

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

# Beaded Wheels

No. 359 August/September 2019

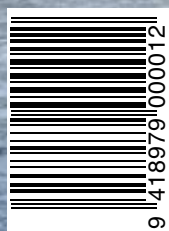
NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



## WINTER MOTORING

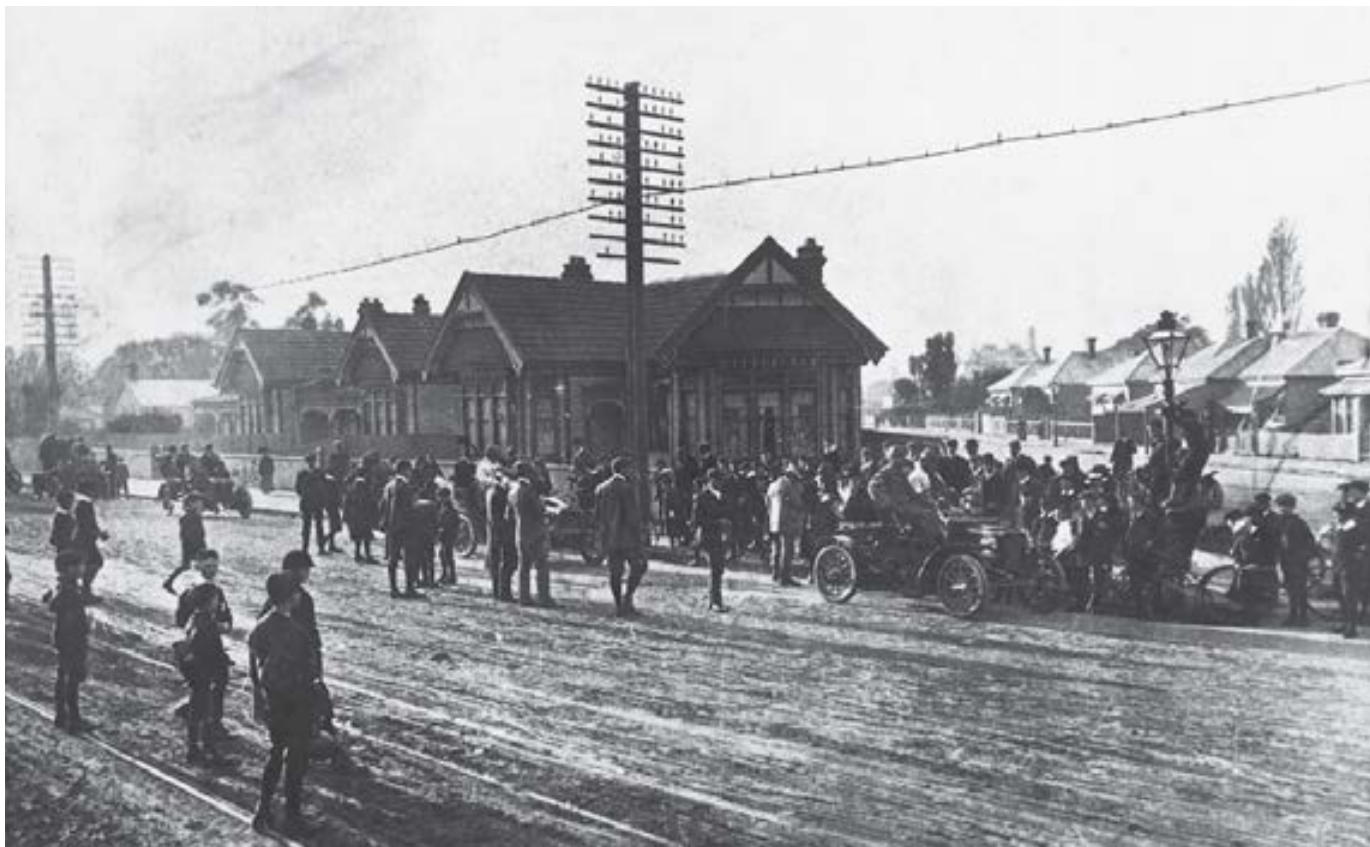
*Rally Action From Around New Zealand*

1940 LA SALLE | 1934 CHRYSLER CA  
TARGA DREAMS



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND





The Canterbury Automobile Association's Motor Reliability Run from Christchurch to Duvauchelles, Banks Peninsula. Vehicles were divided into two sections. Pictured here are the small cars leaving from the corner of St Asaph Street and Lincoln Road (Now Hagley Avenue). Picture Beaded Wheels Archives.

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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300dpi. Alternatively mail your contribution  
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## COVER

Tackling the water during this year's Irishman, David Oakley in his 1930 Model A Ford Tudor with navigator Bruce Luskie. See article page 34. Photo Carolyn Elcock.



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Beaded Wheels



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

Members will have received the Club's annual accounts by now and you will see that there is a small operating surplus of \$22,884.00 which, when added to the Vero share and interest on investments, records a healthy profit of \$100,786.00.

Management Committee members have been returned unopposed except for the three committee positions for which there will be an election as four nominations have been received. If you haven't already, please get your votes in.

In my annual report I thanked my fellow Management Committee members whose level of understanding and experience of the workings of the Club and related statutory and governmental bodies is wide-ranging. I also acknowledged the members of the *Beaded Wheels* Committee, the Vehicle Technical Committee and Diane White for her work with the 25/35/50 membership badges.

I also flagged that this coming year we will continue to keep a watching brief on future trends which could impact negatively on our hobby as well as taking every opportunity to

ensure that the authorities take the historic movement into consideration during their legislation deliberations. We need to convey to them the important role that our members and their vehicles serve in preserving New Zealand's motoring past. We will also be focusing on updating the VCC's image so that it reflects our "New Zealandness", who we are, what we do, and where we are going in the future

We will continue developing the on-line membership application process and I am pleased to advise that Murray Trounson, a Chartered Accountant and Canterbury Branch member, has taken on this task.

The Club's five year Strategic Plan was approved at the 2015 AGM. The first strategic intent in the document is "Enhancing public image and awareness" and one of the ways the plan talks about how we do that is to "Ensure Branch involvement in the community is visible".

Our Club's National Day is coming up on Sunday 25 August. In the last two years it has raised \$100,000 for the Cancer Society.

While some branches have enthusiastically seized this concept others seem to see it as a chore to be endured. I was disappointed to read in a branch magazine that "members decided at the June branch meeting not to hold a Daffodil Day rally, thus leaving a space for another branch event". I fully understand that it can be a struggle for some of our smaller branches to find an organiser, however, at its very bare minimum all we are asking is for a branch to put on a run on the same day as the rest of the Club. By doing so you will be part of our National Day and the small entry fee gathered will go to our chosen charity - the Cancer Society. The un-named branch mentioned above has decided not to participate in the National Day but will put on another event to replace it.

I believe that our National Day should be one of the most important events on branch calendars for the reason that if done well, the concept works. This has been proven by those branches that have enthusiastically embraced the day and reaped the rewards in terms of raising the Club's profile in their area, gaining new members and of course,

raising funds for a well-deserved charity.

We all know that while member numbers are holding steady at the moment (8657 as at going to print), this will not always be the case. We are constantly being told that the Club must do more to encourage new members. It is disappointing that some branches are not seizing this opportunity to raise the profile of their local branch in their area and the Club as a whole.

When the Executive agreed to proceed with the concept of the National Day, with the proceeds going to local Cancer Societies, it was also decided that this would be reviewed in three years. It is therefore due to come up for review at the March Executive Meeting in 2020. I will also be raising it at the forthcoming AGM at Greymouth in August to get feedback from our members as to the direction they want this to go, or whether in fact they want to continue with it at all.

**Diane Quarrie**  
VCCNZ  
National  
President



## AS WE SEE IT

On page five of *Beaded Wheels* we include forthcoming branch and national events so you can keep up to speed with happenings around the branches. We usually have space to include at least the next two months comprehensively plus major events in the ensuing month or months. How far we go depends on the space we have available. The entries are checked and approved by branch secretaries prior to going to print in an attempt to be as accurate as possible. Recently this page has been the subject of letters and complaints/compliments to us about what we print.

