North Molloy Trophy Rally
- 29 Manawatu Sunday Run
- 30 Auckland/North Shore Combined Rally
- 30 Gisborne Club Run

## JULY

- 6-7 Wellsford/Wkwith Winter Woollies Weekend
- 7 Wellington Sunday Run
- 7 Wairarapa Gravel Road Challenge
- 13 Waitemata R/Oil Can
- 14 Horowhenua Night Owl Rally
- 14 Marl/Nelson/ West Coast Combined Snow run to St Arnaud
- 14 Rotorua Swap Meet
- 16 West Coast Morning Tea Shantytown
- 17 Auckland Mid Week Tourers
- 17 Waikato Wednesday Wander
- 17-18 Central Otago Combined Rally
- 21 Banks Peninsula Balcairn Trial
- 21 E Bay of Plenty Club Run
- 21 Marlborough M/C Annual Mid Winter Ride
- 21 Waikato Wednesday Wander
- 21 Wellington Remembrance Rally /Social Country Run
- 25 Otago Midweek Run
- 25 Waikato Club Run
- 26 Otago Midweek Run
- 27 Gisborne Annual dinner
- 28 Gisborne Navigators' Run
- 28 Canterbury Winter Run
- 31 Wellington Mid Week Run
- 31 Banks Peninsula Brooklands at Levels

## AUGUST

- 4 Wellington Sunday Run
- 10 Ashburton Garage Raid
- 16-17 West Coast National AGM
- 17 Rotorua Midweekers Run
- 18 Marlborough Events Trial and Mud Plug
- 20 West Coast Morning Tea Shantytown
- 25 National Daffodil Rally - check your branch for local event details.
- 28 Wellington Mid Week Run
- 29 Otago Midweek Run

## SEPTEMBER

- 7 Waimate Swap Meet
- 8 Wairarapa Winter Wander
- 14 Canterbury Awards Dinner
- 14 Manawatu Vintage Rally
- 22 West Coast Club Run
- 24-9 Auckland North Cape to Bluff Tour

This column is compiled from the VCCNZ National Calendar of Events, and 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](http://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.

## JOHN L GODDARD TROPHY

A call for nominations was made in the last issue of *Beaded Wheels* and nominations are due to close on the 12 July. Is there someone you would like to nominate?

## CLUB WEBSITE

Remember we have a website. [www.vcc.org.nz](http://www.vcc.org.nz)

You can obtain the latest information on Club Discounts for the Cook Strait ferries, and download forms for Vehicle Identity Cards, Historic Race Licenses, VCC Membership, *Beaded Wheels* Subscriptions to name a few. A copy of the Branch Manual and Vehicle Identification Folder are also available.

## 100 YEAR VEHICLE BADGES

The Club has 100-year vehicle badges which are available for purchase at \$50 each. They are only for vehicles that are 100 years old and have a valid VCC ID Card approving the vehicle's age as more than 100 years since the date of manufacture. For further details, please refer to the Branch Manual, section 40G, or contact the National Office.

## 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.

## DISCOUNTS ON INTERISLANDER AND BLUEBRIDGE FERRIES

All financial members of the VCC can obtain a discount with Interisland and Blue Bridge. You must show your membership card. Full information on how to book is on the Club's website

[www.vcc.org.nz](http://www.vcc.org.nz) or can be obtained from your Branch Secretary. When booking with the Interislander, you must book through the Group Bookings option. The codes are: INTERISLANDER – WH5465 and BLUE BRIDGE – ANTIQUECAR

## 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

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

## VCC ID CARDS RENEWALS

Please note that all VCC Identity Cards (VIC) have an expiry date. This expiry is upon change of



## VCC SPEED EVENTS

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

ownership or 10 years from the issue date. A renewal form personalised for each VIC is distributed by the National Office to current financial members approximately three months before expiration.

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

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

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

## 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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**Julie Cairns-Gee**  
National Office  
Manager





# 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.

## HARLEY REGISTRATION CERTIFICATE

While recently sorting my wife's deceased uncle's property we discovered an original Certificate of Registration for a 1945 Harley-Davidson. If any reader recognises the engine number 26T-732 they are welcome to it. Hopefully the motorbike is still around as it would be good to connect the rightful owner with the papers.

Original owner: Arthur Desmond Carter

2nd owner: Cyril James Lamb

3rd owner: Robert Eunis Roche

**Bob Oswald**

email [bev.os@xtra.co.nz](mailto:bev.os@xtra.co.nz)

## FIAT HISTORY ENQUIRY

I recently bought a Fiat 501 from Hans Compter who delivered it to me here in the UK earlier this year. He bought it about 2010 from a Eugene McNeill in New Zealand. It had apparently been stored under cover for the previous 30 years in a semi assembled state having had a small amount of restoration work undertaken before being left untouched until it came into his possession.

The car has chassis number 1322386, engine number 1130749 and an authenticity statement No VV3727PR issued by The Historic Vehicle Authority

of New Zealand in 2015, but the unusual feature of the car is the remaining bodywork. It was found with only the front half of the body intact with the rear missing and, as can be seen from the enclosed photo the front two seater tub has a loop across the car behind the front seats. It was at first thought this was a two seater but inspection revealed rear door hinge cut outs in the rear of the wood frame supporting the loop indicating a four seater body. I have so far been unable to find any other body with a front compartment like this and it has been suggested it was one of the many 501s imported into New Zealand as a rolling chassis and bodied locally.

It is my intention to restore the car to the original design and I wondered if you had a section in *Beaded Wheels* devoted to this type of query which might jog the memory of one of your members familiar with the type of local bodies fitted to Fiat 501s in the 1920s.

Any leads or suggestions would be most welcome.

**John Hebard**  
Ramsnest Cottage  
Petworth Road, Chiddingfold,  
Surrey, GU8 4ST, UK.  
0044 780 595 6393  
[johnhebard012@gmail.com](mailto:johnhebard012@gmail.com)



Hebard Fiat

## NATIONAL RALLIES

In the April/May issue of *Beaded Wheels*, Joseph McClintock wrote about National Motorcycle Rallies and commented on the "stupid" ruling that no national rallies would be held in the year of an international rally.

Our international rallies are the biggest events the VCC organise, thus the risks, including financial, are also the greatest. Success of these events particularly financially, is dependant on good planning and attendance from our members.

The ruling that no national rallies would be held in the year of an international rally was introduced in the early 2000s with the intention to encourage good support from our members and not to detract from the importance of an international event. I think most members would think that this was a sensible commercial decision.

Fast forward to the conception of the 2021 Vero International Festival of Motoring and one of the topics discussed was the lack of motorcycle participation

at previous international rallies. Right from the very first meeting, attended by the Management Committee, myself and some key members of the Taranaki Branch, it was decided that a National Motorcycle rally would be held in conjunction with the International event to encourage motorcyclists to participate.

As the event planning evolved there were a number of things that became apparent:

- we wanted to encourage the participation of two particular categories of vehicles, these being motorcycles and veteran vehicles
- from an earlier survey results showed there was a definite desire for relaxed motoring
- the survey also indicated a shorter event was wanted, so a reduction from two weeks to one week was decided
- there needed to be some sort of optional competitive element.

So how do we mould this into one event. Well, with a lot of

# 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*.



thought. The decision was made that Monday, Wednesday, Thursday and Friday would be relaxed, carefree motoring and sightseeing.

This left Tuesday free to look towards an innovative approach for an international event. We decided on National Rally days, competitive and optional for all VCC members, and allowing entrants to enter a different vehicle for this day; ie, you could take part in the National Motorcycle Rally and enter a car in events for the rest of the week if you wanted to. All of these rallies are to be plotted to suit each group and plotted by people familiar with the specific requirements of these groups.

We thought we were onto a winning idea.

However, up until the executive meeting in March this year there had been no bid for the next National Motorcycle Rally.

Between the National Motorcycle Rally in February and the March Executive meeting there was obviously a strong lobby group in action to get the ruling changed to allow a National Motorcycle Rally to take place in February 2021, less than one month after National Rallies at the Vero International Festival of Motoring.

This resulted in a discussion at the Executive Meeting where the Executive of the club, not the Management Committee, voted for a change.

In my position as VCC Management representative on the Festival Committee and as a former National President, I find this to be quite a sad situation, and recognise that while the one day event for motorcycles we were planning may have been different from the traditional motorcycle rally, I wonder if the motorcyclists could have planned an after rally tour and still participated in most of the things they usually do with their events as well as being part of the VCC's major event?

The end result is that because this group decided to organise

their own National Rally one month later, it would be rather odd to have another National Motorcycle Rally as part of the Vero International Festival of motoring, so we will unfortunately not be offering one. However, motorcycles will still be welcome at the Festival and will be able to compete in the national rallies in their respective other classes. ie vintage, veteran, pww.

On another note, I joined the VCC as a motorcycle owner in 1972 and only sold my last bike about eight years ago, so I do understand the needs of motorcyclists (or so I thought).

**Greg Terrill**

### CHRYSLER HISTORY

What an excellent magazine and great articles. I wear the print off each copy.

I am a member and seeking some help regarding a 1924 Chrysler 6 car that I own. I would welcome making contact with anyone who may have one of these cars and would welcome some assistance in getting this car back to its original former glory.

Keep up the good work.

**Dave Kendall**  
Member Central Otago  
dave@qttrading.co.nz  
Ph 0223 156 001

### HUDSON INFORMATION

Last year I brought a 1927 Hudson Super Six roadster, as pictured.

Unfortunately before I took delivery of the car all the historic paperwork relating to it and its history was removed from the car. It now appears to be unrecoverable.

What I do know is that the car was owned by one Hugh Mountford, and was sold to the previous owner by his estate after he passed away about ten years ago.

Apparently this is the only 1927 Hudson Super Six roadster to ever come to New Zealand.

I would be interested to speak



Hudson Super Six roadster.

with anyone who has knowledge of this car and its History.

If you can help please contact the writer.

**Trevor Johnson**  
55 Ellesmere street  
Ravensbourne, Dunedin 9022  
Ph 03 4710632  
trevor.dot.johnson@xtra.co.nz

### WHERE IS THE VAUXHALL NOW?

Many years ago now (probably about in 2004, but that's only a guess) I sold a very rare Vauxhall. The 1958-59 Vauxhall Cresta is a 3-piece rear window model. From 1960 to 1963 (NZ) the rear window was a one-piece item extending around the corner to the rear doors. (The 3-piece was a copy of the American Dodge of about the same vintage I think).\*

I sold this 1958 PA Velox to a gentleman from the Nelson-Richmond-Motueka area, if my memory serves me correctly. The body was quite rusty, but certainly repairable. The colour was light blue, as some of them were from new, with I think, a white roof.

The buyer picked it up from Amberley, where it was stored on a farm at the time and trailed it up to the top of the South Island. That's the last I saw of this rare Vauxhall. My request to readers is can anybody help me locate the vehicle please? Has it been restored or was it wrecked for parts? I hope not. Of course it may not necessarily be in the same district. My buyer may have considered the body a bridge-too-far for him to undertake, the consequence being he may have passed it on. This was 15 or so years ago, so I am naturally curious and interested as to what happened to it

after the car left my ownership. I hope it's fully restored and giving a family a lot of pleasure in the Vintage Car Club and/or the Vauxhall Owners Club.

**Trevor Stanley-Joblin**  
Amberley  
stancar\_nzcc@hotmail.com

### ED NOTE \*3 piece rear window

The three piece rear window was a one-year-only feature of the 1957 models from the Buick and Oldsmobile divisions of General Motors in the USA. Vauxhall, being the UK GM partner chose to use the idea for the new P series Velox and Cresta models due for introduction at the London Motor Show in late 1957. It remained a Vauxhall feature until the restyle for the 1960 model year.

### REPLICA BUGATTI

After seeing the picture of the replica Bugatti in *Beaded Wheels* Feb-March it surely deserves an article about its creation.

An intriguing aspect of the original Bugatti, as told to me by an engineer/mechanic, is that all are unique. There are no two the same. I wonder if there are any other makes (perhaps some that went into liquidation) that could claim the same not just limited editions.

One aspect that interests me as to brand new ones, badged as Bugattis, is whether they also will be copied in years to come.

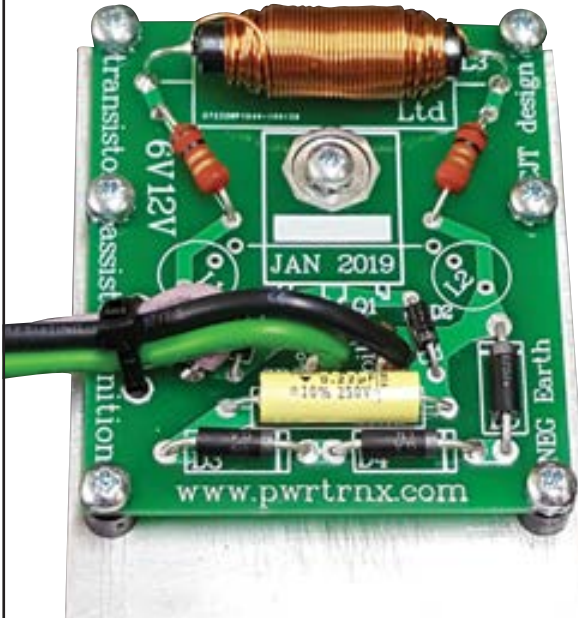
By saying that I do not suggest in anyway that they are not good cars. They would surely have to be to carry the name Bugatti. Long may the legend continue.

**Ken Braddon**



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# TIMELINES



Rod Simpson's 1969 Mini Cooper S pictured at the 2012 Trig Road North Waihi Hill Climb.

PHOTO: CAROLIE LINDSAY

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

## 100 YEARS AGO JUNE JULY 1919

Ever ambitious, Andre Citroën rattled established French makers with his new 10hp Type A. Critics panned the car for not being a four-seater and Citroën not making 100 a day. Little did they know Citroën was trying to sell General Motors his company.

His deal fell through but imagine a world without Tractions, 2CVs, DS and the other great wearers of the double chevron emblem.

## 50 YEARS AGO JUNE JULY 1969

After 79 years Riley met its end. Bereft of imagination British Leyland announced in *The Times* of July 9th 1969 they "will stop making Riley cars from today." The end. But did the marque – touted as being "As old as the industry, as modern as the hour", makers of the great 9hp Monaco saloon and winners of goodness knows how many races, really end when Lord Nuffield took over in 1938? Or was it when the 1953 Riley Pathfinder was re-introduced with the Wolseley 6/90 motor in place of the 2.5 litre high cam motor?



Graeme Rice

## 75 YEARS AGO JUNE JULY 1944

By 1944 the last Excelsior Welbike, the airborne single cylinder 98cc paratroopers' motor scooter, was seeing action on some Normandy beaches. It was being phased out in favour of Royal Enfield's WD/RE – the Flying Flea, easily transported in the larger gliders. British makers saw its potential in an austere postwar world. Once civilised it was called the Corgi in England. It was manufactured by Brockhouse Engineering with some 27,000 being made. Many of them were sold in the US between 1947 and 1954 branded as Indian Papooses (the Indian Sales Corp was owned by Brockhouse at this time). They also saw action with the US Air Force as airfield transport in Korea.

## 30 YEARS AGO JUNE JULY 1989

To celebrate the MINI'S 30th birthday, *Which Car* pitted the Issigonis masterpiece against ten 1989 1 litre super-minis. Challenging the 1960s icon were – the Citroën AX, Fiat Uno, Ford Fiesta, Hyundai Pony, Metro City, Peugeot 205, Renault 5 Campus, Vauxhall Nova, VW Polo Fox and Yugo GSA GLX. The Mini was summed up as having much that attracts buyers. Cheap, manoeuvrable, easy to park, suited to the city. That's kept the car going for 30 years despite any real mechanical change.

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## Did you know ...

The VCC is a founding member of the NZ Federation of Motoring Clubs and is the second largest Club in their group? The Vintage Car Club have a Management Committee member who sits on the New Zealand Federation Executive and is their current Vice President.

# AWARDS

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

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# THE WAY WE WERE

In our last issue, I told of Jack Adam's work on Trials and Rally marking and one of its trial runs on a West Canterbury Rally to Springfield. At the same time as this more or less traditional event was being planned, thought was also being given to the possibility of running a typical UK style of trial that no one in New Zealand had thus far contemplated.

This comprises a series of seriously difficult test sections, usually accompanied by surfaces offering a minimum of traction. Obviously a mid-winter exercise. We really got carried away with finding and testing suitable terrain and connecting routes, and in June we duly set forth with a good entry of vintage and of invited Canterbury Car Club characters. Unfortunately there had been

## ERRATA



*Beaded Wheels* editorial committee wish to apologise to Mollie and Andrew Anderson and the late Molly Redmond (nee Jackson) for an error published in our April/May issue. Mollie Sharpe, carefully noted as a Dunedin girl in an earlier issue, became Andrew's wife and integral part of the Vintage Car Club. Our sincerest apologies to all those concerned for this error.



## CHALLENGE MUD PLUG

JULY 1950

▲ Charlie Stanton in Maurice's BSA.

no rain for yonks and mud was singularly lacking, but the trusty chassis smashing sections of Worsleys Road and the old Motukarara Coach Road (that had required a large pick and shovel working bee the previous weekend to render marginal at all) proved most enjoyable and challenging to everyone, and the whole entry passed the Teddington Hotel en route to the final section in Allandale Valley with no one stopping.

No sooner was this event concluded than we received a letter from the Canterbury Car Club issuing a challenge to the VCC to compete in a Mud Plug trial of the type just concluded. In response we suggested some changes to their proposed "Rules of Engagement" in light of our experiences in organising such an event, and, on these being duly accepted, our 3 August meeting nominated our team; Team Captain, Frank Blandford in OM as seen in last article and with modern tyres, Frank invested in a set of second hand ones fitted with lugs by a local retreader. Bob Blackburn equipped the 4½ Bentley with

a set of chains, and Charlie Stanton equipped Maurice's BSA with reversed lugs too. Gigs Alexander with an Austin 7 Swallow sports also sported chains but Tony Bruges showed up with the 30/98 Vauxhall with absolutely nothing and the car that should have been our star turn didn't manage to complete a single section. Your's truly was passenger and ballast to Gigs in the Austin and thus faired about as well as Charlie in the photo, and my appreciation of Mr Austin's wee peoples car is on a par with that oft expressed by Michael Williams.

Canterbury Car Club fielded Ian Archibald with a Bradford, Fred Sharman with a Ford Special, A McDonald in a Hudson, Lou Kerse with a Chrysler and N Compton with a Ford V8. The week prior had seen winter weather and mud everywhere and we all had our work cut out for us and battled manfully with mainly flat farmyard sections and stream crossings as shown. It was a very strong effort by everyone but the Car Club came out winners.

The caption says July but that was the date of the acceptance of the challenge and actual running was well into August. Charlie had, of course, a navigator/ ballast in the person of Dunc Purse, Rob Shand's future brother-in-law and a printer to have tremendous influence on our future magazine, *Beaded Wheels*.

Page 22 of our Club history "50 Years" has a really evocative photo of Charlie and Dunc literally plastered with mud.



**ANDREW ANDERSON**  
VCCNZ FOUNDING MEMBER







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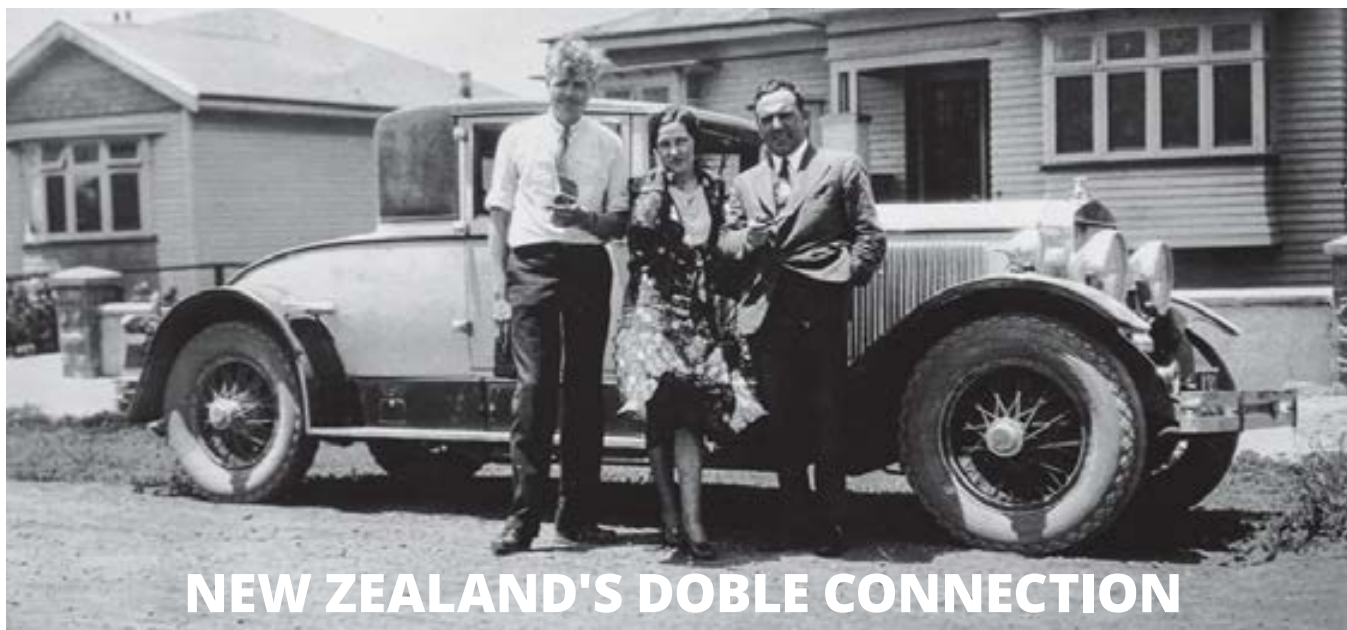
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## NEW ZEALAND'S DOBLE CONNECTION

# HH *Steam* STEWART

Words and photos John Stewart

I wish to commend Barry Birchall for his research on A&G Price's involvement in the production of Doble Steam Buses in Thames (BW 357). An interesting article on what is a remarkable episode in New Zealand motoring history, but only a fraction of the full story.

My father, H H *Steam* Stewart (HHS) was responsible for introducing Abner Doble to A&G Price and I have the original contract document where Doble Steam Motors of Emeryville, California contracted to pay HHS US\$3600 to arrange a meeting and effect the introduction of the parties. Barry implies some doubt about this but I can assure him the information is correct. My father met Abner in Detroit and later in Los Angeles and Dad's enthusiasm persuaded Abner to investigate the possibilities of producing steam busses in New Zealand. Otherwise why would he have come? Before meeting HHS. Doble probably didn't know New Zealand existed.

From the early 1900s my father became obsessed with the potential of steam for motor vehicle propulsion. In 1919 he travelled to USA and secured the

Stanley Steam Car agency for Australasia.

He imported about 12 cars to New Zealand but did not pursue the Australian market. He made a further five trips to USA and the UK in the '20s and '30s and made contact with virtually every manufacturer of steam cars in the USA and Canada.

In 1924 HHS worked for three months at the refinanced Stanley factory as a design consultant on the SV 252, the last model Stanley ever built. He was highly critical of some of the new design features of the SV 252 but in most cases was unable to influence the Stanley people and as we now know the SV 252 was the worst Stanley model ever built. When the Stanley operation finally folded a year or so later he travelled twice to USA within a short period in order to investigate other steam car manufacturers. He also looked at steam busses and inspected and travelled on a double decker Doble bus operated by the Detroit Motor Bus Company. As a result he met Abner Doble and struck up a good relationship which lasted for many years. When Abner Doble and his girlfriend Alene



▲ HH Stewart posing with Doble E 13 Matai Rd Greenlane.  
▼ Stanley SV252 Prototype Chassis as worked on by HHS 1924.



came to New Zealand in order to exploit the contract which had been signed with A&G Price they stayed with us in Matai Road, Greenlane for a few days until Abner rented a house in Ladies Mile, Ellerslie. This became his Auckland base for the

months he was involved in the manufacture of the first bus. He travelled between Auckland and Thames in E24 his Doble coupe which he had brought with him.



◀ Abner Doble, Alene his girlfriend, and HHS outside 24 Matai Rd. Greenlane with Doble E24.

About five years ago I was contacted by one Dr Donald Hoke PhD of Dallas Texas. He was doing research for a proposed book about the history of Stanley steam cars in the USA. He came across an article I had written many years previously for a steam car club in Los Angeles about my father's involvement with Stanley. After about 45 minutes on the phone he clearly became quite excited at having made contact with the son of a person who had had so much involvement with Stanley. We corresponded by email for some time until he finally announced he was going to abandon the book on Stanley USA and instead write a book on HHS's Stanley history. A couple of months later he and his wife made the first of two trips to New Zealand

in order to do more in depth research for the book. I was able to send him home with a very large suitcase stuffed full of original Stanley and Doble documents from my father's involvement with the two companies. Donald is the most incredible researcher I have ever met. He will not take anything for granted, and insisted on documentary evidence of every claim I made. On his second visit he investigated shipping records and newspaper articles in order to accurately record the departure and return dates for every trip dad made overseas. Just one example of his attention to detail. His research and producing the first draft of the book took approximately four years. A further year was spent in finalising the copy and getting the book into print.

The book *Hector Halhead ("Steam") Stewart. The History of Stanley Steam Cars in New*



▲ E13 on Muruwai Beach circa 1931/1932 John Stewart in shot at right front.

*Zealand and More* was finally published a year or so ago.

The volume consist of 636 pages of which 110 pages are devoted to the Doble/Price story in amazing detail with many references from Doble's diaries of his correspondence with HHS regarding progress and problems with bus manufacture in Thames. It includes a huge number of illustrations, both black and white and colour, the majority of which have not previously been published. The book won the Award of Excellence, First Place in Division

One of the National Association of Automobile Museum's annual competition.

Now, you may well ask, how do I get a copy? Donald is in negotiations to print the book in New Zealand (saving \$75 air freight for one copy). If any reader wishes to record their interest with me on joma2@xtra.co.nz I will keep you informed of progress with the plan. It is a publication that no enthusiast for the motoring history of New Zealand can be without.

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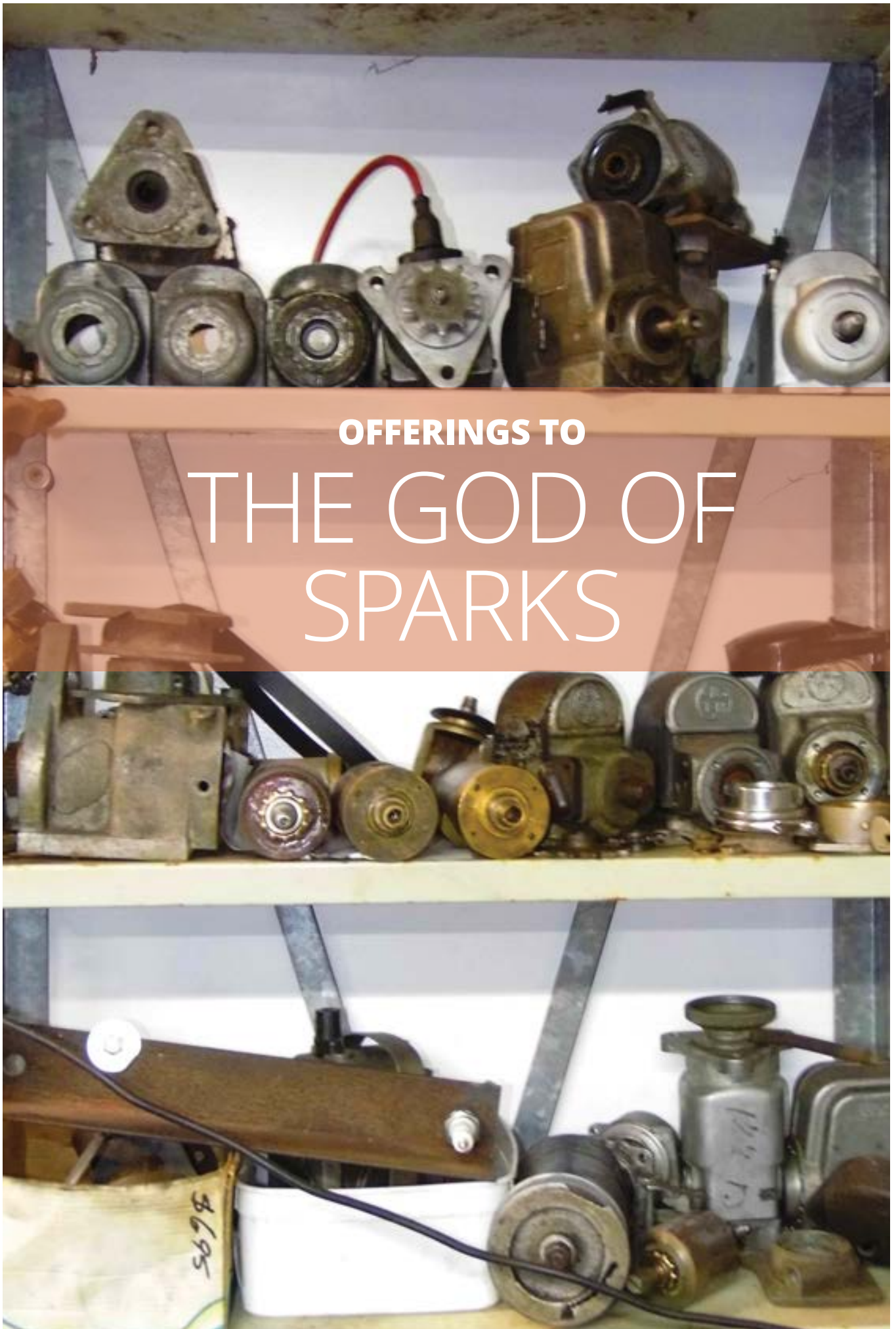
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Words and photos  
Stuart Francis

At the start of most motorcycle rallies there is a select group of riders trying to coax a spark from their machine's reluctant magneto. Having been there a few times myself I empathised with them. The endless kicking, running and bumping, or being pushed, resulting in a couple of tantalising ignitions, whilst the pints of sweat pour down the inside of your waterproofs, can test the patience of anybody. There are also more subtle problems that might indicate a weak spark; the bike feels like it is running out of petrol (but isn't), misfires on wide throttle openings, hesitates on sharp throttle openings or refuses to start when hot.

There are four main types of motorcycle magnetos:

**fixed magnet, fixed HT coil and switched magnetic field**  
(eg: Dixie or Splitdorf)

**fixed magnet and rotating HT coil**  
(eg. BTH or Lucas)

**rotating magnet and fixed HT coil**  
(eg. Lucas SR or PAL)

**rotating magnet and fixed separate HT coil**  
(Energy Transfer Systems)

However they all rely on a coil of wire moving through a magnetic field producing an electrical current, the stronger the magnetic field or the faster the coil moves through the magnetic field, the bigger the current, the bigger the eventual spark. I will not go into the detailed theory of how a magneto works, it would bore most people.

Motorcycle magnetos produce relatively low voltage and current sparks (12 to 18 thousand volts) compared to a good coil ignition system (20 to 30 thousand volts) or some modern car systems that produce very high voltages and currents (50 thousand volts). High currents and voltages are very useful for burning off spark plug deposits and igniting weak mixtures.

Motorcycle magnetos have another handicap. When being kicked over the coils pass through the magnetic field at a relatively slow speed, producing a low initial current. So to produce a spark at slow speed the magneto must be in good condition. The following are some hints and tips, learnt from bitter experience, that might help restore the performance of your wilting magneto, or just get you home.

### SPARK PLUGS

There are two main issues with modern spark plugs, firstly they come with the gap set for modern ignition systems, usually at around 35 thou, and secondly they can come with built in suppressors (see below). The recommended spark plug gaps for most magnetos (when new), were between 20 to 25 thou. The gap can be closed down even further if you are having problems (I once ran a 10 thou spark plug gap for several weeks on a particularly tired magneto). If you are stuck without a feeler gauge the thickness of your thumbnail is a good start point.

### SUPPRESSOR CAPS

Most motorcycle magnetos were not designed to run with suppressors. Spark plug, or plug cap, suppressors are carbon resistors which reduce voltage and current at the spark plug gap, throw them away.



▲ Lucas manual advance and retard cable

### HT LEAD

Always, always use solid copper HT lead, preferably with the two layers of insulation. Some modern HT leads have a carbon string like core that acts as a suppressor. These can kill a magneto spark stone dead. Have a good look at the routing of the HT cable for rubbing or touching hot bits. I once finished up stranded in the central reservation of a busy British motorway after a HT lead had melted on a cylinder head fin.

### HT LEAD CONNECTIONS

Lucas, amongst others, used threaded plastic sleeves and an unusual split copper washer to connect the HT lead to the pickup. A rubber boot covers the HT lead and pickup, with a similar arrangement at the spark plug cap. Over time the rubber boots start cracking or go missing, allowing oil and water to accumulate in the pickup, killing the spark. Vibration can also cause the copper wire to work harden, fatigue and break.

### HT PICK-UPS

I could write a whole article just on the fun I have had with HT pick-ups, but the problems usually fall into three main areas: tracking, contamination and brushes. Over time the hard plastic pick-up bodies can develop small cracks which allow the sparks to leak to the nearest metal fitting, usually the retaining clip or screw. The nose of the pick-up gradually accumulates carbon dust and oil creating a conductive mixture. This can be particularly bad on flange mounted magnetos when their oil seals begin to wear. Give the pick-ups a good clean with brake cleaner. Check that the brush actually slides up and down in the holder. Mis-sized pattern brushes can stick and debris can cause stiction.

### SLIP RINGS

Suffer from tracking and contamination, but have a couple of unique problems; damage and wear. It is not unusual to see chunks of plastic missing from the edge of the slip ring, caused by the safety screw(s) not being removed before the magneto was taken apart. The damage can usually be repaired with araldite or a new slip ring fitted. There are two types of wear, electrical erosion (a small dip in the conductor) or rubbing wear caused by the brush or brush holder nose (if the brush holder fibre washer has not been fitted) both can usually be polished out with emery cloth on a lathe. Always give it a good clean with brake cleaner.

### CONTACT BREAKERS AND CAM RINGS

Contact breaker points must be clean flat and square to each other, just running a bit of emery between the points is not good enough. Dress them properly (I use an old diamond faced nail file) and it will make a lot of difference. Check that all the insulating washers are there, and the contact breaker spring is not touching the cam ring at any point. Check that the contact breaker assembly is sitting squarely in the end of the rotor, the alignment tang is in the armature slot and the end bolt is tight. Cam rings on twin cylinder bikes can wear unevenly, producing significant changes to the firing points. Always check the fully advanced position on both cylinders and the points gap is the same for both cylinders. I once built a twin cylinder magdyno for a Scott from bits I had lying around. Although it produced a good spark the engine never felt right. A check



▲ (L to R) Magnetos - BTH Flange mounted, Lucas SR1, early BTH twin. Lucas facecam. (Front row LtoR) Advance and Retard units - BTH and Lucas.



▲ Lucas Magdyno



▲ Face cam and advance and retard actuator



▲ Harley-Davidson Fairbanks magneto



▲ HT pickup



▲ Testing a Splitdorf on the lathe

revealed a 20 degree difference between the two firing points.

### MAGNETS

These gradually lose their magnetic strength. This is a very slow process that reduces the size of the spark. Older horseshoe magnets are most affected, but it happens to them all eventually. If your magneto has not been re-magnetised in the last 25 years, it is about time to do it. Magnets also gradually lose their magnetic strength as they get hotter. Always fit a keeper plate across the poles of the magnet if it is removed or the armature is removed.

### BEARINGS

Magneto bearing wear can have an insidious affect on performance. Any end float on the angular contact magneto bearings results in side play, both of which can affect contact breaker opening. At slow speed there is a perceptible time for the contract breakers to fully open, any delay due to wear slows this process and weakens the spark (a very real problem with face cam contact breakers). Most magnetos have thin shims which can be removed to correct end-float. Make sure the paper insulators the bearings sit in have not broken up or disappeared.

### CAPACITORS

Are fitted to increase spark voltage and eliminate sparking at the points. A small amount of sparking at the points is not unusual but continuous sparking usually means the capacitor needs replacing. Capacitors can be susceptible to heat. If the spark disappears when the magneto is hot it is possibly the capacitor. Rotating coil magnetos invariably have a capacitor buried in the armature. They are a pig to get at and are best replaced by an expert.

### EARTHING BRUSHES

All rotating coil magnetos are fitted with an earth brush or contact. They are usually in a separate spring loaded holder (Lucas), or hidden at the back of

the contact breaker plate (BTH). Make sure they are there and can move in their holders and give them a good clean.

### V TWINS

These are always a compromise, usually producing a strong spark to one cylinder and a weaker one to the other. Not much you can do about it unless you can change the laws of physics or adopt the racing JAP approach of fitting two single cylinder magnetos.

### INSULATION

Early magnetos used a varnish called shellac to insulate the windings. It gradually deteriorates, particularly when hot. Sudden failures of the varnish locking up the magneto are not unknown. If you see a small tar like mark on the inside of a rotating coil magneto it is time for a rewind. Modern insulating varnishes are very stable.

### CUT-OUTS

Magneto cut-outs work by short circuiting the contact breaker. If you have lost a spark always try disconnecting the cut-out, as wiring defects and faulty switches can cause shorts to earth.

### ADVANCE AND RETARD MECHANISMS

Magnetos have a sweet spot for generating the best spark, a mechanical advance and retard mechanism changes the contact breaker opening around this point. Usually achieved by moving the cam-ring or face-cam through about 15 degrees, giving 30 degrees of advance on a four stroke. Make sure the cam is sitting properly on the pin that limits cam movement, the cam actually moves smoothly through its full movement and the cable is properly adjusted.

### AUTOMATIC ADVANCE AND RETARD MECHANISMS

Have the advantage that the points are always opened at the sweet spot, giving the best spark. However they can bring their own problems, like



sticky operation and advancing too early. Sticky operation is usually diagnosed after the kick starter has tried to launch you over the handlebars because the mechanism is stuck fully advanced. Advancing too early is a more subtle issue, usually diagnosed by unexpected pinking at slow engine speeds and is invariably due to ageing springs and wear in the mechanism, so get it rebuilt.

#### OTHER MECHANICAL ISSUES

The drive to the magneto is usually through a gear, or sprocket, sitting on the tapered end of the armature. It is not unknown for the drive gear, or sprocket, to slip on the shaft ruining the ignition timing, usually more of a problem with magdynos (combined magneto and dynamo) because of the greater drive loads. Have a really good look at both tapers, if at all marked, lap them together with grinding paste. An obscure problem I once encountered was a bent armature. It took some time before the penny dropped.

#### BITSAS

Be very wary of magnetos that somebody has put together from bits they had in the back of their shed. Magnetos are usually taken apart in the first place because something is wrong with them. It is fairly easy to assemble what looks like a good magneto, but it doesn't work or produces an anaemic spark. The manufacturers made most parts physically interchangeable so they could build different versions of the magnetos for right and left hand rotation, singles and twins, manual and automatic advance and retard, face cam and cam ring operation. These variants were usually built by changing the cam ring, cam ring housing and contact breaker assembly, leading to a distressing array of similar components that can easily be confused.

#### WEATHER PROTECTION

Early motorcycle manufacturers loved siting the magneto directly in front of the engine, just the spot to catch, muck,

manure and water thrown up by the front wheel or draining off the front mudguard. Some manufacturers attempted to protect them with covers and brims on the back of the front mudguards. However it is not unusual to find these magnetos covered in a film of muck held in place by a fine mist of oil that always seems to be present. When damp this film can make an excellent conductor for sparks. A good wash down with brake cleaner and a check of weather seals, like rubber boots and brush holder gaskets, can significantly reduce the possibility of breaking down in bad weather.

#### COMPRESSION RATIOS

Higher compression ratios have a marked affect. Denser mixtures require a stronger spark to jump the gap and ignite the mixture. A tired magneto on an old side-valve will probably fire it up, but the same magneto on a BSA Goldstar wouldn't have a hope of firing.

#### TESTING

A good magneto has a particular feel when rotated by hand, you should feel a definite drag just before the points open, then a little kick as they open. You should be able to flick it over by hand and get a reasonable spark using a fresh spark plug. I run rebuilt magnetos on the milling machine for at least an hour to check for problems. If you are having problems with an intermittent spark, run the machine in a dark corner of a garage, you might be surprised to see sparks leaking out.