Seems that some want less information and only want to know what events branches are running that other branches are invited to. Others want more information and want us to include the branch meeting night information. Our thoughts were that by publishing branch events we were giving information to those who wish to attend events run by other branches, when travelling for instance, or any other reason. We don't really want to publish branch meeting nights as that would potentially be another 70 or so entries and we don't have the room. By the same token we don't really wish to reduce

what we currently print as we think the good outweighs the bad. Remember we are one club with 35 branches. Any member is entitled to attend any event run by any branch. Just send in the entry form and fill your boots. Happy for you to let us know what you think.

Regrettably this issue marks the final contribution to Brass Notes by Diane Ross. After 11 years and almost 70 issues of providing us with veteran information she has decided to retire. We acknowledge her dedication and are very grateful to have had the opportunity to work with her over many years. She never

missed an issue from 293 in August 2008 to this issue, 359.

What this means, of course, is that we have a vacancy for a new reporter for matters veteran. The pay is crap but the personal flush of joy at completing your column for the next issue can be reward enough. Those interested may wish to give Diane a ring to see what is involved. She is happy to pass on any information she has to the new reporter.

**Kevin Clarkson**  
Chairman  
Beaded Wheels







**NATIONAL EVENTS**  
**August**  
 17 National AGM hosted by West Coast Branch  
 25 Daffodil Day Rallies around New Zealand  
  
**October**  
 19-20 National Veteran Rally hosted by South Canterbury Branch

Banks Peninsula Branch 2019 Hadstock, photo John McDonald.

**AUGUST**

- 4 Auckland Wet Leg Motorcycle Tour
- 4 Northland Motorcycle Run
- 4 Waikato Shed Raid to BOP
- 4 Wellington Sunday Run
- 7 Hawke's Bay Midweek Run
- 7 Sth Otago Wednesday Run
- 8 Sth Cant Mid Week Run
- 10 Ashburton Garage Raid
- 11 Nelson Club Run
- 11 Northland Club Run
- 16-17 West Coast National AGM**
- 17-18 Combined Combined rally - Gore, Southland, Sth Otago and Central Otago Branches
- 18 Marlborough Events Trial and Mud Plug
- 18 Taupo Club Captain Run Overnighter
- 20 West Coast Morning Tea Shantytown
- 21 Auckland Midweek Tour
- 21 Waikato Wednesday Wander
- 24 Rotorua Sulphur City Rally
- 25 Gisborne Club Run
- 25 National Daffodil Rally - check your branch for local event details.**
- 25 Taranaki Inglewood Shed Raid
- 28 Rotorua Midweekers Run
- 28 Wellington Midweek Run
- 29 Otago Midweek Run
- 31 Banks Peninsula Brooklands Levels Raceway

**SEPTEMBER**

- 1 Banks Peninsula Garage Raid
- 1 Far North Father's Day Rally
- 1 Northland Motorcycle Run
- 7 Waimate Swap Meet
- 8 Auckland PV/PWV/P60/P80 Annual Rally
- 8 Northland Club Run

- 8 Sth Cant Opening Run
- 8 Wairarapa Peter Smith Memorial Rally
- 13-15 E Bay of Plenty Run to Paeroa
- 14 Canterbury Awards Dinner
- 14 Manawatu Vintage Rally
- 14 Wellington Spring Festival
- 15 Rotorua Club Run
- 15 Wanganui Club Run
- 15 Taupo Club Run
- 17 West Coast Morning Tea - Shantytown
- 18 Auckland Mid Week Tourers
- 18 Waikato Wednesday Wander
- 21 Taranaki Rubber Duckie Motorcycle Rally
- 21-22 Wellington Tom's Tour
- 22 E Bay of Plenty Club Run
- 22 Waikato PV Rally
- 22 West Coast Club Run
- 24-9 North Shore North Cape to Bluff Tour
- 25 Rotorua Midweekers Run
- 26 Otago Midweek Run
- 28 Central Otago Blossom Rally
- 28 Nelson Blind Run
- 28 North Shore Spring Tour
- 29 Banks Peninsula Opening Run
- 29 Auckland Club Run
- 29 Sth Cant Continental Vehicle Day

**OCTOBER**

- 2 Southland Vintage/Post Vintage Rally
- 5 Manawatu Swap Meet
- 5 Otago Dunvegan Motorcycle Rally
- 6 Canterbury Veteran Rally
- 6 Waikato Kairangi Hill Climb
- 11-13 Canterbury Swap Meet
- 12 Far North Working Bee
- 13 Rotorua Club Run
- 13 Wairarapa New Members Rally
- 13 Wellington Heritage Rally
- 13-17 Otago Prince Henry Tour

- 14 Taranaki Potters Paddock Gymkhana
- 15 West Coast Morning Tea Shantytown
- 19-20 Canterbury Girder Fork Rally
- 19-20 Sth Cant National Veteran Rally**
- 20 North Shore Club Run
- 20 Wanganui Club Run
- 23 Rotorua Midweekers Run
- 25-28 E Bay of Plenty Trip to Gisborne
- 26-27 Auckland Hunua 100
- 26-27 Banks Peninsula Waimate 50 - 60th
- 26-28 Sth Cant Mt Cook Rally
- 27 Canterbury Grasskhana (New Event)

**NOVEMBER**

- 1-3 Gisborne Biennial Visit to EBOP
- 2 Canterbury Motorcycle Annual Rally
- 2 Northland Far North Tour
- 2 Otago Taieri Tour
- 2-3 Wellington Annual Rally
- 3 Bay of Plenty Car Show & Swap Meet
- 3 Taranaki Fringe Garden Festival Run
- 6 Southland Commercial Rally
- 6 Wanganui Night Trial
- 8-10 Nelson Biennial Run
- 9 Canterbury Vintage Annual Rally
- 9-10 Sth Cant Safari Weekend
- 10 Banks Peninsula Hawkswood Sprint
- 10 Waikato Veteran Rally
- 13 Southland Arrowtown Rally
- 16 C. Hawke's Bay Veteran Rally
- 16 Nth Otago Swap Meet
- 16-17 Sth Cant All American Weekend
- 17 C. Hawke's Bay Homestead Run
- 17 Horowhenua Tararua Trundle
- 17 North Shore Garage Raid
- 17 Waikato Waikato Swap Meet
- 17 Wanganui Ladies Run
- 19 West Coast Morning Tea Shantytown
- 23-24 Wairarapa Gold Medal Motorcycle Rally

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.

## SUBSCRIPTION TIME

Renewal invoices will be sent out to all members in late August early September 2019 for the period 1 November 2019 to 31 October 2020.

To receive the discount of \$11.50 payment must be received by National Office no later than 20 October 2019. If you don't receive your invoice, then let your branch secretary know before the end of September. Membership cards will be forwarded to financial members in November.

Members who have not paid by 1 November 2018 will show as unfinancial. One reminder notice will be forwarded and the \$11.50 will be payable. Members whose invoice is unpaid by the March Executive Meeting will be required to re-join and lose any previous continuous membership.

Please advise National Office if you have changed your address or sold/purchased any vehicles. It is also appreciated if you notify the office that you wish to resign, by 31 October 2018.

## CONTINUOUS MEMBERSHIP

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.

You can also pay directly into the Club's bank account. Please remember, you must put your membership number as the reference for the payment. This is very important.

## THE HISTORIC VEHICLE AUTHORITY OF NZ

Did you know that the Management Committee has a very good working relationship with NZTA and they officially recognise The Vintage Car Club of NZ (Inc.) as the Historic Vehicle Authority of NZ? Rod Brayshaw has been the Club's Registrar for 23 years and is often called upon by both NZTA and our members to assist with issues that arise.

## NATIONAL VETERAN RALLY

If you are entering this event you MUST have a valid Vehicle Identity Card (VIC). Please get your VIC application, renewal application, or change of ownership submitted to your branch well in advance of the registration close off for the event. Do not risk disappointment by leaving it to the last minute.