I cannot claim this is a definitive list of potential problems, just my 45 years' experience of working on motorcycle magnetos. Do you have any other problems you would add to the list?

|BW



▲ Lucas SR1 rotating magnet (with keeper sleeve)



▲ Lucas rotating coil armatures - lower one is from a Magdyno

#### ▼ Magneto testing



# 3HW ODYSSEY

Words and photos Barry Newman

My first meeting with the Triumph 3HW came in the summer of 2009 while in Nelson at a 50th celebration for the Triumph Bonneville. Outside on a trailer was this strange little bike. Being new to this old bike business (I had only recently purchased my '77 Bonneville Silver Jubilee Bonneville that year) I asked my friend and Triumph guru Phil Taylor what it was, and became fully informed of its identity and brief history. The 3HW was a 343cc, single cylinder 4 speed motorcycle based on the Tiger 80, and produced from 1942-1945 for the UK War Department, being used mainly by dispatch riders. Approximately 28,500 were produced in all. They were very popular with the Royal Navy but used by all services, serving in Europe and the Middle East. This bike was a 1945 model according to the frame number, and belonged to a doctor who had moved to Nelson from Dunedin. He had purchased the bike from Madjan Motors in New Delhi while working in India and as you can see from the photo it was pretty much pulled off the scrap heap and "restored" for the cost of 45,000 rupees (approx. NZ\$1,000 today). The bike was then shipped to New Zealand, arriving in March 1999. The reason for the bike being at the Bonnie do was that the owner was off to work in Canada and was looking to sell it.

The next time I saw the bike was in Phil's garage along with his other 20 plus Triumphs. Three years later having carried out a rebuild and minor restoration of a 1970 Triumph Tiger I felt like another challenge. Negotiations and a bottle of wine led to the purchase of the 350, with the totally unrealistic intention of riding it to Whangarei for the 2013 National Motorcycle Rally. As Phil had never had the bike running, and to his knowledge the previous owner had only ridden it a couple of times after long downhill bump starts, I figured getting it going was probably the best plan initially. After lots of kicking, tinkering and tweaking, success was achieved and the bike would start and run, sometimes better than others, but I wasn't too unhappy with my results. Intentions for the bike were to restore it cosmetically to what



The Triumph 3HW as purchased from Madjan Motors, New Delhi.



it would have been back in the day. Regarding the mechanical side I thought, as it ran, they must have done a reasonable job in India (can you see the flaw in my plan?). After it was stripped down the first job was to get fins on the barrel repaired. Some had small chips, some had huge chunks missing, and some were just missing. In all 24 separate repairs were needed. This job was carried out by Rod Udstrom, a local retired engineer who was recommended to me for cast iron repairs. The frame, tinware, wheels and all the shiny stuff went to Adam North for painting. He also helped me find the correct census number and badges for the tank and guards. Meanwhile the gearbox was stripped to check if all was well, which was the case, and had reinforced my idea that they had made a reasonable job in India. A few things did need attention; new cup and cone bearings for both wheels, the brakes and steering head. Brakes were easily sorted by BNT Blenheim. I nearly had a heart attack when told that the wheel bearings could be sourced but would be approx \$200 each for the front and about \$400 each for the rear. After being told that





a company in Germany stocked quite a few parts for the 3HW (a bit of irony there I thought) I emailed them and got a quote for \$200 each for the rear bearings but none were available for the front, I then contacted Timken, the makers of the bearings in the bike, and gave them the numbers on the bearings to be told "They don't exist". After further searching The Vintage Bearing Company in the UK was located. I rang them with the numbers I had, to be told "No problem we have those on the shelf, they are a bit dear though £55 for the rear and £40 each for the front", trying not to sound too keen I replied "Oh well I better take them anyway". Trying to find new cups and cones for the steering head was impossible but remembering a garage raid the VCC had done a while ago I went to see Tony Wytenburgh at Classic Aero Machining Services at Omaka, who do a lot of work on vintage aircraft. He re-milled the old cups and cones to take 5/16" ball bearings instead of the original 1/4". While all this was happening family matters intervened and any hope of the 3HW going to Whangarei went out the window, so the Jubilee went instead.

## **PLAN B TRIUMPH PRE-UNIT RALLY IN COLLINGWOOD 2013**

This takes place on the first full weekend in September but with a bike still in bits and family stuff still continuing this soon went out the window too.

## **PLAN C TRIUMPH PRE-UNIT RALLY MASTERTON 2014**

December 2013. With the bike back in one piece a trip to Blenheim VTNZ, who were very helpful, produced a number plate. Now fully compliant the real shakedown could start. A few short trips and a bit of tinkering and all seemed well. Out with the local VCC on the monthly ride we developed a serious smoking habit, a busted oil ring being the cause, so an easy fix. Next, out on a solo ride I suffer a loss power on the Picton to Blenheim road. This proved to be the collapse of the exhaust valve seat, so off to see Graeme at Marlborough Engine Services who replaced both valve seats,



**Barry Newman  
with the  
Triumph 3HW**

valves and guides. All back together again and out with the local VCC on the annual garage raid. This time the magneto decided it was time to retire for good. More money and the problem was solved. Back out with the VCC once again, this time to Picton. On the way home the big end roller bearings make a very successful attempt at escaping. This was a real shame, as the bike had been going well and I was hoping to get to the Triumph Pre-Unit Rally in Masterton only two weeks away. I took the flywheel and conrod to show Phil the bodged up repair to the flywheel that had aided the rollers in their escape. While there Phil said that he had a pre war 250 engine that may use the same flywheel and conrod. Although some work was required to make perfect, a deal was soon struck. Back to see Graeme for the necessary work which didn't take long. When I went to do the rebuild I gave the casings a good clean and inspection only to find horrible fractures in the timing side case. Back to Graeme again hoping that he might be able to point me in the right direction. His reply was "No problem, I can do that give me a couple of days". With the Pre-unit Rally on Saturday I walked out of Marlborough Engine Services (who had worked late to finish them) with the timing case at 6.15 on the Thursday evening. At 11.30 I decided I needed bed as silly mistakes were being made. Waking up at 3.30, a cup of tea in hand, back to the spanners. By 6 all was ready to kick her back to life but, thinking of the neighbours, waited till 8. After a lot of kicking and swearing I discovered one of my evening mistakes, timing 180 degrees out. With fresh hope I went back to kicking with moderate success. At this point I remembered something my father often said "Two heads are better than one, even if they're only pigs heads because they make more brawn" so I rang Phil. By lunch time, with small progress being made, Phil left with ideas of Masterton leaving with him. With lunch inside me I decided one last try, rechecking everything yet again. Lots of tinkering with the carb including lifting the needle two notches and trying different throttle openings while kicking, eventually

produced results, getting her to start on 3rd or 4th kick regularly. At 4 o'clock thinking death before dishonour, I decide to go to the rally. A phone call booked the hotel in Wellington. Packed a bag and hopped on the bike leaving Renwick at 4.20 for the Picton ferry terminal. A light drizzle turned to pouring rain by the time I arrived at 5 o'clock. After purchasing the ticket I'm informed the 6.40 ferry was running about 1½ hours late. Great, now I get to sit on the dockside in the rain with no shelter instead of having a nice meal at home in the warm and not having to chase here. About 7.30 Phil arrived in his van (he'd finished late, and was trailering his bike to Lower Hutt and riding from there). The look on his face was worth the effort and I got out of the rain while waiting to load. I finally checked in to the Wellington hotel at midnight. I left the hotel at 9am to meet up with Phil in Lower Hutt, before going to Masterton. The weather went from wind and rain to drizzle to rain with mist to pouring down with about 100 yard visibility and small rivers flowing down the road as we went over the Rimutakas, finally drying up as we left the hills behind. We reached Masterton and my goal of attending a rally on the 3HW just before midday, and celebrated with a number of beers. To cap off a good weekend my little 3HW won Riders Choice Trophy which was quite unexpected but made all my trials and tribulations worthwhile. The bike performed faultlessly on the trip home and has done so since.

The registration form for the 2015 National Motorcycle Rally in Cromwell was posted so the next challenge was set. The starting issue came down to the wrong main jet being fitted in the brand new carb that I had purchased direct from Amal (don't assume anything is correct). As a small footnote I would warn fellow members who are thinking of buying a bike restored by Madjan Motors of New Delhi to be wary. To be fair, apart from the wheel bearings, steering head, brakes, magneto, carburetor, big end rollers, flywheel, valves, guides, valve seats and barrel they made a pretty good job.

|BW



# MUTTERINGS OF A MATURE MOTORCYCLIST



Memories from Big End Knocks

I suppose all motorcyclists have had rides that have taken on something of an epic status when they think back on them. When I came to New Zealand in 1958 I was an incurable motorcyclist, in fact I didn't have a car licence at the age of 27, which made me an oddity for a start. The few dealers in the city had only a small number of bikes to choose from, and by my Pommie standards they were overpriced. I found a 197cc Villiers-powered Sun with a three speed box for a price I could manage, and it could take two-up with an effort. At first I explored the local roads and hills and found my trials and off road experience a great help on the gravel. A young fellow we had met on the boat on the way here got a job at Lake Coleridge and I decided to pay him a visit. Not having any local knowledge it was a case of ignorance is bliss. I looked at the map and the road went through to Lake Lyndon and a turn off went all the way to the power station. That's the way to go. I didn't know about Porters Pass, and after climbing and finding the lake I was quite pleased. However the turn off had a sign that said something about a fair weather road or unfit for something which was obscured by bullet holes. Quite some time later I found the power station and Pete took me on a tour of the place. He suggested that I took the easier route home by way of Windwhistle and that in itself sounded a bit of a worry. To be on the safe side I scrounged some petrol and set out for the return and realised I'd lost my map. A few miles down the road I got a puncture in the

back tyre which I had to repair. On the road again and I got yet another puncture to repair. This time it was a race against the sunset that I only just managed to dead heat. Things were now a bit tense because I had no idea of the route and I well remember arriving at a tee junction with a signpost that pointed to Christchurch both ways. By now it was pitch black and the rain had arrived as well. I chose the wrong direction and much much later I found myself riding beside a railway with another better road on the other side. How the devil I found the Main South Road I still can't work out. I was oh so grateful to find the seal and the sight of the lights of Christchurch in the distance which looked great, even through the rain. That was a ride that went down as an epic example of blundering ignorance and non-existent planning. That poor inadequate Villiers-powered machine clocked up a lot of quite big trips two up with luggage, before I saved enough to trade it in on a 350cc Ariel, a far better piece of kit. I wonder whether that little bike has survived anywhere? A while ago I did see what I thought was the rotten thing but couldn't get a close look at it. If you have a 197 Sun lurking in your collection see if it had home made snail cam adjusters for the back wheel. If it has, that's the beast. It also has metal profile forks that are about as strong as macaroni, I have no desire to own it again so don't get your hopes up for a nostalgia sale.

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Our lucky winners of the Beaded Wheels caps for this issue are Barry Newman and Ray Robertson.



# NORTH ISLAND CLUB CAPTAIN'S TOUR

7-13 MARCH 2019

Compiled by John Foot

Entrants to the Club Captain's Tour were saddened to hear that ill health prevented North Island Club Captain, and tour organiser, Kaaren Smylie from joining the tour. The energy and detailed planning that Kaaren had put in to the organisation meant it was still able to go ahead and was a roaring success.

## REGISTRATION

Words by Janice Belcher, Bay of Plenty Branch

Finally the day arrived for the start of the End of the Summer Wine Club Captain's Tour. We drove down to our branch clubrooms at Tauranga.

It was late in the afternoon when we registered for what was to become a truly memorable tour. On arrival we were warmly welcomed and enjoyed refreshments and a BBQ dinner. A highlight was meeting the other participants from throughout New Zealand, exchanging conversation, and looking and talking about our cars. By the end of the evening all were excited to be there and looking forward to Friday.

## TAURANGA TO TAUPO

Words by Janice Belcher, Bay of Plenty Branch

We met at 8.30am for the Tauranga to Taupo leg of the journey. The morning started with much cooler temperatures and the threat of rain. Some members from our local branch joined us as day trippers. We left taking the Pyes Pa back route to Rotorua. Our first stop was at Hamurana Reserve by the beautiful Lake Rotorua, where the weather was kind and there was plenty of time to rest, talk and enjoy the company.

We left for what was our first clubroom visit, Rotorua Branch. After lunch we headed for Taupo, via the Reporoa back route, through very pleasant rolling farmland arriving at Aratiatia in time to see the gates opened to fill the spectacular Aratiatia Rapids. We were able to watch this spectacular event before the rain set in for the rest of the afternoon. We all made our way to Taupo at our own pace.

## TAUPO COUNTRY ROADS RALLY

Words by John and Deirdre Blakemore, Wellington Branch

We met at the Taupo Branch clubrooms for a BYO dinner, collected our rally packs and were given a car park number, which meant we had a very efficient start the next day. The run was in three stages, beginning at the Taupo clubrooms. Each car left at their allocated time, drove around the streets of Taupo and answered questions. We went around the bottom part of Lake Taupo, then travelled out of Taupo township onto some very beautiful back country roads and arrived in the Mangakino district (Lake Maratai) for morning tea. The second stage took us on country roads and towards the end of this stage we had a straight line navigation section, which we enjoyed. On leaving the lunch stop we were handed our third stage instructions which were non competitive and optional. These included tourist scenic highlights. We returned to the Taupo Branch clubrooms and handed in our third stage instructions. These were placed into a prize draw at the prize giving dinner.

## TAUPO TO NAPIER

Words by Bill and Janet Rendle  
Central Hawke's Bay Branch

Some 40 cars made their own way from Taupo to meet up at the Tarawera Cafe. After a quick briefing we went on to cross the iconic Mohaka Bridge (banana shaped) after which we turned into Waitara Road and met some Hawke's Bay members. By this time there was drizzly rain with quite low cloud as we continued up the Mohaka Valley and turned right into Pohukura Road. This road was gravel but with the wet damp conditions there was no dust to contend with. There was quite a lot of muddy slush, with the road being quite rutted and at times a little slippery due to the logging operations in the area. Unfortunately the drizzly rain and low mist hid some of the magnificent scenery. After lunch at the Tutira School we turned on to SH2 briefly before turning onto Waikoau Road, then Darkey Spur Road, with more gravel, then we wound up over another range, onto Waipunga Road and SH5 to Napier. Hawke's Bay Branch welcomed us to their clubrooms and had prepared a lovely meal. The Taupo - Napier section was a back road trip that we have always wanted to do, and we thoroughly enjoyed it.

## NAPIER TO WAIPIKURAU

Words by Jenefer Waterworth, Taupo Branch

After a briefing at the Rose and Shamrock Hotel in Havelock North we headed towards Elsthorpe. The countryside was looking green and healthy after an unusually wet summer. The country roads were mostly sealed at first, but narrow





Paul and Bev Hicks  
herding cattle

and winding. From Elsthorpe, we turned east towards the coast until we reached Kairakau. What an interesting seaside settlement this is, with the towering and impressive limestone cliffs as a backdrop, and black rocks popping up in the bay. This was our designated lunch stop for the day so once we were parked on the seaside frontage past the camp, it was out with the camp chairs and picnic baskets. After lunch we were back on the road again and for the following hour or two we headed south, then went inland to Omakere and on to Waipukurau.

**WAIPUKURAU TO PALMERSTON NORTH**  
Words by Mary Anderson, Bay of Plenty Branch

We all left Thornton Lodge in Waipukurau on a beautiful, calm, balmy morning and cruised up the Pukeora Scenic Road to the lookout over the Tuki Tuki river, town and countryside. This hill is used for the Fast and Furious Trolley Derby held annually in the town. We left in our own time and arrived at Woburn Homestead built in 1893. We went further into the countryside, through native bush, steep climbs and descents into valleys, crossing the upper reaches of the Manawatu river. Throughout the morning, we drove roads where overhanging trees created a lovely tunnel effect. Totara College in Dannevirke catered for lunch and the children and their teachers enjoyed looking at the line-up of cars while we relaxed under their trees. The afternoon continued over great back roads in great weather from Dannevirke with amazing scenery. We even enjoyed a quintessential kiwi moment, sharing the road with a mob of sheep being managed by one sheep dog – no human. Normally, they would have this extremely quiet road to themselves but not this day. The Tui Brewery was a nice spot for everyone to quench their thirst before



Smoko break at  
Tarawera



Smoko break at  
Tarawera

viewing a private collection of Austin and vintage cars on route to the branch clubrooms in Palmerston North.

**PALMERSTON NORTH TO WANGANUI**  
Words by Peter and Shirley Jenkins CVCC

Wednesday morning and the last day of the tour started with a briefing in the rain at the Drivers Motel in Palmerston North. We left Palmerston North for Whanganui, hoping that the rain would clear later in the day. The first stop was for morning tea at the Woolshed in Sanson. It was still raining as we turned left out of the Woolshed and headed for the Harrisville speedway, where some members tried out their cars on the track. After leaving the Speedway track it was on to Marton, via Bulls, for lunch. We stopped at the Marton Museum and Historical Societies village which was the

last time that we would see all of the tour cars in one place. The afternoon final leg took us to Whanganui.

Being the last night of the tour we attended a wonderful farewell dinner at the Wanganui Branch clubrooms. Waimak Classic Cars had donated a prize for the tour and this was presented to Angie Brunton for having the smallest vehicle with the largest load, a Morris Minor Traveller with four adults and all their luggage. Those of us who weren't rushing off home the next day had the opportunity of viewing a small but interesting collection of cars in Whanganui owned by the Le'Hiller brothers. A wonderful way to end the trip.

|BW



# RALLY SNIPPETS

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



Auckland:  
1930 Chevrolet  
Universal  
sports roadster



▲ Auckland: The Dewhurst Essex.



▲ 1931 Bedford of Murray and Penney Firth.



▲ South Otago: From left Kevin Mason and Bruce Murray getting ready at start of rally.

## VINTAGE MUSTER AUCKLAND BRANCH

Words and photos John Stokes

This year's Auckland Vintage Muster produced a field mainly dominated by late '20s and '30-'31 vehicles. The majority were of American origin with only two English cars entered. Owen and Jayne Hayward had the oldest vehicle, the 1922 Paige Daytona, while Murray and Penney Firth had the toughest drive across Auckland in the 1931 Bedford truck. The run left Papakura and travelled through Runciman, Drury and Bombay. Competitive entrants had to be alert to keep right at Wootten Rd. If they didn't they picked up a silent check which deleted the instruction they were on, and they had to change speed as well. The tourists could sit back and watch some

pleasant scenery without worrying about this. Lunch was held at Ararimu hall, and afterwards the run travelled through Ararimu and Hunua, where competitors had to be alert for a no exit sign which picked up a silent check and directional arrow. The run continued through Clevedon and the very steep West Rd. Then it was on to Whitford and Beachlands, with a straight line section near the Beachlands Marina. After that it was back to Whitford, through Alfriston and to the finish at the Ardmore Airport Cafe, where a few early arrivals watched a Catalina take off. Overall winners were Alan, Shaaran and Zoe Price in the 1930 Chevrolet roadster, while Tracey Winterbottom and Leslie Dewhurst won the slow class in Norm and Pat Dewhurst's 1925 Essex coach, the only rear wheel only braked car entered.

## CLUTHA MOTORCYCLE RALLY SOUTH OTAGO BRANCH

Words and photo John Cook

South Otago Branch's 45th motorcycle rally had 22 entrants. Organiser Roger Smaill had a good day planned with all sealed roads.

The route took the motorcyclists up Clutha Valley Road to Clydevale where the timed section finished, on to Popotonoa, Waipahi, and finally Tapanui. All good open touring roads with not much traffic about.

The rally finished with a barbecue lunch at the Forest Lodge Hotel Tapanui. The return ride to Balclutha had two options. One was an all sealed route via Rae's Junction, Beaumont, Clydevale and



Balclutha while the second was through the forest to Rankelburn with some gravel roads, then to Wapahi, Clinton and Balclutha. Most, if not all, took the all sealed route.

Overall winner was Bruce Murray, 1954 Ariel KH500, and runner up was Bill Veitch, 1962 Norton model 99.

## ALL BRITISH DAY NORTH OTAGO BRANCH

### Words and photos Kathleen Perry

Rover was the featured marque for our 2019 All British Day. A number of entrants came from the Dunedin Rover Club so there were more Rovers than other British makes of vehicles. Bernie Halford of Dunedin won the Best Rover Car with his 1955 model and E J Uprichard of Leithfield, North Canterbury, travelled the furthest distance in his 1994 Rover 820.

Vehicles assembled at the Historic Precinct, behind Scotts Brewery. After the processing of entries participants mingled and admired the vehicles. There were; Austin Allegro, Austin A70, Austin Healey, Austin Princess, Daimler, Hillman, Jaguar, Land Rover, MG, Mini Clubman, Morris Marina, Morris Minor, Rolls-Royce, Sunbeam, Triumph, Triumph Herald, Triumph Special, TVR, Vauxhall Viva, Vauxhall FD Victor, and a Triumph motorcycle.

Entrants had a choice of a long route that travelled through Tokarahi or a shorter one that passed through Windsor. The lunch stop was at Elderslie and after the presentation of certificates and commemorative mugs to category winners, Peter Rodwell of Elderslie then told everyone about the history of Elderslie and interested entrants had the opportunity of a guided tour around the remains of the homestead and the gardens.

Regular attendees at North Otago Branch events, Ross and Delwyn Luscombe of Timaru, were presented a mug for their 1975 Vauxhall Viva being the Best Original Car.