## NATIONAL ANNUAL GENERAL MEETING

The Club's Executive Meeting and Annual General Meeting will take place in Greymouth on 17 August 2019. The Executive also meet on 16 August. The Executive is made up of one

delegate from each branch plus the Management Committee members. Your delegate will report on the proceedings. The minutes for the Executive Meeting are distributed to each branch secretary and all members will receive minutes of the AGM, branch office details and a calendar of events as an insert in the October/November issue of *Beaded Wheels*.

## BRANCH ANNUAL GENERAL MEETINGS

Branches around the country have held their annual general meetings and as a result there are a number of new committee members. I would like to welcome all the new committees and thank all those who stood down for their assistance over the past years. The work that the committees put in to running the Club and assisting with the work undertaken by National Office is greatly appreciated.

## VEHICLE IDENTITY CARD (VIC)/AUTHENTICITY STATEMENT REQUIREMENTS

Applications for a Vehicle Identity Card / Authenticity Statement must be submitted to your branch. The only exception is a straight 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 National Office.

# Beaded Wheels

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

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

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

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





# MAILBAG

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



## CLUB WEBSITE

On our club website ([www.vcc.org.nz](http://www.vcc.org.nz)) you can obtain the latest information on the Club ferry discounts for Cook Strait, download forms for Vehicle Identity Cards, Historic Race Licenses, VCC membership, and *Beaded Wheels* subscriptions. A copy of the Branch Manual and Vehicle Identification folder are also available.

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 and Lighting Endorsement form and return these to your branch secretary for processing.

## VCC ID CARD RENEWALS

Please note that all VCC ID Cards expire upon change of ownership, or 10 years after the issue date (whichever comes first). The VCC National Office will send a renewal advice out to owners of vehicles who have VICs about to expire.

## VCC VERO INSURANCE SCHEME

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

## CHANGE OF ADDRESS

Please advise National Office in writing if you have changed address, including phone numbers and email address, or vehicle ownership.

## BRANCH TRANSFER

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

## 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 have turned 100 years old and have a valid VCC ID Card approving the vehicles age as more than 100 years since the date of manufacture. For further details, please refer to the Branch Manual, section 40G, or contact National Office.



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**Julie Cairns-Gee**  
National Office  
Manager



## WHAT MAKE OF VEHICLE IS THIS?

My father (Nelson Price of Invercargill, died 1993) bought an old NZR bus about 1948. He lifted the roof, welded up some of the kerb-side doors, and converted it into a mobile-caravan.

An old photo from about 1950/3 shows the plate number H40-283 with a small plate "C" added before the H. Another photo, maybe 1954/55 shows the last four letters on the plate 3-531. A third photo shows the camper in total with the unusual shaped front. What breed of vehicle is it?

I have no paperwork for it and the NZTA registration has no info.

Can you help me complete this piece of my family history?

**Trevor Price, Auckland**

## CHRYSLER HELP NEEDED

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

I am a VCC member 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 assistance in getting this car back to its original former glory.

Keep up the good work.

**Dave Kendall**  
0223 156 001  
[dave@qttrading.co.nz](mailto:dave@qttrading.co.nz)

## NATIONAL MOTORCYCLE RALLY

May I through this column thank the Executive for unanimously agreeing to waive the VCCNZ rules and allow the biennial National Motorcycle rally to be





held in 2021 as per tradition.

March 2021 is important for me personally as it will be 50 years to the day that I first rode my LMC at a national motorcycle rally and, physical health permitting, I will be at the rally in Masterton with the bike to achieve its anniversary.

**Ian Bade**  
**Horowhenua Branch**

**Ed Note:** For the record, the motion was passed but not unanimously.

### TRIUMPH 3HW UPDATE

This is just a footnote to the article in last month's *Beaded Wheels* about my trials and tribulations with the 3HW.

In February 2016 I set off with two friends for the National Rally in Cromwell. Leaving Blenheim we headed to Westport, down the coast, through the Gates of Haast to Cromwell via The Crown Range. After the rally I came home up the east coast, covering approximately 2000km in eight days.

The only issue was at St Arnaud when I pushed the bike off the rear stand, a spring shot past the back wheel and the stand dropped to the floor. The

anchor point for the rear stand spring had been ripped off the rear down-tube due to some more fine Indian welding. With the help of a bungee band the problem was cured.

**Barry Newman**

### SETTING THE RECORD STRAIGHT

Re: *Beaded Wheels* 355, The Way We Were.

My name is Francis Blandford (Frank). It was I who drove the OM that day. I pulled out of the race just as I was on the cusp of winning because of a dead cylinder. I couldn't carry on not knowing what caused the miss. It might be a catastrophic disaster about to ruin my lovely Italian motor-car. It turned out to be merely the owner's amateurish mechanical inabilities to correctly torsion-up 12 tappet screw lock nuts.

I could have carried on. But that's life. I don't know where Andy Anderson got that big-end story from but I'd just like to correct his memory error.

As an aside for your readers: I was under the OM preparing for that Wigram curtain raiser, when a VCC bloke (Colin Keith)



### INFORMATION WANTED

We have owned our 1939 Chevrolet Master 85 since 2014 when we purchased it from a Christchurch car dealer.

We have no history of the vehicle apart from the fact that it has a Vintage Car Club badge on it so we hope/believe that the car has history with the club. We have a receipt for motor work done by Ideal Mechanical in Hornby (this company appears to no longer exist) in 1997 and the name on the receipt is Carl Todd.

We are hoping that members of the club might remember the car or know someone who has knowledge of our car. Any information would be much appreciated.

Roger Thomas 021 221 6530 [roger@twohoots.co.nz](mailto:roger@twohoots.co.nz)



### VINTAGE AUSTIN IN UK EX-NEW ZEALAND

My wife June is currently in the UK for their summer. She was visiting a property in the county where our house is to see about getting a Victorian sofa recovered. When the upholsterer opened his workshop doors was surprised to see this vintage Austin tourer which the owner said she had come from New Zealand. It looks to me to be a Sports 20 but I feel that our 'Austineers' will know of the car and its history. The owner was also rebuilding a front wheel drive BSA sports car. Judging from the photo the Austin looks to be in splendid order.

**William Hearne North Otago Branch**

brought his girlfriend round to see the preparations. I looked up from my horizontal position, sighted Colin's girlfriend and immediately fell in love with her. We were married on 20 December 1952

**Francis Blandford**

**Reply from Andrew Anderson:**

Great to hear from you again and my apologies for my mistake. It wasn't any direct memory quote but just an overall impression of everyone at the time, not so much directly after the event as when you didn't show up at the Kiwi hill climb that April, especially as Spud Jackson was there in the 14/40 Sunbeam to do battle with you in the 2 litre class.

Again my apologies but great to hear direct from one of the truest Founding Fathers of the Club.

### RADIATOR CAP

Since my Dad's passing in February 2018 ownership of our 1914 HA32 Hupmobile has moved to the third generation of our family. Being the only mechanically minded child of

a deceased collector (some might say hoarder) and restorer of veteran, vintage and classic cars hasn't come without its challenges. What this has presented was a lack of knowledge on not only how to fix and drive the cars but also how to source parts... there are no Hupmobile dealerships left anywhere in the world now. So when we noticed a coolant leak coming from a badly cracked radiator cap, we had to just sit back and hope it never got any worse. That was until last night. My cousin who is part of a metal detector group contacted me when a friend of hers dug up a part with Hupmobile stamped on it. He was wondering what it was, and it was in fact a Hupmobile radiator cap. And it was the right one for our Hupmobile. I believe there were thousands of these cars brought into New Zealand. We are sure there has been some intervention from Dad and Grandad to find this part.

Obviously we are astounded by this find and thought readers might be too.

**Kelly Pierce (nee Brass)**

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# TIMELINES



The Rolls-Royce Springfield factory in Massachusetts, USA.

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

## 100 YEARS AGO AUGUST SEPTEMBER 1919

American tariffs still cause headaches for European car makers trying to import into the USA 100 years after Rolls-Royce decided the only way to sell cars competitively in the States was to build them there. Setting up shop in Springfield, Massachusetts the enterprise only lasted until 1931, a victim of manufacturing duplication, the great depression and an absence of mystique as the great British car wasn't in fact, truly British.

## 50 YEARS AGO AUGUST SEPTEMBER 1969

Big changes in the way we motored in 1969. We could go faster but drink less and serve ourselves petrol. The first self service petrol pumps were installed in 1969.

Speed limits were raised to 55mph from the 50mph limit introduced during WWII to conserve roads and tyres. In 1969 we could do a heady 60mph on suitable stretches of road. Quite challenging with gravel roads, cross ply tyres and fading brakes.



Graeme Rice

## 75 YEARS AGO AUGUST SEPTEMBER 1944

Louis Renault, imperious, hugely wealthy, and practically sole owner of his huge conglomerate, became the target of a Paris divided against itself. Other industrialists hadn't sacked 20,000 workers in 1938, hadn't built vehicles for the Germans and were surrounded by influential boards of directors or business partners. Isolated, Renault was vulnerable, and on 22 September he was imprisoned in spite of not being charged with any crime. Beatings, torture and a lack of medical aid ensured he died a month later.

## 30 YEARS AGO AUGUST SEPTEMBER 1989

Suddenly, after years of deprivation and spartan CKD\* cars, used cars started arriving in their thousands from keep left, right hand drive Japan. In 1985 there had been just 3000 cars imported and imports made up 4.5% of our new registrations. By 1989 the number had grown to over 85,000 and made up over 50% of new registrations.

\*CKD - Completely knocked-down: a kit of the parts to assemble a vehicle. More usually this was a bulk-packed supply of the parts required for vehicle assembly in a specialised plant.

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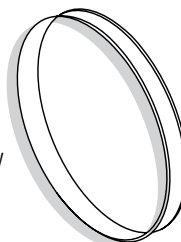
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# THE WAY WE WERE



▲ Left to right: Sybil Lupp, Andrew Anderson, Bill Cope, Pat Hoare, Neil McDuff, Pat Hoare's secretary, Reg Grierson, 'Fordy' Farland, P Tucker, Geoff Easterbrook-Smith, Jack Brewer.

## 1950 ANZCC NELSON CONFERENCE

Two very historically important photos, not for the actual events concerned but for the personnel in one case and the location in the other.

The Association of New Zealand Car Clubs (ANZCC) Christchurch contingent; Pat Hoare, Jack Brewer, Bill Cope and I drove up in a brand new Vauxhall Velox just acquired by which of the others I've forgotten. We went over the Lewis Pass route and got me very car sick so they made me drive. I can vividly recall what a horrible car it was compared to the Rugby with which Mitch and I had done the trip previously. I got our Vintage Car Club of New Zealand (VCC) championship status for the 1951 Governor's Bay hill ok but this must be a pretty unique group of founding fathers of New Zealand post war motorsport, so worth some further biographic.

From Left to Right:

**SYBIL LUPP** Delegate for Otago, concoctor of the Blackburn cut-and-shut 4½ Bentley in her youth in Blenheim, married to Percy Lupp of Dunedin, founding father of the Otago Car Club and pilot of a McCullough blown V8 Ford coupe. Sybil herself was a very competitive driver of MGs and then XK Jags. She finally shifted to Wellington as the ultimate "go to" for Jaguars.

**ANDREW ANDERSON** Delegate for VCC, yours truly, of whom you've already heard too much via these pages and by far the youngest of the group.

**BILL COPE** in his capacity as Hon. Secretary of the ANZCC. By now he was a VCC member with the Ulster Austin as seen at the Vintage Wigram. He was a post war arrival in New Zealand from the UK, first to Hawke's Bay,

where he was ANZCC delegate to the second ANZCC meeting where he moved the adoption of Cowan's offer to produce *Sportscar* which I seconded. He then came to Christchurch and was active with us in our speed events but had disappeared during my OE.

**PAT HOARE** Chairman from the beginning of ANZCC and represented the Vintage Vehicles Association (forerunner to the VCC) at its foundation meeting. A very senior executive of Europa Oil, and of some independent means, Pat was a very early client of Hec Green's racing car manufacturing. The Singer engined RA1, seen in Halsey Logan's hands at that beach racing scene in issue 351 April/May 2018, was built for him and raced for a while until he commissioned RA2, a Vauxhall engined car of considerably more power. He

appears to have had a good personal relationship with Enzo Ferrari, and later campaigned a range of Ferraris. He was an excellent chairman, keeping meetings well on track but with everyone having his or her say and strong debate encouraged. A very approachable bloke even to kids like me, as I was to fully appreciate when elected to the ANZCC Executive committee at the 1951 conference. During my absence overseas 1952/53 we resigned from the ANZCC. On my return it was well into its Ron Frost/Arnold Stafford regime and Pat was a prominent competitor only.

**NEIL MCDUFF** Delegate for Nelson, next youngest to me and owner of the now Newell 30/98 which he sold to Tony Bruges as earlier told. Kept a low profile apart from pushing for the beach racing series for the calendar.

**PAT HOARE'S PERSONAL SECRETARY** who kept the minutes and generally managed Pat's very busy life for him and whose name totally escapes me!

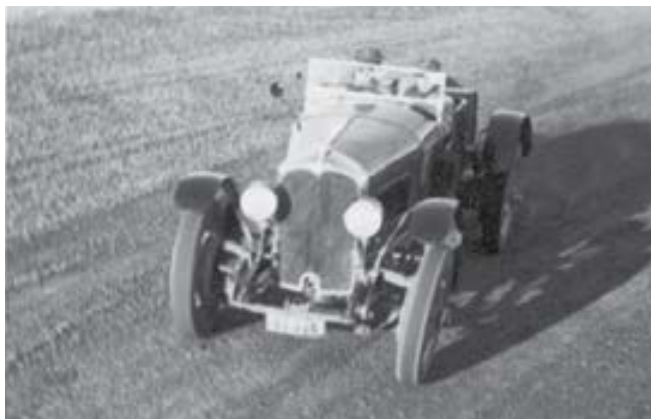
**REG GRIERSON** Delegate for Auckland and the only administrative survivor from their golden age of Muriwai beach racing and Henning's speedway. Reg first appears on the scene trying to buy the Indy Stutz from Tim Bell in 1926 – but can't raise the £200 required, which Bob Wilson managed to do. However on 4 Feb 1928 Bob Wilson with the Stutz wins the NZ Motor Cup outright (three wins in a row) for 50 miles and 11 turns in 35 minutes and 54 seconds with Billy Hamilton in IOM 2 Sunbeam second in 36 min, 28 sec. Riding mechanic to Bob Wilson was none other than Reg Grierson. This same year NZMRDA (NZ Motor Racing Drivers Assoc.) is formed with Dick Messenger in the chair and Reg Grierson on its committee. 1929 saw the opening of Henning's Mangere Speedway with Reg driving Austin 7s in first and second meetings. At the third meeting in December he's driving the Stutz for Wilson and also a Seabrook Fowlds Austin 7 and sets a new lap record in the Stutz. For 1930, with Bob Wilson's health deteriorating, Reg has the Stutz again at Muriwai and sets another lap record at Henning's. He also had the odd drive in Seabrook Fowlds supercharged Ulster Austin and at the December meeting he was driving the Brooklands Riley just imported by Harry Butcher. This was later sold to the younger R A Dexter. By 1932 he was on the staff of Seabrook Fowlds and drove their supercharged Austin at Henning's and two Muriwai meetings and on into 1932, winning the New Zealand Beach Championship there in the Austin. Even after the car was sold to Ron Roycroft's father, Reg drove it for him at Henning's for a first and second

place in two races and in July in the so called Prosperity Grand Prix being a genuine road race in Orakei suburb. In 1934 he is in the Seabrook Relay Race Team at the final meeting at Henning's and at the opening meeting at Gloucester Park. In February 1935 he and Tom Cooper win Class 3 in the three-day Wanganui Rally with a Morris 8 and Feb 1938 sees him at Muriwai again in a Hudson Terraplane. Ten years of serious and generally successful motor sport in a huge range of cars. With George Smith he revived the NZMRDA after the war to become another founder of ANZCC.