Two local entrants, Ian Stewart with his 1969 Daimler won Best British Car and Robert Hutton with his 1967 Triumph won Best Motorcycle.



▲ North Otago: McKenzie family, Oamaru, with their Triumph Herald.



▲ North Otago: Dunedin's Bernie Halford and his wife with their 1955 Rover.



▲ North Otago: Line up of cars at Elderslie, North Otago.



## TAUPO BRANCH RALLY

Words and photos  
Neil Chave

With 53 cars entered, the 2019 Taupo Branch Rally in March was one of the largest the branch has held for a number of years. This was helped by the inclusion of entries from those participating in the Club Captain's North Island Rally as it headed south and passed through Taupo.

Most entrants came to the clubrooms on Friday evening to register and prepare for the early start the next morning. Cars were flagged off from 9.00am on Saturday heading out to the north towards Lake Mangakino for morning tea.

From there the trail led us to just off Tirohanga Road, where a few questions were asked by officials to test our general knowledge. After lunch we headed to Kinloch, where the challenge of straight-line navigation was a real test of how to apply the rules of this discipline. Apart from some minor hitches with interpretation all were happy and headed off to finish the last section before preparing for the dinner, where we had around 120 attend a great night.

The overall winners were Peter and Rosalie Donovan driving a Daimler XJ6. We were delighted to have VCCNZ National President Diane Quarrie and husband Geoff to present the prizes for each category. On the Sunday morning everyone was invited to the clubrooms to check out the branch parts stock before heading away.







▲ Central Otago: Buckingham Street, Arrowtown.



▲ Central Otago: Fords at Morven Ferry Road, Model A phaeton and 1934 Lincoln saloon.

## ARROWTOWN AUTUMN FESTIVAL

### CENTRAL OTAGO BRANCH

Words Graham Taylor, photos Lynn Yeaman

The day started with heavy rain in the early hours, lessening as the day progressed. We set out from Luggate, Cheryl and friend Judy Thompson in Cheryl's Mini 1000, navigator Harold and I in my Austin 1300 newly back on the road after some post Targa engine renovation. It was a splash rather than a drive over the Crown Range, and even at that hour the traffic was increasing. Why is the Autumn Festival so popular? The

autumn colours surrounding Arrowtown even in that rainy light were inspirational. Looking great on Buckingham Street were Mike Hanning's 1918 Buick and Mike's son Anthony with his outstandingly original Lincoln sedan with a purring V12. The challenge is to find roads where vintage motoring can take place, as the traffic can be quite intense. It was here that the organisers led us through some of the old and new subdivisions, (finding the street signs had some of us over running, turning around in quiet streets suddenly busy with traffic, signs that appeared from behind a bus or at funny heights and angles hidden behind burgeoning greenery), Arthurs Point,

Queenstown Hill, Shotover, to lunch at the Doran's, Morven Ferry Road. Here was a chance to socialise and view the cars, including some of Greg's projects, his beautiful classic wooden boats including a yacht rescued from Dunedin and restored. The rally headed for Cromwell and the clubrooms. Well done organisers; Karelán, Greg and Noel.

## WHEELS INTO WANAKA

### CENTRAL OTAGO BRANCH

Words Graham Taylor

Easter Saturday and Sunday saw an outstanding new event in Wanaka. Led by Allan Dippie, a team was formed with the support of many local motoring enthusiasts with tractors, cars, light trucks, heavy trucks and earthmoving equipment, including the West Otago Vintage Machinery Club, The Richardson Ford collection, Warbirds and Wheels collection, George Wallis collection and other tractor, car, truck and earthmoving equipment collections.

Each day featured a parade in a purpose built ring. I drove Murray Pryde's 1915 Model T roadster, Don Yeaman drove my 1923 TT. We followed the Ford letter cars. There was a good crowd, and I believe the budget was met, planning is underway for Easter 2021.





# CANTERBURY BACK COUNTRY RUN

CANTERBURY BRANCH 2 MARCH 2019

Words Dave Inwood, photos Carolyn Elcock

We had been instructed to meet at the Oxford Workingmens Club with a full tank of fuel ready for the Back Country Run. Organiser Andrew Mehrstens had received 29 entries and 27 turned up in anticipation of a great day. The oldest car was a 1925 Fiat driven by Norman Willis of Wellington. The mix of entries included a couple of PWV Landrovers, and one lady driver (Linda Dawber in the 1929 Plymouth) while two Duzgos had made the trip over from the West Coast.

We enjoyed a relaxed start with such a good day, nobody in a hurry, participants standing around relaying their previous experiences and the usual gossip, lies and bulldust. We collected our rally sheets from Geoff Townshend and Andrew presented the rally briefing and warnings. The Run started with a short tour around the back of Oxford, then across the Ashley Gorge bridge to zig zag through the backroads on the north side of the Ashley River, eventually veering left on to Stoneyflat Road and onto the Loburn-Whiterock Road heading for Okuku Pass.

Okuku Pass is mostly single lane and a great road, ideal for vintage cars, climbing through native bush and up onto the tops with great views of North Canterbury and surrounding areas, leading down into Lees Valley to cross the Upper Okuku River. In a failed attempt to miss potholes a couple of cars ended up in a swamp! One Ford and one Chev, we won't mention names, but no damage was done

and they were towed to safety.

The river crossings were a bit lumpy, but most made it through. Three Model A Fords turned themselves off in the drink for some reason, mine included. I would like to think it had nothing to do with bad driving.

Our lunch stop was at the Okuku River Crossing so that gave time for electrics to dry out. Andrew had towed a portable toilet to the lunch stop, just as well as there was not a tree in sight. Quite a relief really in more ways than one.

Our afternoon run continued on down the Lees Valley Road to turn left into Island Hills Station. A couple of cars were left here with passengers transferring to back up vehicles to return after the loop through the station. We travelled a farm track right around the back of Island Hills, slow going but a great privilege to be able to get into the back of these stations miles from anywhere. The second major ford for the day was the Upper Ashley River running through the station, after which the track eventually led us out onto the Lees Valley Road a few kilometres further towards the Gorge.

We then travelled through the rest of the valley over the Gorge Hill and out onto the tarseal back to Oxford Workingmens Club for refreshments.

Lees Valley is an isolated inland basin not far from Rangiora

or Oxford (round trip about 150k) and was first surveyed by Charles Torlesse for a fee of ten shillings per 1000 acres in 1857.

The valley was first stocked for grazing by one 'Jockey Lee' after whom it was named. It was split into smaller blocks after WWI for returned servicemen to run but proved to be a difficult area to farm. It was plagued by heavy winter snow and out of control burn offs. A school prospered for many years but gradually the roll diminished as farmers left and properties amalgamated. Now there are only two independents in the valley and the remaining huge area is owned by an American consortium. There were various stock and pack tracks into the valley before the road, which is precarious and very scenic. There was even an idea at one stage to close the valley off to become a huge hydro lake.

The Okuku Pass road, which would have originally been used as a Māori route to the back country, and what we know as Lees Valley, has not really changed in living memory. It runs initially through much of the Ashley forest with easy gradients. It culminates at the upper Okuku River crossing which on occasion can be quite difficult and not to be taken lightly.

Island Hills station has, like others, some flat and a lot of hill country, and is dissected by the Upper Ashley River. It was one of the stations created during

the subdivision of the valley for returned WWI servicemen and was farmed for many years by the Bruce family, and latterly the Russel family, before becoming part of the amalgamation. An excellent book was written by George Bruce documenting the trials and tribulations in the early days.

On behalf of the participants, many thanks to the owners and manager of Island Hills Station and thanks to Andrew and Geoff for organising the day and the Mehrstens family and friends for backup.

A great day was enjoyed by all those on the run!

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After completing the Back Country Run Norman Willis, an elderly gentleman from Wellington, decided to go for a drive through Hakataramea Pass in his 1925 Fiat (as you do). He said having seen a picture of the Haka in *Beaded Wheels* he thought it looked interesting. He then join our Rear Wheel Brake Rally before travelling over to Greymouth and completed the Scenicland Rally. His travels were not over in the South Island as he was planning to attend the Easter Rally in Ashburton. Congratulations Norman, a great effort, especially with a crew of none. An inspiration to us all.





The Duzgo (pictured here) was built in Whataroa for farmers before the advent of 4 wheel motorbikes. However when the government of the day introduced duty payable on each vehicle this sounded the death knell for future production.





## MAUNGA MOANA TARANAKI BRANCH

Words Colin Johnston

The 54th Maunga Moana Rally organised by Rob Thomson had entrants circumnavigate Mount Taranaki on back country sealed roads giving sweeping views of mountainous and farming countryside down the Taranaki coast and all the way to the Tasman sea. The rally started at the Plymouth International Hotel car park with 50 entries including a pleasing entry of 18 vintage cars with all other classes represented. There were two timed sections with speed changes in the morning for those that wished to compete for the Maunga Moana Rally trophies. Also included were touring instructions for those who wished to motor and enjoy the views. The lunch stop was at the Kaponga Swiss Club clubrooms.

The rally continued in the afternoon with non-competitive instructions, and took entrants on a wonderful tour of South Taranaki scenic farming roads. Then up through the Pouakai Ranges, which is part of Mount Taranaki in the Egmont National Park.

National President Dianne Quarrie presented a 50 year award to club member Colin Johnston. She also presented the Maunga Moana trophies at the rally dinner. The overall winner and first Taranaki Branch entrant winner of the Maunga Moana Rally this year was Rob Gudopp and navigator Kate DeBarr, who took home most of the silverware including the Colleen Moore Memorial Trophy for first two person entry.

## MALVERN RUN ANZAC DAY CANTERBURY BRANCH

Words and photos  
Malcolm McGibbon

Low cloud and drizzle cleared right on start time to shine on the brass and chrome of the 70 cars entered in this popular Canterbury Branch Anzac Day run.

The entrants all gathered at the Darfield Recreation Centre to put on a display of veteran and vintage cars that were admired by the many spectators who came along.

This year 25 of the vehicles were veterans, and it was great to see cars and a motorcycle coming from other VCC branches in Nelson, Dunedin, South Canterbury and Ashburton, along with one entrant from Australia. The route of just under 80km with flat and rolling country with very little traffic and few stops really suits the older cars. That, along with the autumn colours, paints a picture so seldom seen these days.

Once again the club had very generous support from Dutton Garage who also put on a display of cars from their showroom. This year it included several Mercedes-Benz, C type and D type Jaguars and a Cord. Truly a company of enthusiasts.

Duttons provided the prizes for the people's choice, and these went to the very worthy winners of George and Sue Lee from Christchurch with their 1905 Alldays and Onions, and to Colin and Judy Winter from Dunedin with their 1900 Wolseley. The drivers of these two cars had the privilege of ripping up the red flag

signifying the start of the run as they had the two oldest cars participating.

It's great to see the community involvement with this event, with support coming from local businesses who advertise in the *Malvern News* newspaper.

We were also honoured this year to have the Mayor of the Selwyn District, Sam Broughton, call between other Anzac Day commitments to take in the sights and to experience the delights of a 1914 Renault in a short trip around the car park.

Mr Broughton vowed to come back with his family next year to participate and thanks to Duttons he will have a car worthy of the occasion.

We were also honoured to have Terry Hutchinson as a representative of the RSA present to read the Soldiers Ode at the start. The RSA will once again benefit from a significant donation from the VCC of money raised from the event.

The run took the cars through the beautiful inland Central Canterbury district and passed five of the Malvern district War Memorials, where many people took the opportunity to stop and pay their respects and place a poppy. Many found names that are known to them on the honours lists.

|BW







Canterbury: Colin Winter and George Lee at start tearing up the red flag



Canterbury: Picturesque Sheffield stop



Canterbury: Malcolm McGibbon and Mayor Sam Broughton



Taranaki: Attending for their 51st year are regular entrants Allan and Eileen Roberts from Auckland in their 1965 Hillman pictured here getting ready at the start of the Maunga-Moana Rally in the Plymouth Hotel car park





# HIDING IN PLAIN SIGHT

Gary & Ruthann's 1966 Nissan Prince Skyline A200 GT

Words and photographs Greg Price

It would be fair to say that many a classic car aficionado in days gone by arbitrarily dismissed most, if not all, earlier Japanese cars as not really rating a mention, when compared with the likes of Jaguar (E-Types in particular), Rolls-Royce, Lagonda, or if you had leanings towards the American market, then Cadillac, Auburn and Duesenberg, would have been among the names to get you excited. I will admit to being a late convert to the concept of Japanese classics, in part due to my young fella having an on-going love affair with Mazdas – which resulted in his depriving me of two of mine. However, as a former North Islander, one thing I missed out on was knowing Gary Arps in some of the more important years. Why, I hear you ask. Well, Gary has a penchant for unusual cars and motorcycles, and I could have benefited hugely from observing his previous purchases and learning the reasons for same. Well, maybe not ALL, as the Merkel motorcycle that he restored from practically nothing was not something that I would

have been all that keen on, but who else do you know that has a 1932 Ford V8 sedan and a well-known historic 1928 Model A hot rod tucked away in their garages? And if that wasn't enough, Gary (and Ruthann) has this red 1966 Nissan Prince Skyline A200 GT – which Ruthann uses regularly. A practical classic in fact. Now this is where Gary's ability to spot a future classic comes into play. But before we get too far into this particular gemsonic\* some history of the marque is timely.

According to Unique Cars & Parts (Australia) *“The Prince Motor Company was in existence from 1947 until 1966 when it was merged with the Nissan Motor Company. Prince created a racing GT Skyline in May 1964. It was based on the S50 and used the larger 6-cylinder G-7 engine from the Gloria S41, though the car needed an 8” extension to the wheelbase (all forward of the cowl/firewall) to provide space in the engine bay for the lankier in-line six. \*\**





When entered the 2nd Japanese Grand Prix they hoped to win the GT-II class. Competitive against the Porsche 904, the Skyline managed 2nd through to 6th places. Largely due to the success of the race vehicle, the Prince Skyline 2000GT (also called GT-A, GT-B, S54A and S54B) was released to the Japanese market. There were two versions produced, the S54A – 1988cc G-7 single-carb L6, 105 hp (78 kW) and the S54B – 1988cc G-7 triple-carb I6, 125 hp (94 kW).\*

But can you name a road car that could be raced occasionally, was fit for a Prince yet was priced for a pauper, went well thanks to its limited slip differential, was arguably the greatest carburetted car then mass produced, and was Japanese? These days it seems to be long forgotten, but at the time Prince were producing one of the affordable greats – a car that these days would be a worthy contender (and perhaps winner) of any bang-for-your-buck shootout.

Nissan didn't wait long to instil some magic into the GT Prince after its take-over of this smaller Japanese company. The car didn't lose from the merger – in A200 GT form it had actually gained. The ideas were almost certainly from the competition favoured Prince side of the organisation but the money, the incentive and the backing were equally as attributable to Nissan.

Variously known as the Prince A200 GT, GTA 2000 and 2000GT/A, the Prince GT was more than a simple mechanical device – it had a

spirited quality which would never have been envisaged when it was on the drawing board. Or maybe we are selling the Nippon designers short – and they had a genius with feeling for cars. It was not so much the five speed box, the rippy rear raspy roar or the whine of straight-cut gears. Rather a Dennis Denuto would have said, "It's the vibe of the thing".

On paper at least, the A200 should not have been the car it was. It used a 102" wheelbase, weighed one ton, and had a concentrated nose bias and scanty 49" track. These attributes did not make for the world's best handling GT sedan, although it didn't eliminate it from the ranks of very capable touring machines. There were a few refinements needed before anyone would have described the Prince as a competition-bred machine (which it was) so Nissan marketed this version to shut down the sceptics."

For this story I guess the most important part of the Nissan Prince merger was the face-lifted Skyline for 1966, which is of course our featured car here.

I first clapped my eyes on this car at a recent Canterbury Branch noggin at which member Don Muller can be relied on to organise

\* An interesting video of the Japanese Grand Prix (although rather poor quality) can be viewed on YouTube.



#### SPECIFICATIONS:

Engine:	6-cylinder 1988cc
Gearbox:	5-speed all synchromesh manual
Power:	126.7 bhp @ 5600rpm
Top speed:	119+mph
Overall Rating:	PGR (Pretty good, really!)



some great displays. On this occasion, Don managed to get two of the known three surviving road registered New Zealand examples of the Prince Skyline A200 GT into the hall. The other one is owned by Bruce Moore, and is the triple-carburettor version. Gary had on display almost everything associated with the marque, including some rare books, brochures, and even die cast models. Clearly he is an aficionado of the car and its pedigree. As a consequence of that display both Editor Kevin and I agreed that a Behind the Wheel was a must do.

The Prince Motor Company produced their first Skyline GT in 1964 as a homologation special to complete in the Japan Grand Prix. The first Skyline model had been introduced in 1955. The merger with Nissan meant that Nissan gained the benefit of Prince's overhead cam technology.

On the racing side, the Skyline GT enjoyed much success in 1965–1967, with mainly 1st place podiums, and in two instances, Skylines attained 1st, 2nd and 3rd places.

Gary and Ruthann's example was imported completely built up (CBU) by Croydon Motors, who were the Prince agents for New Zealand. They supposedly imported 10-12 examples. Gary believes that the current tally of known remaining examples in New Zealand is 10, and that includes a couple of imports. It is

believed that some of the original imports were written off at some stage. One Jason Quigg of Melbourne has done much research into the model with a database listing all known Australian and New Zealand cars (total 113), and their current state.

As was often the case back then, Croydon Motors got a small allocation of fully built up vehicles (CBUs) and most of those went to what were known as 'dealer principals' The dreaded no-remittance scheme was in full force at this time – according to Gary, and one never argues with Gary on factual matters (so put those pens away, okay?). As most people will admit, many of these early Japanese cars were not made to last as long as some actually did, so it was no surprise to learn that when he acquired this car some 35 years ago, it needed work. In fact there were at least 160-plus hours of panel beating required to remedy rust issues. One of the issues that needed attention was one of the stainless steel trims on the rear of the car. When it was stored in an old decrepit garage with one of those sideways roller doors, the end used to flap against the right rear panel and over time flattened the guard and the trim. Now it wasn't as if you could just pop down to the wreckers and get another, and a few panel beaters/chrome polishers politely declined to undertake the repair, so Gary made up some dollies and painstakingly tapped out the dents. Have a





look at the pics. You'd never know that this had been flattened! The paint colour is Signal Red which is a tad brighter than the original Nissan colour. The 13 inch wheels are non-standard, but are in fact after-market period correct replacements from the 1980s and do look the part. Ford enthusiasts will note the similarity to the Ford Falcon's 14 inch '12-slots'. Great too is the fact that this Skyline still sports its original black and silver plates.

The original G engine is in storage awaiting some parts (bearings) which need to be remanufactured. So the current engine is an L Series Nissan with the later 5-speed all synchromesh gearbox. The original gearbox is a 3-speed with overdrive (4th gear).

## FIRST IMPRESSIONS

While it's a four-door with a back seat, it probably is better described as a 2+2. You know how they used to market E-Type Jaguars to guys with families? When in reality it was pretty much a two-seater, with some room for a couple of smallish kiddies in the back. The second piece of evidence is while it looks roomy enough inside, getting in and out is a bit of a mission – or

maybe that is just Gary and I are not as nimble as we once were, perhaps? Gary agreed with me that a fair description would be that 'it was a bit cramped'. Notwithstanding these niggly criticisms the car still sparkles in the sun, and in all other ways looks like a classic, with enough badges on it to negate the need for one to read the registration sticker to ascertain exactly what model it is. The interior is still factory original, and has weathered well over the years, and the Nissan mudflaps do it proud.

The boot is quite spacious and can hold at least three crates of beer if required but make sure that nothing shorts out the battery posts. Gary says it will just about hold enough for a weekend away. Alternately some golf clubs would fit in – minus the bag. Certainly the requisite picnic chairs, folding table and umbrella for those VCC runs would fit in with some room to spare.

Under the bonnet is the 6-cylinder engine, with its single twin choke carb, and there is not a lot of room left, but tinkering would be relatively easy as long as what you need to do is on top of the engine. Unlike some modern cars I could name, changing the spark plugs is easy.

## THE TEST DRIVE

Once I'd managed to squeeze myself behind the wheel I noted the layout of the instruments, which was pretty much the same as many a car from that era – oblong speedo, with fuel and temperature gauges on each side, plus the Sanyo radio cassette player, and ventilation control knobs. There's an aftermarket oil gauge which is useful for establishing when your oil line fractures. There is also a volt meter. The all-synchro gearbox negated the need to turn the volume up on the radio lest I crunch first gear. The six-cylinder engine revs nicely and its power is apparent on acceleration, which is smooth. In no time at all we had reached the speed limit for the McLeans Island stretch of road, and it hugged the tarmac nicely on the curved bits. Gary likes to cruise at 75-80 kph on the open road, which seems to be comfortable speed and it would probably run all day like that. Steering is positive even though some overhaul of the steering box is scheduled for a future date. Shifting from gear to gear is easy but in the absence of checking the diagram on the knob I had to ask Gary where 5th gear was. Having found it okay, the next challenge was to avoid selecting reverse when negotiating changing 5th to 4th.