**"FORDY" FARLAND** Delegate for Manawatu and the driving force behind the Ohakea series of races. He was a true post war enthusiast, starting the NZ Sportscar Club which failed to produce a branch structure thus sprouted powerful and independent clubs in Hawke's Bay and Manawatu. Why the name "Fordy" is lost in the mists of time as he regularly and very purposefully campaigned a Buick 8 powered special of fearsome aspect and alarming performance.

**P TUCKER** Delegate for Hawke's Bay whose blown V8 special was shown in my Nelson beach race article and which sadly killed him just a bit after this.

**GEOFF EASTERBROOK-SMITH** Delegate for Wellington. One of the founding fathers of the late lamented NZ Sportscar Club and extensive contributor to *Sportscar* magazine. He and his brother Toby built, and for years campaigned, a vintage special of very diverse parentage; Sunbeam-engined with various Ansaldo, Alvis and many other bits with somewhat variable results. Toby later joined the VCC while Geoff went on to a stratospheric career in the senior ranks of the civil service. During his time on the ANZCC Executive he was constantly



▲ Bob Blackburn and Ron Green in the 4½ Bentley on the Jonathon Track.

helpful in all our vintage problems and disagreements.

**JACK BREWER** Delegate for Canterbury was the business brains behind Hec Green's Grenley Engineering and the driving force behind our motor racing club joint venture. He competed vigorously in Hec's cars and later, the Lord Howe Alfa Romeo. Remembered primarily as a great organiser and thus a great back up to Hoare's chairmanship.

--

Our time as part of motorsport in general was drawing to a close. Plenty of brash youngsters were amongst the growing numbers of clubs involved and we decided that our role lay with the purely veteran and vintage fields wherein regulation of modern motorsport seemed irrelevant or actually counterproductive!

The other photograph of Bob's ex Sybil Lupp 4½ is notable for its location, the long forgotten Jonathon Track. Now one of the VVA's earliest non-university members was Barry Jonathon, son of Stan Jonathon, proprietor of Caravan Specialists in that block of shops on the corner of Victoria Street and Bealey Avenue in Christchurch. Barry was on our VVA committee and actively campaigned a Wolseley Hornet, all of which seemed to really enthuse his father to the extent that he proceeded to build a fully sealed track round a small lake on his big block on the south side of Wairakei Road,

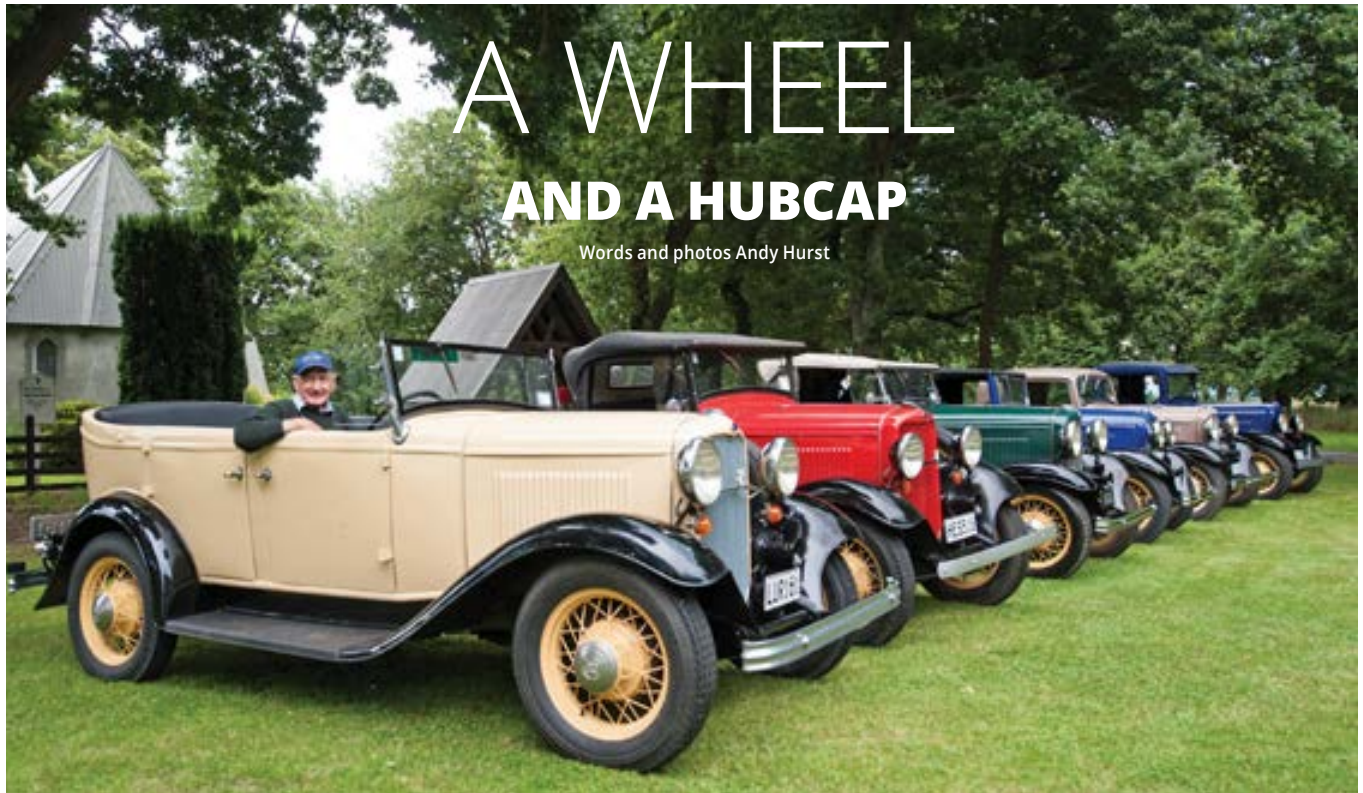
approximately where the funeral outfit now stands, but well back from the road. Resources and location somewhat limited its possibilities, as it proved very narrow for passing and was only approximately half mile to the lap. In the absence of any alternative, it proved to be very popular, and Stan held a good number of meetings there during 1950/51. I had the honour of manning the PA system for quite a few of these where our people were having a go. Hence the photo. On my return from my OE in late 1953, Jonathon Track was no longer operating and I never heard the whys and wherefores of its demise, being too busy reviving the VCC and getting back to grips with engineering.



**ANDREW ANDERSON**  
VCCNZ FOUNDING MEMBER







# A WHEEL AND A HUBCAP

Words and photos Andy Hurst

**For Ollie Hurst cars were always going to be part of his life. From having his first car before he was old enough to hold a driver's licence (which he obtained in 1949 driving his Model T at a cost of five bob) to driving his restored cars to most parts of the South Island. He is a man who has a desire and vision for his collection.**

Recovering from a back injury in the 1970s he had time to think about what to do in the future. Having read a lot of car related magazines that friends had dropped off he decided that restoring cars was a good fit. In the same magazines he realised the overseas clubs were having swapmeets for like-minded people to buy, sell and swap parts (and stories). So Ollie and Heather, (Ollie's late wife) set off to organise the first swapmeet for the Ashburton Branch. Between them they made flyers and put them anywhere they could when out and about all over the countryside. It was a great success and other branches soon got the idea and held their own on staggered dates.

In between making caravans and trailers a 1926 Chev 2 door sedan, complete with a tree growing out of the roof, came up for sale. It was duly purchased and restored. Once it was completed the kids named it Fred and they went on many adventures in it. Fred is still going today, a tribute to the thoroughness of its restoration. Next was a 1930 Model A roadster, a great family car for kids Wendy and Andrew in the dicky seat and mum and dad up front. They did many many miles in this and it had to be

really bad weather before the whole family would squeeze in the front. This car is also still going strong for its new owner.

The restoration bug had got hold of Ollie and he couldn't slow down. Part of the excitement was finding parts while holidaying with the family. There was always something found, or at least a good lead to follow up. Ollie and the late John Copland were on one such an adventure when Ollie found a complete 1936 Ford sedan in a pit. He said to John that it was too modern for them so they left it there but what he did find was an 18 inch wire wheel with the hubcap on it. He knew it belonged to a 1932 B4 Ford. Turning to John he said "I'm going to turn this into a complete car". John having the same visionary mind completely understood that he was serious. As time went on people thought that there was no way that he could make that happen, which made him even more enthusiastic about it. When parts of a B4 roadster came up for sale he mustered up some mates and off they went. When they got there it was just a pile of rusty bits but that was better than nothing so on the trailer it went. The running gear came from Symes the beekeepers at Staveley. He

had to let go of a 1933 coupe as a swap for these parts. Once completed the roadster went on to do more than 80,000 miles all over the South Island and far off the beaten track as well.

There was a four door sedan that was hauled out of the Bannockburn dam in Cromwell. This was almost completed when sold to a guy in Leeston.

Next up a three window coupe was located. It was an old stock car from McPhail's car wreckers in Christchurch. After getting the daylight thrashed out of it a hot rodder rescued it and started to put it back on the road. The project stalled and along came Ollie with the trailer, ready to restore another to its original condition.

Thoughts turned to a B4 truck. Unable to find a cab in New Zealand a nice cab was bought in from the USA. A deck was folded up and presto another one was complete.

Things were going well with no end in sight (and piles of spare parts) when a lead came about a 1932 Cabriolet. Only two of these came to New Zealand. Ollie actually did some work on the other one, only to find out later it had been sold with the provision of it not leaving the country.

Well money talks and it was shipped back to the USA. It didn't end there though as a lead turned up the other one. During its life parts of this rare car became separated but miraculously it all came back together, so she's one original old girl. Into the production line it went, needless to say it came up beautifully. What a nice car, everything on it is original 1932 Ford including the 21 stud flathead V8 engine.

Having lots of parts Ollie decided that a roadster pickup would be nice. He had a few running flathead V8 engines lying around so another project got underway.

Running out of body styles he remembered talking with John Copland one day and he said we need a 4 door phaeton (tourer). Gathering up some more parts he quietly worked away at creating the panels; driveline parts, engines, gearboxes, diffs, and front axles were always in stock.

Back in the day John would fly around Ashburton in his Tiger Moth and check out what everyone was doing in their backyards. Ollie would hear a plane coming and cover up the phaeton so John couldn't make out what he was up to. Sadly John never got to even know Ollie was making this car which is the latest one to be finished.

One day in 1959 he bought a 1932 coupe for £80 from the local Ford dealer, Gluyas Ford. Ollie took the opportunity to use the coupe for a truck as well by removing the boot lid and fitting a deck in its place which came in handy while moving house from Lauriston to Methven. In those days there were different number plates for cars or trucks. One day the local cop questioned Ollie about which type of vehicle it was and asked him to take the deck out. This meant he had to come into town in the dark whenever he needed to use the truck.

When sold it got turned into Ashburton's first hot rod, a 1932 five window coupe. After many years he found it was again up for sale, but sadly missed out on buying it back. It has recently been put back on the market but it is worth a whole lot more than £80 now.

Various cars came and went. At one stage he had a model of every year from 1926 to 1936. He can remember owning at least 14 different styles of 1932 Fords over the years.

On 30 December 2018 Ollie mustered daughter Wendy, daughter-in-law Liz, son Andy, brothers Keith, Tony, Boyd and Struan to drive the fleet of six 1932s for a photoshoot and get together out to a little place called Barrhill on the south bank of the Rakaia River where he grew up. A photo was recreated of some the Hurst boys and their cars parked between the two original trees which are still there. An original photo taken in the early 1950s was on hand to compare.

Not far from that was a large tree that was about opposite the house that he and his 12 brothers and sisters grew up in. This tree was famous for being used to haul engines out of cars with an endless chain. With a little help from a local Barrhill resident and Ollie's son and grandson, nephew and Andy's brother-in-law (tall Dean) a rope was thrown over the very same branch the endless chain was attached to. The Hurst's T Ford truck driven under it, bonnet off, complete with tools, stories and an old beer flagon and another photoshoot was completed.

This, and the opportunity for all to drive or be driven around Barrhill in these cars made for a great day which will be remembered forever and one that might turn out to be the start of an annual event.



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## 4 DOOR CONVERTIBLE SEDAN

# 1940 LA SALLE SERIES 50

Words and photos Alastair Jones

**The year is 1940. Only a few short months before, on Sunday 3 September 1939, an unprepared England had told Hitler he had crossed the line in the sand. That very same Sunday afternoon, many of the biggest English motor manufacturers had gathered to plan support to build or repair the envisaged materiel required for the war effort. "From Ploughshares to Swords". Thus ended vehicle manufacture in England virtually overnight.**

However it was a different matter in the US. Although Roosevelt could see the inevitable, the politicians feared a voter backlash if they joined the fray, so it was just another day at the factories for the auto industry. It must be noted though that Packard did sign a huge contract with Rolls-Royce in September 1940 to manufacture Merlin engines, so they did have a tenuous connection to the conflict up to the time auto production ceased in February 1942.

Kevin Casey covered this particular subject in his excellent companion marque article in *Beaded Wheels* 317, but not everyone saves their copies like me, so, here's a quick refresher from my perspective on the conception and birth of La Salle.

After WWI Cadillac had the luxury car market sewn up but lost the lead to Packard in 1925, however all was still going well for General Motors from Chevrolet through to the upmarket Buick. From there though, there was a big price gap to the cheapest Cadillac, and Packard had introduced the bargain priced Single-Six to the luxury market with great effect. Additionally, Cadillac planned to introduce the V-16 engine in 1930 which would have left the bean counters worried that a lesser Cadillac with a V-8 engine might take the shine off big brother. Therefore, the answer was to use the name of another famous explorer and create a marque to provide the stepping stone from Buick to Cadillac, and it started rolling off the production line in 1927.



In the early years La Salle was virtually a small Cadillac, and although many have called it a cheaper version this is not fair comment, as they enjoyed the same level of engineering and shared many components with its more expensive stable-mate, although the engine was a completely new design. Gone were the fork and blade conrods, replaced with two conrods on a common crankshaft journal. It was a stroke of genius to use the talented designer/stylist Harley Earl who created a rather flamboyant car in contrast to the somewhat staid Cadillac offerings and the buyers loved it resulting in excellent sales figures. From 1934 its design changed to become what in reality was a more expensive Oldsmobile to compete against the cheapest Packards and perhaps also the Lincoln Zephyr. Although sales in 1940 reached some 25,000, this was seen to be insufficient and it was lined up for axing. The final nail in the coffin was hammered home when Cadillac increased their range to include V8 La Salle engined models, and the funeral was held the year this particular car was manufactured in 1940.

Murray Toms is a discerning motorist as evidenced by the vehicles he owns and he is prepared to use them, with a recent 4800 mile journey in his veteran Dodge around the South Island as proof. For some time he had harboured the desire to acquire a retro caravan and had his eye on a tandem axle 20 foot Concorde model which would need some serious torque to move it. In 2014 he used eBay to find this La Salle, it was listed for US\$75,000 but Murray considered that was too much. Not to be discouraged he kept track of it and was delighted to see it remained unsold and had dropped to \$45,000 by the end of the year. With years of bargaining skills honed to perfection Murray did some hard talking with Texas Classic Cars who were selling on behalf. They had received instructions to “get rid of it by looking at all offers”, and he subsequently made a much lower one, buying it in January 2015, but didn’t collect it until six months later. The

deal was conditional many little things being rectified before pickup, but they weren’t attended to and on seeing the calibre of the mechanics in the workshop he opted for a full set of tyres as recompense. As the temperature was hovering around 109 F, it seemed prudent to forgo driving it to California and it ended up freighted in a container instead. After arrival in Tauranga, the windscreen wiper motor was fixed, shock-absorbers were topped up, sway-bay bushes replaced, brakes overhauled, gear change linkage was reset, new front exhaust pipe and left dipping headlights were fitted.

Not a lot is known about the history of the car other than one Paolo Siciliano, a restaurateur, was the last owner. He was obviously a successful man judging by his estate which impressed Murray when he visited it for the auction. It had a long driveway flanked with wooden post-and-rail fences, a lake and a magnificent stone home. How long Paolo owned the La Salle isn’t certain, but possibly from around 1959 until his death about 2013. Interestingly it wasn’t part of a bigger collection. And the Concorde caravan? Something was lost in translation in the lead-up to clinching this deal, and the reason for buying the La Salle was sold to someone else. “The best laid plans of mice and men ...”