I am not all that sure that I would like to go on a lengthy trip in this fine Japanese classic, but that's not to detract from the fact that Ruthann uses this on an almost daily basis. It would almost be worth it just to count up the number of onlookers who stare enviously as you drive past. One thing I'd bet on though is that Ruthann parks in the remotest part of the supermarket carpark lest all that panel beating that was done during the restoration, suffer from those who fling open their doors and into the adjacent car. I've arrived at this conclusion as there was no evidence of car parking dings on either side.

Gary and the other A200 GT owners are loosely associated with the Skyline GT Register in Australia, and it has been a tremendous help getting parts remanufactured. In fact they have just had 100 windscreens made. It is hoped that they will be producing the engine bearings that Gary requires. (Update. They now have.)

For the future Gary and Bruce Moore would like more of the remaining Prince owners to come forward, among other things for the camaraderie and getting together occasionally. After all, they're a unique group.

Finally, a related good vibes story. Vic Neate, the Croydon Motors Dealer Principal, had a son named Carlos, who raced a Nissan Skyline back in the day, mainly against Mk I Cortinas, Lotus Cortinas and the like. This particular car is now owned by Noel Sinclair in Melbourne. It has never been restored, and is still presented exactly as when last raced in New Zealand. When Carlos became terminally ill with the dreaded cancer, a group of enthusiasts transported this race car that he used to drive, from Melbourne to Queensland and drove it around to his place to show him in the weeks before he died. There was reportedly not a dry eye in the house!

|BW

\*Gemsonic. A word used by a record-collecting friend back in the 1970s to describe a unique / rare / special / 'no one else will have one' / item. I reckon this Nissan ticks some of those boxes?

\*\*The original S50 Skyline was a 1500cc 4 cylinder with an extended nose and with the six cylinder donk became the S54.



# 2019 EASTER RALLY

ASHBURTON BRANCH

Words and photos Colin Sweetman, Rally Secretary

What a great weekend and our Branch's thanks to all who attended, helped and generally had a great time. The overall sense of camaraderie was something to be experienced.

I can say at the outset that VCC members are very keen. Although the registration desk was due to open at 2pm on Good Friday, the first entrants came through the door at 1.15pm – good thing we had set up the night before. The same went for the bar, which opened at 5pm to a large attendance. Rallying can sure be thirsty work.

Over the preceding week, the rally committee was sweating on the long and short range weather forecasts but it turned out that for Friday and Saturday they had nothing to worry about. Friday registration was fine with entrants coming in and staying to enjoy tea, coffee and hot cross buns. Although the registration was over a four hour period, at one stage we had more than 200 people catching up and making new friends. This really set the tone for the weekend.

Saturday dawned fine to a collective sigh of relief and our Chairman Trevor gave the entrants a comprehensive briefing before

they set off over three rally routes to converge on Mt Hutt College in Methven for lunch. The time trial was hotly contested with 29 of the entrants arriving within one minute of their predicted time and nine within 10 seconds. After the time trial checkpoint had been passed the routes were at entrants' own pace, and a number were seen at the famous 'Overflow' second hand emporium at Mayfield, which seemed to do very well out of the day. The weather improved along the way and an extremely pleasant lunch was held in the school grounds in over 20 degree temperatures. The rally routes were planned to showcase the Mid-Canterbury countryside and we received many favourable comments that although we are a 'flat' county, there is still much to see and enjoy.

After lunch we motored to the historic village of Barrhill then on to view Anthony Hampton's impressive collection of Massey Ferguson tractors followed by Bruce McLroy's Bentley and Rolls-Royce Service Centre.

Saturday night's dinner was a fill your own selection of bread rolls with as much as you could eat over a two-hour period. Seconds and thirds were encouraged by the caterer who told us that the most that

someone has ever managed was seven portions. We fell well short of that record. We then moved onto 'Its in the Boot', which drew a number of lucky entrants to an 'Its in the Bag' scenario where they won a selection of motoring related prizes.

Overnight Saturday and Sunday morning the weather broke and Ashburton recorded 32mm of rain. Unfortunately, this necessitated a slight change to the programme and the field tests were conducted inside as a series of questions. One of the questions asked who the *Beaded Wheels* Chairman was – I do hope that Kevin Clarkson was able to answer that one correctly.

We were able to manoeuvre the concours car entrants under cover and this, and the Pride of Ownership judging, continued as planned. With 300 people inside the racecourse building, we didn't need too many heaters and at times the cumulative conversations were very loud, but it was great to see the friendliness of people meeting, sometimes for the first time. This time together, although unplanned, turned out to be one of the highlights of the rally. Sunday afternoon saw our branch parts



shed and museum open, with many taking the opportunity to visit.

Sunday night dinner was well MC'd by our local radio personality Peter McQuarters (Peter Mac). Peter is a 40 year veteran of the air waves and is a long standing VCC member. He kept the audience entertained all night and told members about the history of two other local attractions, being the newly opened Fire Museum and the Air Museum.

The Ashburton Branch 50 year anniversary cake was cut by National President, Diane Quarrie, and Branch Patron, Diane Ross, and members enjoyed a piece along with their dessert. Diane Quarrie presented our branch with a certificate to commemorate our 50 years. The major prizes were then presented including for the first time a Pride of Ownership Award; first place of which was presented to Dennis Milne, owner of a 1930 Austin Post Office Van. Fittingly he was dressed in a full postman's uniform, complete with cap. It is hoped that this popular category can be continued at future rallies.

Monday morning saw morning tea and the obligatory hot cross buns at our clubrooms and a further opportunity to inspect our museum and parts shed as well as a local member's private collection. All venues were well attended prior to entrants leaving for their homes as far afield as Hamilton to Invercargill, with many taking the slow way via other South Island destinations.

A few facts and figures to finish regarding the rally routes. A total of 169 vehicles completed the three rally routes with a grand total of 15,918 miles driven (25,618 km). At an average of 18 mpg they used 884 gallons (4019) litres of fuel. There were no mechanical breakdowns on the rally, only two punctures. There was one broken windscreen on the way to Ashburton. This is indeed a testament to our cars and the



▲ Ron Winchester's 1930 Willys-Knight 66B roadster.



▲ 1903 Darracq.

way they are maintained, given that there were 15 cars over 100 years old.

The Ashburton Branch would like to thank the 172 entrants along with their families and friends for entering our rally along with our sponsors. We would also like to thank members of the Management Committee, Diane Quarrie, Kaaren Smylie, Alon Mayhew and Kevin Clarkson for attending. You all contributed to a great and friendly rally and we look forward to meeting you again.

|BW

*VCCNZ National Easter Rally  
2019 Results overleaf.*





▲ Penzoil Trophy winners, South Canterbury Branch, John Foster, Ross Luscombe, Alan Ferguson, Alistair Day and National President Diane Quarrie.



▲ The Backhouse Hupmobile.



▲ Pride of ownership winner, Dennis Milne, and National President Diane Quarrie.



▲ PPG Trophy Overall Winner Dave Backhouse and National President Diane Quarrie.



▲ Trevor Begg receives a 50 year award on behalf of Ashburton Branch from National President Diane Quarrie.



▲ Gavin Hunt, 1903 Darracq.

## RALLY RESULTS

### PENNZOIL TROPHY

South Canterbury Branch  
Alistair Day, 1925 Dodge  
John Foster, 1934 Rolls Royce  
Ross Luscombe, 1975 Vauxhall Viva  
Alan Ferguson, 1972 Bedford Van

SUN ALLIANCE TROPHY  
South Canterbury Branch

TOWNSHEND TROPHY  
Gavin Hunt, Ashburton Branch  
1903 Darracq

PPG TROPHY Overall Winner  
Dave Backhouse, Canterbury Branch  
1925 Hupmobile

### PRIDE OF OWNERSHIP

1 Dennis Milne, Manawatu Branch  
2 Malcolm Nell, Ashburton Branch  
3 Mark Wilkinson, Otago Branch

1930 Austin Post Office Van  
1927 Leyland Fire Engine  
1962 Austin Mini Cooper

### OVERALL CATEGORY WINNERS

Motorcycle	Graeme Sword, Canterbury Branch	1914 Triumph
Commercial	Peter Laing, Otago Branch	1957 International
Post 80	Ross Brown, Waimate Branch	1982 Mercedes Benz
Post 60	Ross Luscombe, Sth Canty Branch	1975 Vauxhall Viva.
Post War	Bill Weir, Sth Canty Branch	1959 Chevrolet Impala.
Post Vintage	John Foster, Sth Canty Branch	1934 Rolls-Royce
Vintage	Dave Backhouse, Canterbury Branch	1925 Hupmobile
Veteran	Les Bennett, Ashburton Branch.	1918 Oakland
Time Trial Winner	Julie Sword, Canterbury Branch.	1939 Hillman Minx

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# 2021 VERO

## INTERNATIONAL FESTIVAL OF HISTORIC MOTORING



**I have had few people asking “So what exactly is different about the Festival when compared to our other big VCC International rallies?” And as some of you have not done any of the previous events, here is the how and the why.**

Firstly, until now, all the International rallies have been between ten days and two weeks in duration. What that meant in effect was that in real terms, for those of us who work, two weeks leave by the time you get to and from the venue. For our older, retired members on a fixed income, a big financial commitment for two weeks away. It was made clear that looking to the future, we need to shorten the duration of these events.

So for 2021, the Festival kicks off on the Sunday night, and wraps up on Friday evening. Six nights accommodation only, and a weekend at either end to travel to and from New Plymouth. That’s only five days annual leave for the majority, which we are sure, from talking to members around the country, will make the Festival much more attractive to a larger proportion of the membership.

In 2021, each of the four motoring days will see the whole entry – all 800 of us basically travelling together. Until now, we have split the entry into four or five groups, so each day there would be five rallies running. This makes for a huge demand on manpower to look after each route, and entrants were seeing the same 150 vehicles each day without getting the chance to do what so many of us enjoy, motoring with our friends. So this time we all start from the same place and we’ll all end up at the same place (usually the Festival Village, back in New Plymouth).

There have been some comments that this is not practical, but I can assure you that not only is it practical, it’s been done before. Every year New Plymouth hosts Americarna, an American car festival which has more than 800 cars and, having entered it myself a couple of times to see how it works, I can assure you it does work, and it works really well. We are going to do it slightly differently though.

Even within our own committee we know that what might be fun in my Porsche 944 is going to be totally unsuitable for Greg Terrill’s single cylinder Cadillac so while we are all together at the start and all together at the finish, we are splitting up on the road.

It helps with traffic management, should keep us onside with the locals and will make your day on the road more enjoyable.

Which leads me to my next point, possibly the biggest change of all. This is a Festival, a chance to enjoy your car, your truck, your motorcycle with 799 of your fellow enthusiasts. It’s not a rally. Our four motoring days are shorter than what you will have seen on past events, they are totally non-competitive. We are just a travelling cavalcade of motoring history, doing the sights of Taranaki and sharing our vehicles with the good folk of the Taranaki district.

But... some of us (and I count myself in this group) love the competitive aspect of a proper rally and we have something that I think you will enjoy. The astute reader may have noticed that while I have spoken of the four motoring days, there seems to be a gap between Sunday night and Friday night. There isn’t! We have a plan. We have a day set aside, devoted to National rallies where each VCC category gets its own day in the sun. Where there is an existing National Rally, this will be it. If your category has never had its own rally, it does for 2021. These are stand-alone rallies, alongside but not part of the Festival. You can enter if you wish, you can be competitive if you wish, but if you want to take the day off, you can do that instead.

It’s all about choice, and creating a Festival which caters for all classes of vehicle, all of our 8,000 members and our overseas friends. As I am sure your Branch Delegate has reported from past AGM and Executive meetings, our aim is to have 10% of our membership at the Festival. That’s not a big number and I think, perfectly reasonable. So, make me happy, make the commitment and let’s see you in New Plymouth!

▲ Jennifer Hall,  
Horowhenua Branch,  
during the 2012 Vero  
International Festival of  
Historic Motoring.  
Photo Mark  
Brimblecombe.







Gavin Bain (MG TC) leads  
Simon Gill (Morgan)



Pat O'Connell (MGA) with  
Russell Yates  
(Land Rover) hard astern



Overall winner John  
Crequer (Porsche 944)  
with George Kear (Mini  
Cooper) admidships

# FRENCH CAR DRIVEN BY SERIAL FRANCOPHILE DOES NOT WIN POM!

Words Le Charlatan (M. Haycock), Photos John McDonald



Tony Gooding (Riley  
1.5) found there was no  
advantage to be gained  
by opening the sun roof



Mums Karmann Ghia  
piloted by Dallis Yates



Ford Twin Spinner welcome  
entry from Peter King



Yes, it is true. This year the Pomeroy Trophy was not won by a Parisian taxi. Not that our erstwhile author and defending holder of “The Pom” was beaten on the track. Zut alors non, rather, while M Williams was out of town (the rumour that he was seen heading north clutching a well-thumbed copy of “How to Cremate a Cathedral” is yet to be confirmed) and with fellow Equipe Escargot pilote M Haycock driving a product of the dreaded Boche from the other side of the Maginot Line the glory of La Belle France was left ripe to be ravaged.

As only fitting for an event conceived by an Englishman, the conditions at Ruapuna were suitably British – that being cold, wet and generally miserable all round – and that was just the drivers. All that was missing to complete the scene was a dodgy caravan flogging soggy chips and mushy peas. A walk along the pit lane confirmed the thought that the Rosbifs seemed to think they might have a shot at winning. In typical fashion they had most bases covered – cars with four wheels, cars with three wheels and a car that wasn’t a car, but possibly the one best suited to the conditions, that being a Land Rover.

What was particularly pleasing to see was branch stalwarts Geoff Owen and Gavin Bain in attendance, Gavin in the ex-Lupp MG, and Geoff in the familial C-type replica after a recent spell of ill-health. The usual father and son Yates team was there in force, Dallis having helped himself to mum’s VW Karmann Ghia while Russell was giving the Series One Land Rover its place in history as the first time anyone has been daft enough to bring one to a race track with the intent to compete in it. Kear pere et fils had a fraught start to the event, George had entered the Kato, but sensibly the car took one look at the weather and decided it wasn’t going out in that sort of muck and went all Lucas on him, refusing to fire. Owners of British-powered vehicles always carry a good range of spares, and in this case George was forced to dip into the toolbox and pulled out a spare Mini. Son Fraser, making the first of hopefully many appearances at a branch event, was mounted in a VW Golf with a particularly appropriate accessory firmly attached to the roof rack. A surf-board was of more use than the ability to carry Mr Pomeroy’s regulation suitcases.

If anyone was going to beat the Poms in the race for the Pom it would seem to be the Germans, and the Crequer siblings John and Maria came suitably prepared for a fast drive to Poland in a pair of Porsche 944s, John’s turbo seemingly a far more competitive mount than Maria’s more mundane offering breathing uncompressed air. Both were, of course, more concerned with what parts of Herr Bosch’s electrical systems would still be working at

the end of the day. Maria had the extra bonus of sharing her new car, on her first VCC event with Tony Haycock, so the blue Porker, having driven down from the other island the day before, was in for a work-out.

As is normal the on-track activity started with the standing and flying ¼ mile sprints. From a standing start and despite much spinning of cold Dunlops, Geoff Owen was fastest through the standing, with the turbo Porsche close behind. In the flying, the Crequer 944 was top of the timesheet, with the Haycock 944 and Corbett TR3A posting identical times for second-fastest.

The wiggle-woggle, run on a still wet and slippery track was more of a challenge to the faster cars to put power down. Rod Corbett’s TR made the best of the conditions and the Kear ring-in Mini close behind.

Finally came the brake test, always interesting on a dry day, but far more tricky on a wet surface. John Crequer stopped faster than anyone else, with Fraser Kear very close in the Golf. So, with the 20 minute reliability trial to come the scores were mushy peas and flat beer two, sauerkraut and sausages two. The random American and Italian entrants seemingly a little outnumbered. Of course, this may not mean anything once Mr Pomeroy’s devious formula was applied to the times.

Some extra rain helped to spice things up and it was obvious that no-one was going to come close to their allocated lap score, although Dallis Yates came close in the Karmann Ghia borrowed from mum, managing to complete 22 of the 24 required. It would not be unfair to say that everyone present was quite happy for the on-track action to come to an end and take on the road section to a warm pub, where hot food and medicinal ale were on hand to provide a pleasant end to what had been a very enjoyable morning of automobiling, despite the best efforts of the weather.

And so, what is the ultimate touring car? It would seem it is the Porsche 944, with John Crequer taking home the Pomeroy Trophy, with Tony Haycock close behind in the other 944. Class B for cars not considered “proper” by Mr Pomeroy was Dallis Yates in the VW Karmann Ghia, also the outright best performer. The most important award, the Sharp Family trophy for the spirit of the event was very rightfully awarded to Simon Gill, the only pre-war entrant in the car least likely to be the ultimate touring car, the Morgan three wheeler.

Thanks to Ron, Craig and the rest of the committee for a great morning of sport. Be prepared, the French will be back for 2020!

IBW



► Craig Keenan presenting the Overall Winner trophy to John Crequer, Porsche 944.

◄ Wets or dries chaps?

► In spite of or perhaps because of, Simon Gill drove his Morgan 3 wheeler to win the Spirit of the Event award.



# BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross



I am always happy to receive historic or restoration articles and updates about 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](mailto:randross@kinect.co.nz)

Diane Ross



1912 Clement-Bayard restored to glory

It's a very busy time in Ashburton as I compile this to meet the April deadline for the next issue. We have the National South Island Easter Rally and the Swap Meet a couple of weeks apart, followed by the Vintage and Veteran Tour that I've been putting together, so I'm very grateful to John Callesen and other contributors who have helped me out.

a large concrete building/garage near a pub at the SH1/SH3 turn off. The informant couldn't recall if it was Robbin's garage, but clearly recalls that the local jockey club's Daimler ambulance was parked at the back.

Restoration of the vehicle was held up when a Hudson being prepared for the Haast Rally in 1965 took priority. At that time the Clement was stored in a

shed in Stratford.

It is suspected that Colin's interest in it may have been rekindled after his service with Bomber Command in WWII, and spending some time working for the War Graves Commission in Europe. For more details on the Callesen restoration refer to BW 187 January 1991.



▲ Clement-Bayard being picked up from Bulls.



▲ Clement-Bayard in its youth.

During the public display in the Richmond Mall as part of the 2019 National Veteran Rally, John and Judy Callesen met the son of a past owner who was able to fill them in on some early history of Judy's 1912 Clement-Bayard that they had not had before.

Colin and Dudley Payne lived in Palmerston North and later Napier where they owned a Belsize, before moving to Rongatea until gaining a rehab farm in Taranaki. The Clement, owned then by a Mr Robbins was recovered from Bulls, it is thought, around 1963. The chassis was in long grass at a home on the Bulls-Whanganui Road. Other parts were retrieved from

## RESTORATION UPDATES

There's a lot of veteran restoration being carried out at Upper Classics workshop in Christchurch, the following being worked on:-

### 1902 RAMBLER

new wooden wheels hubs machined and the correct cranking system handle being made and fitted.

### 1903 DE DION

having body paint, trim and mechanical restoration.

### 1903 DE DION

general tidy up and mechanical check-up.

### 1904 L'ETOILE 6 HP

front axle, king pins and hub bush machining.

### 1904 L'ETOILE 8 HP

complete paint and upholstery.

### 1905 FORD

new carburettor, mechanical repairs and wood work.

### 1909 EMF

mechanical, panel, paint, upholstery and brass work repairs.

### 1911 FORD T

chassis repairs and hot riveted together.

### 1912 CADILLAC

mechanical repairs.

### 1913 CHEVROLET ROYAL MAIL

mechanical and woodwork, new guards, valances, body panel work and paint.

### 1916 JOWETT

chassis and wheels painted, new guards and bonnet manufactured.

I would love to hear from the owners of any of these vehicles who would be willing to tell me the history and more about them.



# THE RAWLINGS' CADILLAC

**I have previously mentioned the Rawlings' Cadillac from Christchurch, the late John Paul penned this article about the early history of the car**

The Cadillac was made in the United States in 1906 and imported by the New Zealand Cadillac agents, Dexter and Crozier Ltd. Dexter went to USA in 1903 and selected the Cadillac marque as the best car for his agency.

The car is fitted with non-standard detachable rims and an under-shield, did it take part in the Auckland/Wellington reliability trials around 1906 or maybe it was in the Christchurch Exhibition? We will never know.

The first owner was a farmer in Shands Track Christchurch (so the story goes) and sometime about World War I it was sold to Springston Garage who removed the rear seat and built a sturdy deck about 1200mm square. The seat was left in their yard for some years until acquired by Barry Pester to finish off his Cadillac roadster. That car ended up in the hands of Ross Jones.

Mr P J Rawlings, a soap maker of Milton Street, Christchurch, bought it in 1926. He was a well known character in the city and used it to deliver his soap. He used it to go rabbit shooting on the Rakaia river bed and the family has a photo of the Cadillac covered in carcasses. Age eventually caught up with him and he moved into a rest home. He never forgot his beloved car and, as a newspaper article states, he let a car dealer have it with the view of having it made roadworthy so he could have a final trip in it. After Rawlings passed away the car was put up for tender by the Public Trust and was displayed at Amuri Motors, Gloucester Street, Christchurch. John Paul was the fortunate bidder. He got in touch with a family member and was told there was a dispute with the person who was restoring it. He fitted new tyres and tubes and restored the steering

wheel, but would not let go of the car, so two young family members sneaked into the yard at 2am and drove the car 'as is' to another relative at Sumner who hid it. John was directed to more relatives in Colombo Street who were surprised that the car had been sold, as the outcome had not yet been disclosed by the Trustees. However they stated a box of bits was at the old factory and took John there to collect them. It contained another drive chain, a crank handle and a dual spark plug set up. That was in 1969. Knowing nothing of car restoration John put questions in the *Antique Automobile* and received in the mail a large envelope of pictures and information about Cadillacs by Art Hart, who had the register of all single cylinder Cadillacs. John became his New Zealand agent after giving him another 18 names for his register. He wrote long letters in answer to John's questions and sent pictures and diagrams where required. John also got from him a replica

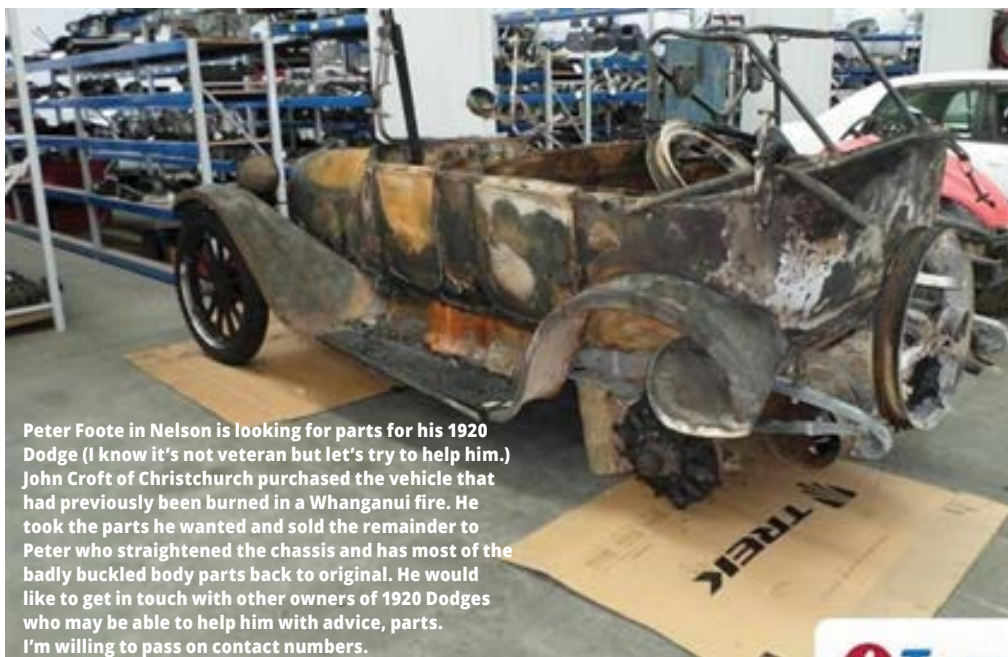


▲ Cadillac as rebuilt by John Paul with rear seat added.  
▼ Cadillac as two seater with the late Olive Bearman as passenger.



floor mat, coil box switch and original rear door handles. At the time John was restoring his, Colin Bearman at Ashburton was restoring one and they were able to swap information and Colin procured John a copy of the original carburettor. It took John over a year to get the car mobile. It was mechanically very original and a good source of patterns for other restorers. Initially it was restored as a two seater with a small tray on the back, but after some years the rear seat was rebuilt in the Victoria body style as original. The aim was to keep the car as original as possible. John did all the restoration himself right down to the diamond pleated back seat and the top and bows. The trickiest bits were the rear doors with the compound curves. The car ran in numerous veteran rallies and won prizes, mainly in the timed sections. In 1984 John sold the Cadillac to Warner Mauger of Christchurch and it has now moved to Wayne Henderson's ownership in Dunedin.

|BW



**Peter Foote in Nelson is looking for parts for his 1920 Dodge (I know it's not veteran but let's try to help him.) John Croft of Christchurch purchased the vehicle that had previously been burned in a Whanganui fire. He took the parts he wanted and sold the remainder to Peter who straightened the chassis and has most of the badly buckled body parts back to original. He would like to get in touch with other owners of 1920 Dodges who may be able to help him with advice, parts. I'm willing to pass on contact numbers.**

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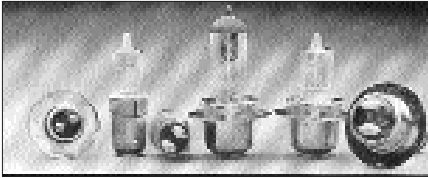
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I maintain a database of buyers and sellers of veteran, vintage and post vintage vehicles, placing buyers and sellers together. Free to list. No hidden costs. No computer, no problem. Just call me. Whether buying or selling a veteran, vintage or post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

**INSTRUCTION MANUALS / SPARE PARTS LISTS.** Norton and Velocette from the thirties to the mid fifties. Triumph. Including all singles pre and post war. Matchless. Including Silver Hawk and Silver Arrow. Harley-Davidson. Hand books from the twenties and copied material. Also a collection of spark plugs consists of 54 new and used 10mm to 20mm examples some in original packaging. Ph 07 853 2711 **MEM WAIKATO**

**MORRIS 8 SERIES E: 1940 2 Door.** Stripped ready for restoration. Plenty of spare parts and workshop manual. Personalised number plate included in price of \$1,000. Phone 03 236 8424. **MEM SOUTHLAND**

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

**RARE ROVER TEN,** sold in New Zealand in 1935. No rust, VIN plate fitted after a full mechanical restoration, body is in original condition. This car is fitted with a freewheel making it very pleasant to drive, if you prefer this can be locked out and then driven in the usual double de clutch way. Hard to catch me on the phone but send your number and I will call. plann@xtra.co.nz **MEM WAIKATO**

**SELL 3 NEW TYRES 500 X 24,** 2 front wheels 24 inch, engine block crankcase, gearbox, crown wheel and axles and more for veteran Studebaker 1918. Reasonable offers. Ph 03 313 6244. **MEM CANTERBURY**

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We can in most cases rebuild your shortblock using modern shell bearings, new pistons and rebuilt oil pump. Please contact us for more information. M S Coombes Ltd, 344 St Asaph Street, Christchurch 8011, Ph 03 366 7463, email: info@mscoombes.co.nz

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**TWO M50 LUCAS,** one Bosch starter to suit Ford diesel D series trucks. Lucas, Bosch starters and alternators to suit Holden HQ or Ford XA type. Lucas C39, C40, C42 (x1) generators. Three motorcycle generators; E3L, E3, Miller to suits Vincent, Velocette. Various Japanese alternators, one Valiant AP5. Alt. All units have been reconditioned, prices negotiable. Ph 04 528 3313. **MEM WELLINGTON.**

**WINDSCREEN FRAMES** We manufacture windscreen frames to suit a wide variety of early Ford/vintage vehicles. Our own high quality extrusion with provision for rubber seal. Suits Model A Ford through to '36 Ford as well as many other makes including Bradford Van, Buick, Chrysler, Hupmobile and others. Contact Steve Jones deucefarm@xtra.co.nz 07 548 0201

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**VEHICLES EX USA.** 1930 Chrysler roadster. 1910 Buick. 1932 Buick Victoria (barn find.) 1937 Buick Century (barn find). 51 & 52 Buicks. Contact Rushmore Motors Ltd. 027 2245 045 anytime.

**A LARGE COLLECTION OF NEW PARTS,** ring sets, pistons, water pumps, gasket sets, brake shoes etc. Will sell as a bulk lot or individual makes and models. Complete clearance. Ph John 06 751 5554 or email Megandjohnny@xtra.co.nz

**PLEASE ADVISE NATIONAL OFFICE** of any changes of address or sales/purchases of vehicles. Email admin@vcc.org.nz or post details to VCCNZ, PO Box 2546, Christchurch 8140

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**1959 ROVER 90 P4** Good condition. Runs well \$9000 ono. Can include donor car (some parts missing). Ph 03 688 0102, b\_yates@xtra.co.nz **MEM SOUTH CANTERBURY**



**1972 HILLMAN HUNTER.** Excellent original condition. Only 47,300 miles. Polar white with red upholstery. Automatic transmission. Been used on VCC events for a number of years. \$7,500 Ph Ray Freemantle 06 858 8165 **MEM CENTRAL HAWKE'S BAY**



**1930 WILLYS WHIPPET** Fully restored, original handbook and manual, reg & wof. Always garaged. Long term ownership. Hastings. \$28,000. Ph 06 878 2941. **MEM HAWKE'S BAY**



**CHRYSLER F58 TOURER, 1925,** Older restoration, but little miles since. Runs really well, \$24,000 or \$28,000 including trailer. Contact 06 368 5611 or 020 444 0098. **MEM HOROWHENUA**



**AUBURN 654 CABRIOLET 1936** One of the the 1930s most stylish marques, Auburn reached its apogee with this sports model. RH drive, fully restored by expert mechanic, using all original parts. Excellent working condition. Comes with spare headlight set and soft top. Offers over \$65,000. Paul Tudor 021 805 102.



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**JAGUAR MK 2 240.** Automatic and fitted with power steering. Fully restored 1999. Low mileage since restoration. Imported to NZ by previous owner. Immaculate condition. Black vinyl upholstery. Current WOF and Reg. Phone 06 348 4914. \$23000 ono. **MEM WANGANUI**



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**1914 BUICK MODEL B - 25X TOURING CAR.** 165 ci engine, 28 hp capacity, 105" wheelbase. One of the 1544 built for export. Imported by NZ Automobiles Ltd, first sold by Buick sub-agent, W O Callaghan Motors, Hawera. Very good restored condition. Ph Neil 03 434 9470, neil.nonie@xtra.co.nz **MEM NTH OTAGO**



**MODEL A FORD REBUILT SHOCK ABSORBERS,** as original. With exchange \$210 each, or \$240 outright. Arms and all connecting parts available. Postal delivery extra. Phone Jack 03 352 6672, 0274 322 041 Christchurch. **MEM CANTERBURY**



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



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**1949 STUDEBAKER COMMANDER** Series 16A Starlight model. Recently imported ready for restoration. Needs new upholstery, some rust on boot. Cam and twin lever steering. High point diff, new dashboard supplied. 12v. Good tyres, will cruise up to 100kms. Offers. Ph 03 30 26120, mariecousens71@gmail.com **MEM ASHBURTON**



**NEW MODEL A FORD SHOCK ABSORBERS.** Precision manufactured in NZ. They are fully adjustable and work as per the originals, \$322 each. Model A Ford exhaust systems \$295, also front clamps. Ph 03 359 0565 or 021 128 9252 or www.vintagefordparts.co.nz **MEM CANTERBURY**



**1925 HUPMOBILE ROADSTER 8 CYLINDER.** Only one known in NZ. Mechanically restored including full engine recondition. Cosmetics mostly left as is. Photos available. Car in Waikanae. For further details ph 04 905 2402, michael@gaffaney.com. Offers over \$30,000. **MEM HOROWHENUA**



**1923 12/4 CLIFTON TOURER** Recent full engine overhaul, line bored converted to shell bearings. Mains and big ends rebored, new pistons and rings, head block planed. Orig leather recoated Paul Ford leather kit, has new tyres. Very original low mileage car, stored for 50 years. Make an offer, ph 09 436 0866. **MEM NORTHLAND**



**1989 MAZDA GTR COUPE**, 2l twin cam, 16v, 289k, power steer, 4 wheel disc brakes, electric sunroof, new brake pads, cam belt and battery. Very tidy condition, usual stone chips for a 30 year old car. Eligible for vcc, WOF and Reg when sold. \$4750 Ph 027 358 3820, 03 325 4140, p.washbourne@hotmail.com **MEM ASHBURTON**



**1931 FORD MODEL A TUDOR.** Maintained but not restored. Reconditioned motor fitted. Original motor with number to match papers comes with it. Current WOF and Reg. \$28,000 Kawerau BOP. Ph 027 423 8627. **MEM EBOP**



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**1979 ROVER SD1** Registration on hold. Good running condition. Best offer. Contact Gavin Mead 021 222 7918 **MEM OTAGO**



**1948 AUSTIN 16** older restoration but still very tidy inside. Paint could do with a tidy up. Just had new motor, carb and shocks fitted less than 5000 mls ago. Running very well, will be sold with new WOF and Reg. Ph Mike 027 544 6440. **MEM CANTERBURY**



**SINGER SENIOR 12 SPORTS 1928** Full rebuild finished 2 years ago from sedan remains. 1600 ohv crossflow 4 cylinder, rebored, new pistons. 3 speed RH change. Two seater aluminium, ash and ply, boat tailed body based on 1920s Singer Regent Sports. VIC, WOF and Reg. Goes well. Basic hood. Spares inc. \$15,000. Phone Brian 03 528 4580. **MEM MOTUEKA**



**RILEY 1.5L RMA 1947** Built in 1947, imported to NZ in '60s. Major restoration in '80s, stripped down to the shell and rebuilt using all original parts. Engine overhaul in 2001. Full vehicle history available. Vehicle report from the Riley Club. \$19,999 or near offer Contact Peter on 021 179 5467. **MEM NTH SHORE**



**LONGUEMARE CARBURETTOR \$750**, Saga GS4 magneto \$300, Jaeger clock 3 inch \$60. Mob 021 0245 1399, nimble@xtra.co.nz **MEM AUCKLAND**





**JAGUAR MKV DHC** 3 position hood. 1951 3½ litre. Registered and WoF. Fully restored and sorted. Upholstery is blue/grey with dark blue trim and dark blue carpets and hood. Genuine New Zealand new. A rare vehicle. \$110,000. Ph 07 863 9497, h.hayward@xtra.co.nz. **MEM BOP**



**1952 RILEY RMB.** Mileage 42,337 miles. Restored in 1990. WOF and Reg. Ph Barry 03 215 6712, Invercargill **MEM SOUTHLAND**



**1958 MORRIS MINOR CONVERTIBLE** Has been restored. 1100 motor, all good condition. Ph 027 231 2938. **MEM MARLBOROUGH**



**1961 TRAVELLER.** Original woodwork, reconditioned motor, new upholstery. Car in good condition. Ph 027 231 2938. **MEM MARLBOROUGH**



**1924 MORRIS COWLEY** Fully restored in 1971 and = no longer being driven by the owner. The Cowley has travelled many enjoyable miles over the years, Invercargill to Palmerston North. Has four new tyres and a new battery. WOF and Reg when sold. Ph 03 349 7568. **MEM CANTERBURY**



**1926 MORRIS COWLEY** Totally restored including upholstery. Garage stored. Reg on hold. Some spares. History recorded. Location Northland. \$25,000. Ph 027 322 4890, 09 434 6511. **MEM NORTHLAND**



**1952 PLYMOUTH CRANBROOK 82,000 MILES** Reconditioned Engine, receipts available. High Ratio Diff. Certified Power Steering. Just hop in and enjoy. \$28,000. Phone Don on 07 870 4115



**1930 MODEL A FORDOR SEDAN.** Beautiful vehicle. Excellent upholstery and paint. Body completely re-wooded. Location Motueka. \$29,995. Finance available. Owner keen to sell. Rushmore Motors. Ph 027 2245 045 any time.



**1906 TALBOT.** Model 4 OB, the first model produced on 21 May 1906. 16hp engine #4479. 2.7L. Chassis #2047. Immaculate restoration. Includes tandem trailer with override, 4 wheel disc brakes, 5 near new 14 inch tyres, new loading ramps. All in excellent order. More info and POA. Finance available. Contact Rushmore Motors Ltd. 027 2245 045 any time.



**1929 MODEL A FORD ROADSTER.** \$37,995. Approx. \$20k spent recently inc. g/box, engine and a new diff. (List can be supplied). New upholstery with a USA kit installed, including side curtains, door panels, seat coverings, hood envelope. Rumble seat with large trunk, finance available. Rushmore Motors. Ph 027 2245 045 any time.



**1910 ALLDAYS AND ONIONS.** Price reduced to \$54,995. Location New Plymouth, finance available. 2 cylinder 1600cc vehicle, with 4 speed gearbox / gate gears, electric starter fitted. Cruises nicely 35 -49 kph, very comfortable. Includes tipping steel covered trailer. Rushmore Motors. 027 2245 045 anytime.



**1936 AUSTIN 6** 50,000 miles, original paint and upholstery. Runs well, Price \$5000. Phone John 06 751 5554, megandjohnny@xtra.co.nz **MEM TARANAKI**





**1923 DARRACQ DC TOURER.** Current owner for over 40 years. Very reliable with current WOF and Reg. Open to Offers. Ph John. 06 751 5554, megandjohnny@xtra.co.nz **MEM TARANAKI**



**1937 RILEY LYNX SPRITE TOURER.** Earls Court show car. Large headlamps, stone guards. Full professional restoration 1987, 2.5 litre Pathfinder engine. 20,000 miles enthusiastic motoring since. A true wolf in sheep's clothing. \$100,000. Ph Wallace McNair 022 488 2883, v12sunbeam@gmail.com **MEM WAITEMATA**



**RILEY RMA 1947 1.5 LITRE** Fully restored in the 80s. Ash frame and roof in very good condition. 81450 miles on the speedo. Full history available, well maintained, 12 months WOF. \$19,999 ono. Contact 021 179 5467



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

1930 CHEV CARBURETTOR WANTED. Carter model RJH08. PH 027 436 9004. **MEM CANTERBURY**

1934 CHEV COUPE OR SEDAN BONNET MOULDINGS wanted in any condition. Fit on the top edges of the air vents on the sides of the bonnet. Six required or any you may have. Ph 021 0285 7500. **MEM WELLS/WARKWORTH**

1935 STUDEBAKER MOTOR or shortblock wanted. Ph Alan Day 027 495 4256. **MEM WAIKATO**

1939 CHEVROLET DELUXE STEERING WHEEL complete with horn ring OR steering wheel with a broken horn ring so long as all the parts are there. Ph Alistair on 027 202 5007 or 03 688 6108. **STH CANTERBURY MEM**

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

A COPY OF THE NZ PUBLICATION known as "The WATKINS Register" wanted - a yearly pre-war printed volume that tabulated the nationally registered vehicles. Ph Neil 03 434 9470, neil.nonie@xtra.co.nz **MEM NORTH OTAGO**

A SET OF 19 INCH WIRE WHEELS to suit late 1920s American General Motors car. Let me know what you have? Ph Brendon Fox 06 362 6564, bdfx@xtra.co.nz. **MEM HOROWHENUA**

**WANTED**

ABOUT MID TO LATE '30S CAR OR UTE WANTED. General motors, Buick or Chrysler. In need of restoration, repairs okay. South, Mid Canterbury or North Otago okay. Ph 022 636 9961, 03 615 9668. **MEM SOUTH CANTERBURY**

CITROEN L15 WIND WINGS. I have a 1954 beautifully restored L15 only needs two bonnet name badges and two wind wings for the front doors. If you can help, I'd love to hear from you. Please call or preferably email brenstrum@gmail.com, ph 027 44 888 28.