I have admired this car on many occasions and thought the way to get up close and personal was to suggest a road test, so here I was inviting Murray to back it out of his garage and line it up with his gateway. First impressions are of a very imposing vehicle from any angle and I was surprised to learn the wheelbase wasn’t overly long at 123 inches. Easing myself behind the very large diameter steering wheel I noted the pedals sensibly spaced, suitable even for a pair of cowboy boots. Not so on the passenger side though as the box for the radio is fairly intrusive in the footwell. There was nice array of every instrument needed to monitor all the engine functions, and after I located the starter button,





**SPECIFICATIONS:**

1940 La Salle Series 50, 4 door, 5 passenger, convertible sedan

New cost: US\$1730, 125 built with this body style, (rarer than one of Paolo's steaks)

Engine: 3 3/8 inch bore x 4 1/2 inch stroke, 322 cubic inch (5.27 litres), 6 .25 C.R, 130 bhp at 3400 rpm.

Length/Weight: 123 inch wheel-base, 3800lbs in running order.

that was beautifully blended into the fascia, the engine fired up and all the needles were exactly in the central position, except that is, the speedo needle in the 100mph gauge.

There was just enough exhaust note to signify a fairly lusty V-8, perfect in my mind to cover up any fluffed gear changes. The steering column change was the usual H pattern, so with a bit of trepidation and careful selection first gear engaged with a delightful click. The next two changes through to top gear at relatively low speeds were achieved with the same ease. The engine had impressive torque so there was nothing to be gained by revving it through the gears to get up to cruising speed. Our Railton is the benchmark by which I can make this judgement, and it would not have been very far ahead in a top-gear duel. I had expected some arm wrestling would be required to manoeuvre it around our numerous roundabouts, given that it is riding on 700x16 radial tyres, but once moving it was virtually one finger steering, honestly, with excellent self-centering. And I'm happy to report the very large brake drums made retardation a breeze. This was to be no quick run around the block, and in no time I had settled down to a delightful comfortable drive in the country, wafting along to a gorgeous exhaust note, following the white road markings with ease at the legal limit.

While I was taking photos at the half way point and trying to get a shot of the engine compartment, Murray made some telling comments that I include here for your edification. The bonnet sides appeared to impede routine maintenance on things like plugs and points, and to remove them required undoing about 100 nuts and bolts. Murray is of the opinion that GM concentrated on bling and didn't think of making it easy to work on, unlike Chrysler products which are user friendly. He also reckoned Fords were made to be easy to work on, "maybe because they were likely to break down". Ouch. It isn't his favourite car, perhaps understandable when you know what else he owns, but he certainly wouldn't part with it. I concluded the afternoon having counted myself very fortunate in coming to grips with a desirable piece of American automobile manufacture that is just so easy to drive, and I reckon the man who bought this new would have found the war years very easy to cope with. It's hard to make objective judgements about quality, but when doors shut with a clunk like the Fort Knox vaults and there are nice little lights in the back of the front seat that are operated when the rear passengers open the doors, I wouldn't call this a cheap Cadillac.

|BW

# Beaded Wheels



needs your  
talent

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

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

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

Our lucky winners of the Beaded Wheels caps for this issue are Stu Adamson and Carolyn Elcock.

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Back in early February I attended a Shiny Side Up evening about motorcycle safety. Most informative and interesting; if one pops up near you, go along, we can always learn something new.

## MOTORCYCLE SAFETY

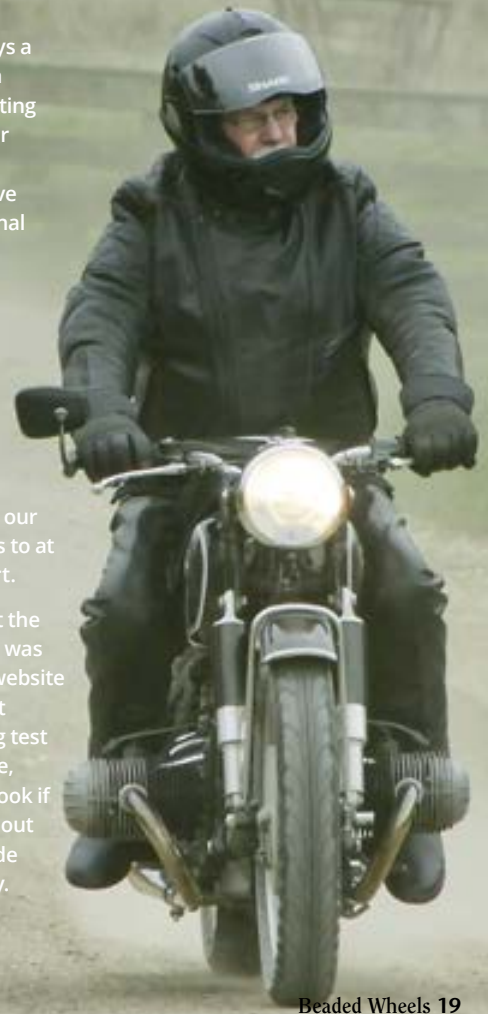
Words Gary Arps

A couple of weeks later I was attending the VCC National Motorcycle Rally in Blenheim. At the Tuamarina lunch stop, a comment from another rider brought the evening to mind.

Most of our riders use appropriate motorcycle clothing, but a few let the side down. There were riders without gloves, open face helmets with no eye protection, light weight street trousers and jackets, even bare legs. And as for the battered old helmets that match the era of the 'bike; may look cool to some, but to me it's just silly. Years back, when working in motorcycle dealerships we had a saying "Five dollar head - five dollar helmet". I well remember the regular sights of damage done to ill-equipped riders; road rash on hands, knees, elbows and worse. Some of it looked painful.

Accidents are always a surprise, no person leaves home expecting not to arrive at their destination, but it happens. There have been several National Rallies I can think of where a rider had an off. Some serious, some not so. Good gear may not prevent accidents but it will reduce the likelihood of injury. We owe it to our families and friends to at least make an effort.

One of the topics at the Shiny Side Up night was the motocap.com website where independent motorcycle clothing test results are available, definitely worth a look if you are thinking about buying or have made a purchase recently.







# STEED COMES HOME

## BUT WITH UNEXPECTED BAGGAGE

Words and photos Frank Metcalfe

Those who read the motorcycle stories in *Beaded Wheels* might remember the story of Steed; the faithful old 500cc AJS that came into our family in 1967 via my then university student brother. Steed came to me in 2002, courtesy of my wife Dianne and brother who was concentrating on his doctoring career and his Tiger Moth.

You can refresh your memory in *Beaded Wheels* 314 February/March 2012 *The Life of Steed* and then in *Behind the Wheel* Issue 322 June/July 2013.

Steed remained with me, reliable as ever, until about Feb 2016 when we were seeking a new home in Marlborough and I realised that the odds of acquiring a smaller property closer to town that would accommodate toys, two cars and three motorbikes, were not encouraging. With great reluctance I decided that Steed was going to have to be the sacrifice, leaving me with the lovely 650SS Norton and the thoroughly beguiling 850T Moto Guzzi. Happily Steed went to a local and into good hands.

We moved home but somehow the house and facilities ended up being larger than that from which we departed. That meant there was ample garaging for two cars and more than two motorbikes. When purchasing property always check the shed accommodation first.

We moved in 2016 and life carried on. I had no contact with Steed's new owner and had no plans to enlarge the fleet. But

things change, and much to my surprise I was contacted by Steed's owner in December last year with the advice that due to health issues he was going to have to let it go.

This was a decision-made situation, driven by the sad and shattering news in July that my younger brother, 'Doctor', had passed away totally unexpectedly while working in Melbourne. It was only right that Steed had to come home. And he did. Somehow it felt appropriate.