GOOD ORIGINAL STEERING WHEEL for 1969 FIAT 850 Sport Coupe. (Has two black spokes and woodgrain rim). Ph 06 758 4218 (leave message), email lloydgleeson@gmail.com **MEM TARANAKI**

NORTON 1930s dirt track frame wanted. Have genuine motor, hope to rebuild a running bike. Also 1953/1954 Norton International parts and photos of Nortons in the 1953/1954 Clubmans in the IOM. Ph 027 213 2474, recycledreading@xtra.co.nz

PACKARD CLIPPER 1946 - 47 MOTOR WANTED or parts. 6 cylinder. Also interested in gearbox and overdrive. 2 good hubcaps. Ph Barry 027 443 5479 barryhoff@xtra.co.nz **MEM TAUPŌ**



**REAR CONVERTIBLE WINDOW FRAME** approx, 48 x 13.5 cm and Solex PHH 44 side-draft carburettors wanted. Any condition considered. Gerhard 021 950 745 or email gerhard\_heins@hotmail.com **MEM CANTERBURY**



**EXCELSIOR SERIES 20 MOTORCYCLE** These were built 1920-1924, prefer complete bike, running or not. Also spares for same. Anything considered. Ph: Jon Turney 022 059 7698 jonturney@twoup.nz **MEM WAIKATO**



**REFLECTOR TO SUIT A 1934 RIM LESS HEADLAMP** 9 inch Diameter as used on Studebaker, Auburn etc. I have the one pictured. Phone any time, Trevor 021 262 4009. **MEM NELSON**



**INDIAN CHIEF 1927 CRANKCASE RH SIDE** (or both) desperately needed to get my 1927 Combo back on the road, due to excessive cracking in the one I have. Also wanted transmission Intermediate gear. I have a few Scout and Chief items for swaps, just ask. Ph 027 480 3171, martyyn.seay@gmail.com **MEM AUCKLAND**

**WANTED**



**1925-1931 MORRIS OXFORD SPEEDO RING GEAR.** This bolts inside the left hand front hub. Approximately 150 mm in diameter with 51 teeth. Ph Nick 027 755 7300, carterbrown92@outlook.co.nz **MEM TARANAKI**



**MESINGER SADDLE SPRING SUPPORT YOKE** for pre-war American project. Ph Peter Bull 027 451 6113 or bull.family@xtra.co.nz **MEM WAIRARAPA**

**RENAULT R4 SALOON** SUITABLE for restoration project wanted. Any model considered but the 845cc motor preferred. Ph 09 483 7638, grooveytwo@xtra.co.nz

**SET OF FOUR USED 600 X 19 TYRES**, suitable to push project car around shed for next several years and possible surreptitious pre-Vin road-test. South Island collect. Ph Monty 021 022 61295. **MEM CANTERBURY**

**VAUXHALL PA S 2262CC (1957-1959) or PA X 2651cc (1959-1961) motor** wanted. I could use an early PB 2651cc motor. Ph 0274 335 695, chrisread8@hotmail.com. **MEM BANKS PENINSULA**

**WANTED FOR 1947 MODEL J ROYAL ENFIELD-** front frame member number J2259 in any condition. Required to assist in making my restoration road-legal. J2259 was despatched from the factory in the UK to Chch in August 1947. Ph 03 732 7060 or 028 408 3208 **MEM WEST COAST.**

**WINDSCREEN FRAME FOR 1930 MODEL A towncar** wanted. Ph 021 14505 099. **MEM CANTERBURY**

**A BRIGGSPORT ATOMISER**, invented by Brian Briggs of Christchurch and marketed by B.M Enterprises wanted to buy. Any information appreciated also. Steve 027 249 5815, 06 753 2464. **MEM TARANAKI**

**A MODEL A FORD REAR AXLE (DIFF)**, no spring or torque tube required, with or without later juice brakes, anything considered. Steve 027 249 5815, 06 753 2464. **MEM TARANAKI**



**SMALL MICHELIN MAN** to complete my Michelin compressor. Approx 20 cm tall, cast alloy and hollow. If anyone can help me please phone 027 436 1008, evenings 03 213 0930, email am.brookland@xtra.co.nz **MEM SOUTHLAND**



**VACUUM PLATE FOR FLATHEAD FORD V8** These were fitted to early V8 trucks. It is half an inch thick and has a threaded exit. Phone Stewart on 03 208 7932 or email stewyq@farmside.co.nz **MEM GORE**



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**6 VOLT LUCAS COIL** with these dimensions as it has to fit a cast holder. Should have threaded terminal connectors and marked LUCAS on it. NOS would be nice. Phone or txt Alastair 0274 321 966. **MEM CANTERBURY**



**AVERY MARK V PETROL PUMP UNIT** looking for undamaged jars but will consider anything. Phone Walter on 03 327 5546 or 027 389 8833 anytime. **MEM CANTERBURY**

**SWAPMEETS/  
RALLIES**



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# SWAPMEETS/RALLIES

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

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

Register your interest to ;

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Manfeild Park, Feilding

Saturday 6 October 2019

Sellers from 7am Kawakawa Rd Entrance Public from 8am South St Entrance

Entry: - Sellers \$20 Public \$10 (Children under 12 FREE)



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SUNDAY 3 NOVEMBER 2019  
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- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
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# IDLE TORQUE

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

## AUCKLAND JOHN STOKES

Motorcycles: Norm and Linda Maddock displayed a 1952 250cc racing CZ at the March motorcycle meeting. The restoration work was done by Phillip Morley, with involvement from his father David. Only one other of this type of bike survives, in the Barber Motorcycle Museum in the USA. The April meeting saw representatives from Experience Motorcycles display the latest Royal Enfield machines. Our section displayed 25 bikes at the recent Brit Euro car show in Pakuranga. Warwick Darrow attended the recent Velocette rally in Cambridge and Rob Lauder went to the Burt Munro event. John Shennan attended the BSA rally at Rangariri. The Eddie Sim rally finished at Malcolm Anderson's, where a number of immaculate racing bikes including KTT Velocettes, a '28 Harley 350, Yamaha, Ducati and Moto Morini were on display. The run was won by Jeremy Lambert on a 1959 Velocette Venom. Eric Drabble, c1956 BSA DB34, and Steve Denzie, Norton, rode on the beach run to the lighthouse at South Head. Stuart Metge won the Bert Cuthbertson run on a newly restored 1973 Norton Commando.

Veteran: Bob Ballantyne has sold his 1912 Model T Ford bread van. David Oliver has solved the frustrating fuel problem in his Model T. A container of lead pellets had disintegrated in the tank and the pellets were blocking the fuel outlet from time to time. John Morrison has his 1908 Sears autobuggy street legal. It's good to see Bryan Belcher back driving again, he is cleaning brass on his 1913 Overland. Quentin Lawrence has his 1913 Model T pickup mobile. Several members attended the HCCNZ's Brass Era tour. Section members were treated to a rare viewing of a private collection in Auckland. Veterans on display included Renault and Fiat as well as vintage to P60 cars.

Vintage: Peter Alderdice attended Mad Irishwomans rally in the Waikato in his 1926 Oakland. New member Ian Stott had his Model A Ford at the branch run to the South Head lighthouse. Ian has had this car since he was 18 and has recently restored it. Stephen and Tracey Winterbottom took



▲ Auckland: Quentin Lawrence's 1913 Model T Ford.

▼ Auckland: Eric Drabble's BSA and Steve Denzie's Norton.

▼ Bay of Plenty: Ron Elton was one of the members who gave some of the clients at the Waipuna Hospice an outing. Ron's 1931 Rover 10/25 proved to be a favorite. Photo Donn White.



Bay of Plenty: A BMW Isetta scurries off home after attending the Greerton Retro Fayre. Photo Donn White.

second fastest vintage in their 1930 Talbot 75 at the Maunga Moana. McAlpines, Balls and Morris all enjoyed the Model A Ford Rally in Te Anau. They traversed the Rainbow Road on the way down.

General: March Mid Week Tourer visited Lionel and Mary Rogers' collection, where they saw Bugattis, Ferraris, and a 540K Mercedes roadster belonging to Gary Boyce. There was also a Model A Ford. April Midweek Tourers went to Denis and Judy Scanlan's collection in Whenuapai, cars displayed included a 1906 Cadillac, 1909 Talbot, a '46 Ford V8 coupe and a variety of Sunbeams from Veteran to 14/40.

## BAY OF PLENTY DONN WHITE

Our branch made full use of a very warm and dry summer and autumn to attend a number of events. One of the highlights was attending the annual Greerton Retro Fayre in Tauranga on 16 March.

Graeme and Raewyn Fenn organized an interesting March end of month run, and the competitive nature of the event had many participants thinking outside the square as they made their way to Waihi Beach.

A few of our members attended the Repco Beach Hop in Whangamata at the end of March along with 7000 other registered attendees. The Beach Hop





▲ Canterbury: 1929 Bentley receiving hub attention. 9-90s April visit to McIlroy's Bentley workshop, Ashburton.



Central Hawke's Bay: C'mon Monty - Pauline is ready to go.



◀ EBOP: Gail in amongst the men showing them how to start a reluctant Vauxhall.

▶ EBOP: Club runs are all about beautiful destinations and picnics. Members enjoy the stop at eight acres.



▲ EBOP: Destination - DOC camp in the beautiful Matahi Valley.



▲ Far North: Kaipara cruise. Murray & Gloria Cormack, Dorothy Duirs.

has become the largest event of its kind in the southern hemisphere and there were vehicles of every description at the Coromandel Peninsula venue.

On 4 April about a dozen members took their cars along to the Waipuna Hospice and gave some of the clients an outing. It was such a nice day that many took advantage of the offer of a trip up to the Minden Look Out to take in the panoramic view of the Bay of Plenty.

The Tauranga Jazz Festival over the Easter break saw a good turnout of vehicles for the parade thanks to the efforts of Doug Brown. Thirty-eight cars made their way from the clubrooms in Cliff Road along Willow Street for public viewing in the Tauranga CBD. Feedback was excellent and there is talk of our branch being involved with the Tauranga Jazz Festival in 2020.

**CANTERBURY TONY BECKER**

Superb autumnal conditions, particularly over the last two days of March, attracted about 120 entrants to the 2019 Branch Annual Rally. With some family support talented rookie organiser Katryna Shaw put this major event together

extremely well. The following weekend found many of the same folk in 44 cars heading to Kaikoura on the long, but unfortunately wet, two-day weekend run, organised by Graeme Sword and family. The Swords featured at the South Island National Easter Rally. Judy drove their 1939 Hillman onto the prize list while Graeme claimed motorcycle honours. The event attracted 41 Canterbury Branch vehicles. Overall success went to South Canterbury Branch. However, Canterbury's Dave Backhouse pulled off the main prize in his 1925 Hupmobile. Other annual autumn events included the Rear Wheel Brake and P Group Rallies. The latter, organised by George Kear, attracted 70 starters. After novel Cutler Park field tests, the 100km and 160km routes held navigators' attention all the way to the very pleasant Motunau Beach Camp domain. Trophy winners were Paul Collison, Tony Meikle, Roy Grainger and Dave Backhouse. The balmy season encouraged two-wheeled open-air types to dust-off their machines on various Annual Rallies for clip-ons, mopeds, scooters and motorcycles as well as the Annual Jim Toohey M/C Run. George Kear Snr organised a visit and nostalgic short rides

for residents of Ngaio Marsh Retirement Home where he and Marianne now reside. Many local members visited the Winchester and Ashburton Swapmeets .

**CENTRAL HAWKE'S BAY JOHN FOOT**

The North Island Club Captain's tour arrived in Waipukurau on 11 March for the night. Three Hawke's Bay sections of the tour had been set by local branch members Rod McKenzie, Ken Lyons, and John and Shirley Foot. The tour entrants were joined by a few local branch members for dinner.

A number of cars visited at the Anglican Pakeke Centre (day respite care for the over 60s) on 18 March to take them for a drive around the town. The March outing started at the Waiokiki Creative Arts establishment on State Highway 50 just out of Hastings. From here the route took us out into the country then back into Napier where we wound our way up through the narrow streets of Bluff Hill for some great views over the city and extremely well-maintained original homes along the way. The run finished at the route plotter's home with another great view.

During the last weekend of March the annual Model T Rally was held here in Waipukurau, with 24 vehicles taking part. The weekend included a Friday night get together, a tour out into the country on Saturday and a short run followed by brunch on Sunday. It was organised by branch members John and Margaret Cleland, assisted by other members.

## **EBOP                      BRUCE SEDDON**

This time of year is packed with activities and events. Beach Hop, Ohope Classic Cars & Caravans, EBOP Classics' Breakfast, and the Morris Minor Convention were just some of the nearby popular events, along with other branch's rallies.

Branch members joined the North Island Club Captain's Tour and came back with great tales. Entrants reported on interesting stops including museums, car collections and a drive around Harrisville Speedway.

The Taupo Branch Country Roads Rally was part of the early stage of the Tour. Peter and Rosalie Donovan of EBOP won First Overall in their 1974 Daimler.

Our March club run was a straight line navigation exercise ending at members Gary and Liz Bryson's maize processing factory. Gary's methods of dealing with pests that attempt to share his maize products were amusing. A more serious note was his explanation of the drama and costs involved in recovering from having his workshops and farm covered by a metre or so of water in the Edgumbe flood. What we didn't see were the water soaked cars Gary had collected that had to be removed and disposed of.

Our April monthly outing was to the DOC camp at Eight Acres, Te Pakau, up the Matahi Valley inland from Waimana. For those of us who are newer to the district it was an eye opening experience. It is beautiful, raw bush back country with narrow winding roads that end at

a beautiful river-side picnic and camp ground. We knew we had about 20 kms of single lane gravel road to negotiate, but what we didn't know was that someone had taken the gravel away and only left a rough rock surface. Those of us with pre-war cars were grateful for our greater ground clearance.

On a sad note, Bruce Taylor passed away early in March. He was a keen restorer and rider of BMW motorcycles, and joined club events with Maureen in his well-detailed Triumph Spitfire.

## **FAR NORTH                      DAVE DUIRS**

Terry's Historic Adventure was just that. Maps in hand, a dozen crews left Kaeo having to choose from three possible options to reach our destination, Rangihaua Heritage Park overlooking the Bay of Islands coast. At the end of a long gravel stretch through some cattle farms, the park was opened in December 2014 to commemorate the bicentenary of the first European settlement. Part of our instructions included finding out details of one of the participating vehicles, a novel idea to do more than just look and kick the tyres. A picnic lunch in the imposing look out shelter was followed by a long, information packed walk down the valley to Marsden's Cross on the beach, a reminder of the first New Zealand Christian sermon on Christmas Day 1814.

The Hills took the Brian Parker Memorial Rally out West from Mangamuka through Kohukohu, Herekino, Ahipara and Kaitaia with challenging roads, then back to the Mill Bay Cruising Club for dinner.

Some members went on a two-day cruise on the mighty Kaipara Harbour, sailing in and out of tributaries to Pahi. We coached to stay in the historic Dargaville pub. Day two involved a morning visit to the Dargaville museum followed by sailing back to Helensville.

A working bee at the clubrooms loaded out a heap of scrap bits and pieces to help the coffers, and some maintenance painting tidied the entrance.

## **GISBORNE                      RODNEY CLAGUE**

Our April run took us to the Waikohu area to view a Bearhawk kitset aircraft under construction. The kitset had been imported from the United States where the fuselage had already been welded before despatch.

In May we travelled to Ormond to view a private landfill site on which logging operations were underway. The host gave us a talk on how the operation was working, and provided a much appreciated afternoon tea.

Gisborne is hosting this year's Hawke's Bay Safari with the Cook Sestercentennial Run at Labour Weekend commemorating 250 years since Captain James Cook landed on our shores. Discussion between the two branches has begun, the Sunday rally route has been finalised, as has the Saturday afternoon tour, all we need now is your attendance. Hawke's Bay Branch are organising a run to Gisborne on the Friday for those who live south of Gisborne, and another run will commence from Whakatane for those living north. Inquiries to either the Hawke's Bay Branch or the Gisborne Branch.

## **GORE                              JIM MCFADZIEN**

A steady stream of events has kept the Gore Branch members busy. We had the Clearwater Capers run on 3 March, organised by Charlie Davis and Ray Taylor. This took us out through Moa Flat before descending the long downhill run into Ettrick, which has several cool stores that handle the orchard produce grown in this area. From there we went south over the mighty Clutha River, where we spotted



▲ Hawke's Bay section of N I Club Captains tour



▲ Far North traffic jam.



Ray Taylor's newly acquired Ford Model A Deluxe coupe parked at Millers Flat.

A week later the Frank Robson run was held – this was for veteran and vintage only, and had four entries. The run finished at Waikaia where a new museum had just been opened next to the iconic Bottle House.

Our swap meet had 45 stallholders, on a dry but dull day. We had one member who sold his Holden ute, otherwise business was as usual.

The Ladies' Run on 7 April took us to the farm of Bruce and Carolyn Robertson east of Wyndham, where stud stock is sold and sheep, cattle and horses are bred. However we really came to see the two acres of garden.



### BACK FROM THE BUSH

Horowhenua: Good progress on the Prouse Chevy. As previously reported this is being restored by Gwyneth a family member. The old tourer was left in a old barn but in spite of looking dilapidated was basically all there. The restoration is a complete one. In *Beaded Wheels* 357 I wrote up details but have now found some photos as it was.

### HAWKE'S BAY

### HELEN BALL

Hot on the heels of club events during Napier's Art Deco Weekend, our branch hosted the North Island Club Captain's Tour as entrants travelled down from Taupo.

This became our March Run, and a small group of us braved the rain and low cloud to go up the Napier – Taupo road to meet the tour group at a DOC reserve.

The run took us through the back country over a mainly shingle road, which by now had become very muddy, and the older cars, being fairly high off the ground, did not suffer with mud splatters as much as the low slung more modern vehicles. We have done this route before and the scenery is fabulous. Sadly on this run none of that was visible for our visitors to enjoy because of the poor weather conditions.

Our April Sunday Run starts in Havelock North and is called the Waimarama Wanderer, which is possibly a give-away about where everyone will be going.

Regular branch activities are well attended, but with winter knocking at the door numbers sometimes drop a wee bit. For all that the calendar seems full and there is always something to do or go to.



▲ Manawatu: New life member Murray Martin with retiring Chair Sarah Howell.



▲ Horowhenua: Verdon Heath with the Scott.

### HOROWHENUA

### PETER NIGHTINGALE

Our annual Swap Meet was held in fine weather in March after being wet the day before. This was our biggest swap meet yet, with over 150 stall holders and an estimated 2000 people attending. Complete engines, a donated Wolseley



▲ Marlborough: Omaka Air Show 2019. 50 year member Ray Fairweather's 1913 Buick. Photo Linda Laing.





▲ Nelson: Ladies Run cars at Dunbar Estates Motueka Valley.

▼ Nelson: Dunbars Estate relaxing afternoon after the run.



▲ North Otago: William and June Hearne have returned to New Zealand, joining the North Otago Branch. This 1923 Ansaldo Tipo 6A Torpedo is one of their two club eligible cars.



▼ Nelson: Pietenpol Aircraft with cars in background.

▼ Nelson: Ross Sice (right) farewells Kevin and Ruth Mercer.



▲ North Otago: Peter Fulton's Doggs Bollox.



▲ North Shore: Dennis Bus driving under its own power.



▲ North Shore: Posh Picnic winners, Barry and Pam Thomson.



Northland: Pakotai School rides



North Shore: Dedicated Followers of Fashion, David and Sally Lane at the Highwic Lawn Party



car, and many other parts left the parts team with smiles on their faces. A great team effort by members, with Pete Collins organising the event.

At the request of a local rest home 14 cars visited and were kept busy giving rides to residents.

The Ted Green Motorcycle rally was held in April with a good attendance and the bikes in prime condition. Verdon Heath was riding his late father Les Heath's 1930 TT Replica Scott. Les and three others started our branch in the mid '60s. They were known as the four Hs Heath, Harvey, Hudson and Hicks.

## **MANAWATU IAN HOWELL**

Manawatu was well represented in Whanganui for the very popular Vintage Weekend in mid January. A week later members headed to Dannevirke for their 22nd Wheels with Attitude, and two weeks after that many of our members headed to the Napier Art Deco weekend.

Derek Haycock organised another veteran run in February. A highlight was a visit to Brian Rankine's collection of not only cars, but other forms of transport which defy gravity.

March is always a busy month. Our Ruahine Ramble attracted 29 entries. Starting at the Coach House museum in Feilding, Club Captain Bryan Abrahams took us to Kimbolton and the wonderful Rhododendron Heritage Park.

In mid March The North Island Club Captain's Tour winged its way through our area. Changes at our AGM, held on 20 March, included a new Chair (Stan Garmonsway), Club Captain (Esther Williams), and two new committee members (Cliff Bennett and Dave Williams).

Murray Martin was accorded Life Membership, a very popular nomination. Over many years Murray has been instrumental in helping many members get their vehicles back on the road, both with practical help and navigating the VIC process. On behalf of all our members, thank you Murray.

We also acknowledge and sincerely thank Bryan and Cathy Abrahams (and daughter Carla) for their huge investment of time over the past three years in the Club Captain's role.

Seventeen cars went to Kimbolton on 6 April for the second Sculpture Festival. A cold day but some amazing creations, mostly from scrap metal.

## **MARLBOROUGH CARROLL WIBLIN**

Several new members have joined. Welcome to Carol Mason and Peter Kuipers (who have a 1905 Vindec Special M/C which had belonged to Carol's dad from new), Ian and Helen Horgan (1968 VW Beetle), David and Ruth McConnell (1930 Ford AA Truck and 1929 Ford Model A Phaeton), Kevin and Alison Murray (1923 Ford Model T), Peter Allen (1928 Chevrolet National AB) and Scott Murray with a modern Jaguar. Also welcome to Brent Cameron who has transferred from Canterbury.

The clubrooms and museum have been receiving some TLC including a fresh coat of paint, carpet cleaned, and a general tidy up. Our Chairman, Kelly Landon-Lane, has organised the re-painting and signwriting within our grounds. When Rose Preston heard the discussion about the cost of new seating for the Redman Room she promptly got on line and found 54 chairs for less than the price of two in the quote obtained by our secretary. What a champion. Members recently had an enjoyable wee overnight trip to Kaikoura where they joined up with Canterbury members.

We had a bus and train trip to Picton in April. This was very quickly booked out. On the same day there was the re-opening of the Seddon Railway Station and Café. Also on the calendar was the Classic Fighters Airshow which members were asked to attend with their cars.

## **NELSON RAY ROBERTSON**

One should only talk about the weather if it is pertinent to the story. For those who ventured to the West Coast Scenicland Rally this was the case. What could have been a rally director's nightmare turned out to be really fun, with 35 cars stuck 8 kms up a narrow muddy goat track in heavy rain. It forced all of us to get to know each other while we spent two hours turning everyone around. A great West Coast bonding exercise.

Club stalwarts Kevin and Ruth Mercer were farewelled as they head back to Canterbury. We shall miss their energy and involvement.

We had great afternoon at a Jo Hoffman-organised Ladies' Run with a little difference, ending up in the picturesque Motueka Valley at a winery.

A joint branch run to The Motueka Aero Club saw our vehicles displayed at the airfield. New member Bob Wagner, who owns a Model T, has a passion for building aircraft, and had his beautiful Bernard H

Pietenpol replica on display, capturing the interest of many of us.

A club night return visit to Manuka Street Hospital, a private surgical hospital, proved once again to be extremely popular.

## **NORTHLAND TREVOR REILLY**

A busy month at the club rooms with two school classes visiting the "display and talk" about the vehicles in our shed. After having a ride in the latest electric cars the pupils were given a ride around the property on the 1929 Dodge pickup. There seemed to be more excitement shown with the older ride than the modern.

April Sunday run was plotted by a branch member's wife. She had worked in the area school of Ruapekapeka and knew the scenic way to explore the gravel and bush roads of the area. Sixteen cars headed north to drive through the rural landscape, to view a 1914 -1918 war memorial. Then it was a relaxed luncheon at the site of the last Maori war encounter at the Ruapekapeka Pa. From there it was to the Hukerenui tavern for the prize giving. The trees in the area were just starting to show autumn colours and the fine sunny day made the vintage motoring a pleasure.

## **NORTH OTAGO KATHLEEN PERRY**

At our March club night Peter Fulton drove his period special into the clubrooms and spoke about his vehicle.

The car is based on a 1937 Morris 8 chassis, with a 1952 Sunbeam Talbot engine and Hillman Minx gearbox. It is classified with the VCC as a 1952 period special C5. It began with Peter wanting to build a pre-WW1 aero-engined special, but the bits were either too hard to find or too expensive. He had earlier put a Daimler V8 engine in his Sunbeam Talbot, so the Sunbeam lump was sitting in his garage, and he had always felt the Morris 8 to be underpowered. He wanted to build something that could mud-plug, hill climb, circuit race and tour. So he put the bits together and, presto, many years later, here it is. To the horror of his friends, he calls it "Doggs-Bollox" because in the UK, all the famous cars have names. It has been a lot of fun in the garage and on the road, now he just has a few bits to finish and certification to complete.

That same night new members Will and June Hearne brought their 1923 Ansaldo Tipo 6A Torpedo to show members. Will and June have returned to New Zealand

from England and brought the Ansaldo and a 1923 Diatto with them.

Our pre-Easter midweek run was organised by Lester and Christine Schaffer, who took vehicles out to Coal Pit Road, Tussocky Road and Windsor Park before finishing at the Enfield Tavern.

## **NORTH SHORE RICHARD BAMPTON**

Thursday 14 March will long remain in the collective North Shore memory. For the first time since the 1924 Dennis bus was pulled out of a swamp in 1982 it was driven under its own power out of the shed. Appropriately Tony Gillett, who has been a stalwart of the Dennis restoration team, was at the wheel. Only out and back again (reverse gear worked), but an historic occasion. The Posh Picnic in April was hosted by Peter and Heather Lloyd on their property, with a bigger turnout than for some years. More people made the effort to don costumes appropriate to the year of their cars, and the winners, driving the branch Morris 8 Series 1, were Barry and Pam Thomson.

Two North Shore cars attended the Metropolitan Club's Lawn Picnic at historic Highwic House; David Lane's Studebaker and Richard Bampton's Austin 16/6 Clifton. We were treated to talks on 1910 to 1940 men's fashion, a dancing class on the lawn, gin tasting, a variety of stalls and, of course, afternoon tea. Those dedicated followers of fashion David and Sally Lane were awarded second place in the fashion parade and competition.

Our previous newsletter editor, Brian Cullen, is under the weather so a relatively new member, Stuart Battersby, stepped up to the mark, producing an excellent edition that has been well received by all.

## **OTAGO MARION MCCONACHIE**

The branch was involved with organising the local Best of British on 10 March. A good number of vehicles met up at the Dunback Domain. Our Sparkaholics team had a very informative visit to JTech Plastics which is based in North Taieri.

A variety of speakers are organised for upcoming Friday club nights the programme includes: the history of the railways in Dunedin, Trusts and Power of Attorney, and Neil Gamble plans to speak about his interests in the vehicles he owns.

Our clubrooms enter winter having had the outside and some windows repaired and painted during the last few weeks. All looking very neat again. We thank all the

Community Trusts that have supported us with funding for this.

We welcome four new members adding a few p60 and post vintage vehicles to the branch fleet.

Wednesday mornings at the clubrooms have become a hive of activity as members attend to either just socialise, have a look through the library and parts shed, or muck in and help with any chores or maintenance. Then there is also that cuppa and sometimes scones fresh baked by Colin Winter on offer.

The branch is holding its AGM on Sunday 16 June. We look forward to being able to elect a full working committee again this year.

## **ROTORUA RONALD MAYES**

Meeting nights regularly feature a "Car in the Room." In March we were treated to a fascinating talk by Reg Munro about his 1958 Austin-Healey Sprite, followed in April by Neil Handley. We usually see him in his 1957 Vauxhall Velox but this time he showed us his latest high-tech toy, a new Can-Am Spyder. It is registered as a car (like a Morgan 3-wheeler) but he wears a helmet and steers it with handlebars. The 3-cylinder Rotax engine gives it incredible power and must help to give him the broad grin on his face when he rides the trike.

Both Sunday and mid-week runs have been well attended. The Barbecue Run took us about town and beyond before returning to the clubrooms. The Chairman's Run saw us further afield, ending the run at his shed amongst the Rolls-Royces, Bentley, Essex and Bedford. On the Night Run (bring a strong torch to spot the clues) we threaded our way along dark, narrow country lanes around the lakes after the dinner's first course of pea, pie and potato before returning for dessert.

The National Morris Minor Rally was based in Rotorua during Easter, and a grand sight they made on show at the lakefront. A week later the Rolls-Royce and Bentley Club travelled the long way around from Tauranga, lunching at our clubrooms before returning via the back road (SH 36).

On Sunday 14 July we hold our major fund-raising event, the Central North Island Swap Meet at the usual Paradise Valley Speedway venue, always popular and always providing treasures for every visitor to buy.

## **SOUTHLAND RUSSELL MCIVOR**

Staff from Invercargill's Transport World Museum took 22 Ford cars from

their collection to the 'Wheels at Wanaka' event at Easter. The very early replica Ford Quadricycle successfully ran with a new carburettor.

Southland members travelled to the successful Ashburton South Island Easter Rally. Glenys McKenzie received the hard luck prize having to replace a windscreen on the Austin. This was smashed south of Ashburton. Local veteran cars were Metz, Renault and Wolseley.

Our ever popular monthly Wednesday run, organised by Barry and Viv Hayman, travelled to Fortrose, Mataura Island and then by SH1 home.

Our most recent public service was the Drive a Dream for retirees from Teretonga Park to the Power Boat Club at Otatara. Among those out for the day was the branch's 1906 Darracq, driven by Brian Dunnick.

The branch librarian, Roy Shanks, and helpers have put over 2000 books on a computerised file. Many are old motorcycle parts catalogues from local motorcycle shops.

Our branch is looking for another venue to replace our annual Arrowtown Motorcycle Rally. Road congestion on tourist routes, especially around Lake Wakatipu, is causing problems. We hope that it will be many years away before permits are required for vintage events.

Our large clubrooms on Ariki Avenue at Otatara is open on Saturday nights for refreshments, visitors welcome.

## **SOUTH CANTERBURY**

### **SHANNON STEVENSON**

The guest speaker at our February Noggin and Natter was 1970s New Zealand Formula 1 driver Howden Ganley who enthralled members with stories of his experiences.

The Motorcycle Rally was held on 3 March. Organised by Neil Manchester the run took participants via Fairview, Hadlow, Totara Valley and Pareora Gorge, to the Bluecliffs Hall. Russell Dale rode the oldest entry, a 1911 Abingdon King Dick.

The Mid-Island rally took place on March 10. Attracting more than 55 entries this rally took participants on a morning run around Timaru. Field tests were held at Timaru Botanic Gardens, with the afternoon run taking them out to Cave. The evening dinner and award ceremony took place at the Gleniti Golf Club where South Island Club Captain Alon Mayhew presented 50 year badges to Ron Cooper and Lionel Suter, and a 60 year badge to, Barry Barnes.





▲ Otago: Sparkaholics visit to JTech Plastics at North Taieri. Photo Eleanor Harrison.



▲ Otago: George Martin, Parts Manager.



▲ Rotorua: Adelai Skelton wants Neil Handley to rev up his trike.



▲ South Canterbury: Humber 80s owned by 50 year badge holders Lionel Suter and Ron Cooper, Mid Island Rally.



▲ South Canterbury: Tony McGillen's Austin A70 Hereford pickup 'project in progress' at the SCVCC swapmeet, Winchester Showgrounds.



▲ Rotorua: White 1934 Austin 7 (Robyn Skelton and Paul Wollaston), on the Rotorua Branch Chairman's Run.



▲ Rotorua: Reg Munro talking about his A-H Sprite at our meeting! Photo David Tomlinson.



▲ Taranaki: Members enjoying the picnic lunch at Lake Rotokare.



▲ Taranaki:

▼ South Canterbury: Alistair Day's 1966 Hillman Super Minx, in the display area at the swapmeet, Winchester Showgrounds.

▼ Taupo: 1929 Ford Model A.





A number of our members supported the annual Caroline Bay Rock and Hop over the weekend of 16-17 March, an event organised by Hospice South Canterbury which attracts 1000 vehicles to Timaru.

Our Annual Swapmeet at Winchester took place on 6 April, attracting several thousand people.

A number of our members supported rallies hosted by other branches, including the National Motorcycle Rally at Blenheim and South Island Easter Rally at Ashburton.

Mid Week runs have re-commenced for 2019, the first of these taking place on 11 April.

## **TARANAKI COLIN JOHNSTON**

Our April Club night had representatives from Total Oils explaining oils and how they can be used in our old cars. Tony Blackburn, their technical manager, gave a very informative talk and answered questions which helped to take the guess work out of choosing the correct oil. He explained the difference between conventional mineral base oils, the unconventional base oils and synthetic base oils.

The March Sunday Picnic run to Lakes Rotokare and Rotorangi had 13 cars and their occupants enjoying the great surroundings. Some members took the opportunity to enjoy a bush walk through the reserve. It also gave members a chance to see what the Trust has achieved with the latest developments.

Our annual Maunga Moana Rally was organised by Rob Thomson, and this year attracted 50 entrants. See the report in Rally Snippets. National President Diane Quarrie presented a 50 year badge to Colin Johnston at the rally dinner.

We warmly welcome new member Keith Bland from New Plymouth who owns two Citroëns and two 1950s BSA motorcycles that he has owned for about 40 years.

## **TAUPO NEIL CHAVE**

In February we held our annual Open Day with about 55 cars on display and a steady flow of the general public to come along and look at member's cars and inspect the clubrooms. We signed up some new members which is always a bonus. In March we held the summer BBQ with a great turnout of members. Our annual rally was also in March and was combined this year with the North Island Club Captain's Rally as it passed through Taupo heading

south. Fifty three cars were entered and we enjoyed a fine day. The rally was won this year by Peter and Rosalie Donovan, with all prizes presented by National President Diane Quarrie. Also in March we held our Taupo Hospice Drive where members take hospice patients for a run around town in various cars. This was well supported with 12 cars involved and was much appreciated by the local hospice. Our club night in April was a film evening with Andre Rieu in Maastricht. In May we have the branch AGM and like all branches hope we have some new faces offering themselves as committee members.

## **WAIKATO JEREMY BROOK**

Our club is working hard to attract new members. As part of this strategy Paul Johnston organised a soapbox derby down the main street of Cambridge on Anzac Day. Members were encouraged to purchase trolley kits and help their children and grandchildren, or other young folk, to build and decorate them and then compete in the event. This was a huge success with 30 odd entries with plenty of pushers on hand. The winning trolley was piloted by Jacob Porteous, grandson of club member Howard Porteous.

The club's 25th Vintage Venture Rally, ably run by Mary and Dave Thomson, started at Thames, heading across the Hauraki Plains to Waiterimu, then back to Whitikahu before returning to the clubrooms. Participants enjoyed the relaxing driving paired with some brain teasers. Winners were Steve and Cazna Payne.

A successful Ladies Rally was themed 'Birds of a Feather Come and Flock Together'. The rally was all about birds with a visit to Maungatautari Sanctuary. Winner was Tracey Hayward while Kathryn Parsons sported the best hat.

The 25th Mooloo Meander was superbly run by the motorcycle section with a fantastic entrant number of 63. The main run was to Te Mata School covering a variety of roads and surfaces. Overall winner was club stalwart, the indomitable Stan Richardson.

## **WAIARAPA KEVIN BALL**

Our annual Club Captain's Run, organised by Francis Pointon, was the highlight of this period. It was posted as more suitable for older vehicles, because of the at-times rugged terrain and the low

speeds attainable. It was divided into two sections, 65 miles to lunch and another 60 miles to the finish.

The morning session took a long loop over lovely unfamiliar roads, half sealed and half gravel, to Tinui, near the coast, where there was a picnic lunch stop. Then it was up and over Castle Hill, all gravel, and back to the starting point in Masterton.

Ian Lambess, driving a 1925 Morris Cowley, battled with a slipping clutch and, at one stage, a loose wheel. He was rewarded with overall honours. Another car caused some excitement when a split-rim separated, allowing the tube to escape. It was successfully dealt with at the roadside without damage.

The Rex Porter Memorial Rally attracted just 17 cars. The run was largely in the Martinborough area and was set up by Frank Walls and Francis Pointon. Fine weather allowed a picnic lunch in the southern town.

Wairarapa has a very strong motorcycle division, which will stand it in good stead when it stages the international rally in 2021. It will be a huge job, with all hands on deck coping with anything up to 200 bikes plus riders and support crews. Simply finding accommodation will be a challenge. On the plus side we have some fantastic rural roads ideal for two-wheel enthusiasts.

## **WANGANUI TONI JENKINS**

Our branch has been busy as usual. The first club night was held at the International Commercial Pilot Academy. Some 60 members were able to visit the hanger and look at, but not touch, the planes. I was most interested to find the Academy is owned by Whanganui rate-payers, meaning they are MY planes (or a couple of rivets worth of them). Other club nights have included Peter Clifford, an international motorcycle rider, regaling us with tales of what he has seen and done, and an hilarious evening about hearing. It appears there are some branch members who are hard of hearing, or perhaps hardly hearing. Much teasing and laughter made for a fun night.

The annual gymkhana had to be cancelled this year because of inclement weather. Our skilled driving at low speeds will be on display again next year.

The local hot rod club runs the Rivercity Parkup each year now, and it is a charity fundraiser. Our branch has always





▲ Waikato: Soapbox Derby winners.

▲ Wairarapa: Alec O'Hara's Dodge pickup in the Club Captain's Run.



▲ Wairarapa: Earl and Tina Goodin (Chrysler ute) won the commercial division of the Rex Porter.

▲ Wairarapa Annette Clark and Nola Groves share rally memories at the Rex Porter dinner.



▲ Wairarapa: Rex Porter Memorial winners Sheila and John Clark with organiser Francis Pointon.

▲ Wellsford: AWTY wishful thinking.



▲ Wanganui: John Miles introducing an international student Mayu to the joys of his Austin 7 Special.

▼ Wanganui: Ian and Frances Higgins beautiful 1956 Chrysler Imperial was a feature at the River City Charity Parkup.



Wellsford: Paul's Zephyr.



Wellsford-Warkworth: Harry Heaven.





▲ West Coast: Essie - Oops! But got out under own steam.



▲ West Coast: The Duzgo gets through.  
Wellsford-Warkworth: Press cutting from 1987. ▼

supported this, and we had a fine collection of vehicles on display again.

The motorcycle trial was held most successfully with great support from club members providing marshalls. We also hosted a pleasant and cheerful visit from the North Island Club Captain's Run.

## WELLSFORD-WARKWORTH

### CHRIS HARVEY

A busy March included two events besides the usual beach picnic and club night. The 'Are we there yet?' rally for the Mike Brown Memorial Trophy took place on 9 March. Umbrellas at the briefing did not bode well, and only eight cars were entered, but the weather improved throughout the day. The route took us from Warkworth over the Pakiri Hill to Mangawhai Heads. We returned via Wellsford, SH16 and West Coast Road to finish near Kaipara Flats, where those who did not mess up the final instruction enjoyed tea and scones in the afternoon sun on Paul and Debbie Hodder's deck. Doug and Anne Hamilton in their feisty little Fiat 500 won the event.

Thursday 21 March we enjoyed a visit to Gibbs Farm on the eastern shore of the Kaipara harbour to see the monumental sculptures.

On Sunday 28 April we held a twilight run around the back-blocks of Warkworth finishing at the Puhoi pub. The same day was Harry Heaven's 90th birthday party, held at the Fire Station in Wellsford where he was a volunteer fireman for many years. Harry was a founder member of the Wellsford Branch and still has four cars, including the 1936 Chevrolet which was featured in *The Rodney Times* 32 years ago: see the press cutting of 12 Feb 1987.

May kicks off with the first of our mid-week winter café lunches, and the Triple Combined Rally.

The BBQ will be fired up again on 6 and 7 July for our main event of the year, the Winter Woollies Wander. We look forward to hosting the many competitors from outside branches who have been good about supporting this event – and often carry off the trophy. The past few years have seen a wide range of weather conditions so be sure to bring your warm gear.

## WEST COAST JUNE CAMBELL

We welcome Carleen and Tony Keane from Hokitika as new members to the branch. They own a 1971 Vauxhall Victor FD3300 and we look forward meeting them on branch events.

Our Scenicland Gold Trail Rally in March attracted 70 plus entries. Unfortunately the weather gods did not smile on us, but did provide much needed relief for those from drought-stricken areas. The fact that they couldn't take it home was the problem. We hope everyone enjoyed the safari through bush roads with overhanging trees, fords with more water than originally planned, a locked gate which lead vehicles down the wrong road with a zero turning area (a test of turning skills here) and of course, boring tar sealed roads. Commiserations to the vehicles that may have been a bit close to the ground in places, but please come again. The evening function at Shantytown rounded off a full day with a meal and prize giving. Thank you all for coming to the West Coast, each year has its challenges.

We have had members attend the annual Model A Rally in the Southland



region, and also the 50th Anniversary Rally at Ashburton. We are looking forward to reports from these travellers

This year we are hosting the National AGM to be held in Greymouth and we look forward to meeting up with members from other branches.

## PASSING LANE

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

Information is supplied to  
*Beaded Wheels* by  
VCCNZ Branch Secretaries.



Dickson, Robin  
Jory, Kevin  
McGee, Mike  
Miller, Glenis  
Preece, Donald  
Swindells, John  
Warren, Neville

Gore  
Canterbury  
Northland  
Canterbury  
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