However it seems that Steed had the wish to exact a little revenge from having been sold. On our first decent ride, just before Christmas, the generator sprocket in the chain case parted company with the generator. The noises and the outcome were not pretty. The chain case was damaged, both chains, generator and primary, were ruined and the generator armature was history. Why did it happen? Most likely age. Inspection of the armature revealed that the thread on the armature shaft to which the sprocket was bolted was in poor condition and this had resulted, over time, in the sprocket starting to move on its shaft, wearing out the tapered fitting and putting pressure on the woodruff key that was meant to hold it all together. It really was a failure waiting to happen. My service and repair records showed that the last time the generator had been removed and serviced was in 2006, 14 years ago. Perhaps I should have looked at things more frequently. But as all AMC owners know, removing the chain

case covers and fiddling with oily chains and clutch parts is best avoided. Steed was a low mileage toy with me but he did a couple of long trips with the former owner and it just might be that those long journeys encouraged the acceleration of wear. But age is age; things get tired and eventually give up.

Well, repairs were made and new chains acquired. But Steed hadn't quite finished with this failure. I noticed as parts were reassembled that the clutch basket was not revolving evenly and therefore the new primary chain varied considerably between taut and loose. This is common enough as the engine goes through the compression cycle and I put this noticeable tension changing down to the newness of the chain and set the chain tension to best reflect the new chain situation. What I did overlook was a comment made to me by the engineer expert, Roy Gardner, when we were jointly considering the repairs, that there seemed to be excessive variation in the clutch revolution. I had seen this chain tension changing situation before and so didn't give his observation much thought.

I should have taken note. On the first ride with all reassembled and the clutch, more or less satisfactory. These AMC clutches do work well but setting them just right is a total pain. Things went bang when moving off from a stop and changing into 2nd gear. Another rescue effort and another strip down. The problem was clear. The chain tension overcame the joining link and pulled the primary chain apart. Why? The conclusion was that in the first failure the stress on chains, and clutch was such that the gearbox shaft that carries the clutch was bent and so when reassembled the movement between high and low chain tension was excessive. Such an occurrence had never crossed my mind but guru Roy had thought of it. That all meant removal of the gear box by me (not a simple task) and some work by the guru who did find the shaft was bent, not much, but enough, and was able to straighten it.

For the the third time on this exercise I reassembled the whole kit and caboodle, including once again refitting and sealing of that primitive 1930s design oil bath chaincase. What a ridiculous piece of work it is.

Some weeks later Steed was ready to run again. Chains were checked and rechecked for tension, the chain case was refitted complete with the after-market rubber seal strip that appeared about five years ago. What a battle it was to get it all back together. But it was done and during the following two weeks the chaincase did not drip a drop. Yes - I did put oil in! The clutch was tested and adjusted and tested and adjusted; another frustrating task. But my machine has the full removable clutch cover and that is a huge advantage over the no clutch cover and small clutch cover models.

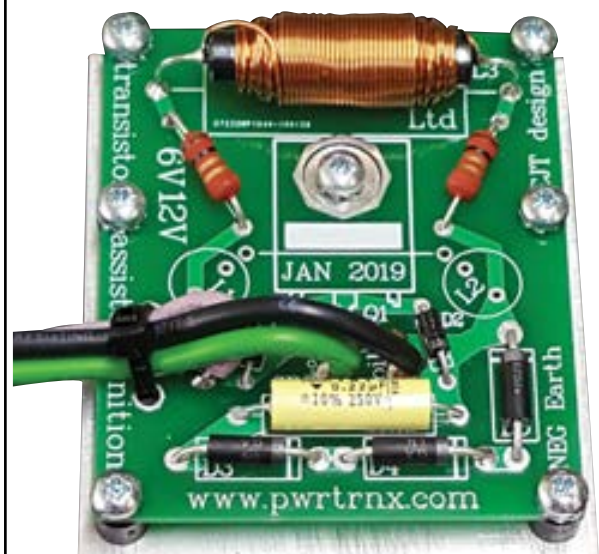
March 19 was test day again. Given the prior failures I was rather worried about trying again. But Steed fired up first kick and we embarked upon a gentle test ride. Nothing went wrong. A 10km meander and we got home again in one piece. The clutch was fine and actually improved as things settled back into place.

Since then, and we are now well into April, Steed and I have extended our test rides and all is well. My confidence in the old stager has been renewed, but there is an annoying oil leak to combat and I think the old (very old) monobloc carburettor has had its day.

Hopefully Steed has completed his revengeful mission and returned to the comfortable life of my shed. |BW

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# MUTTERINGS OF A MATURE MOTORCYCLIST



Memories from Big End Knocks

Some years ago a friend had been given the long term loan of a then 101 year old King Dick. He also took me down to Timaru to a gathering of Scott owners. Their machines ranged from the early '20s to what I suppose you could call a revival of the breed in the form of a Silk. That started a train of thought on the evolution of motorcycles and at what an extraordinary rate they developed.

First we had the Abingdon King Dick, built by a firm of toolmakers, with the finish on the parts and the detail a credit to their trade. But the point being that the beast with its single cylinder direct-drive engine to back wheel was made obsolete within a year or so of its life. The engine runs just fine but to generate the muscle to pedal the brute into life and ride away is another matter. How quickly after the King Dick

was sold did the new owner find machines with a clutch or gearboxes appear? I wonder did his single gear machine get pushed in a corner as unsaleable. By then the Scott had a two speed gear and a form of their own foot change and clutch. I'm not sure of the dates but other things were being made and engineers were busy finding variations to try out. The Scott, made up there in Yorkshire, was unique and innovative, complicated, and completely different from the Birmingham and London manufacturers.

They are a strange bunch the Scott people, they all seem to have their own system for tuning their oil delivery. Alfred Angus Scott devised a scheme to feed his engine with oil, unlike those other crude folk who mixed it with the petrol. It was an early posilube as invented by Suzuki some 60 years later.

They gather in groups with an eye on their watch, or I suspect tuned to the heartbeat, and study the rate of oil drops through the pilgrim pump. This results in varying clouds of blue smoke and also the rate of coughing from the bystanders. I was also given my first ride for many years on a 1930 Scott and it really lived up to its reputation for speed and was so different from other machines of the day. The previous ride had been on a 1924 two speed model. They both wound up to 35mph in first and felt they would keep going effortlessly. It seems a Scott is a cranky eccentric machine unless the owner understands the language. The owners either ride them with total reliability or spend time on their knees spannering. Thirty some years ago I rode in a rally in South Africa, and a Scott owner appeared like a character from an old film. A real 1920's colonial gentleman with thin moustache and patent leather haircut. He rode his Scott all the way from Zambia to Durban to the

start and I followed him for many miles at a steady 45mph up hill and down on his way to Johannesburg. Other two strokes seemed to run out of puff as we climbed to 6,000 feet but he just kept at the same effortless rate with a whisper of blue smoke. I never saw a spanner laid on the well-worn and travelled machine. For the after-rally dinner he turned out in a full dinner jacket, wing collar and black bow tie, immaculate pressed pants and shiny shoes, all from his tin panniers. Oh and I heard he was planning to go fishing in Malawi on his way home. Now you know why I couldn't own a Scott but can't help admiring them.

Back to the King Dick. Our great grandads must have been a tough fit lot to ride those things among the horse droppings and dirt roads. The King Dick must be the only machine named after a prize British bulldog that had the run of the factory and probably peed on every machine sold. |BW

## AWARDS

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

### 50 YEAR

Kennedy, Gerald  
Upton, Derek  
Richard, David Leonard (Len)

Gore  
Banks Peninsula  
Banks Peninsula Branch

### 60 YEAR

May, John  
Johnson, Stuart  
Bain, Gavin  
Meredith, Alan  
Dodds, Clive

Marlborough  
Marlborough  
Banks Peninsula  
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# 1934 CHRYSLER CA

Words and photos Simon Aurisch



The 2015 restoration of Simon Aurisch's '34 Chrysler CA sedan was a combined effort by Trevor Gordon (TG Restorations in Katikati, NZ) and the owner.

Simon recalls this car being in his family since his early teens in the 1970s. He has been fiddling around with the restoration on and off for many years, often losing momentum because of work interruptions. His first experiences were with engine valve grinds, cylinder head defouling, fuel tank repairs and replacement of suspension items with NOS parts. Simon takes up the story of the restoration...





This very slow progress was really getting me down, so in my wisdom (or otherwise) I decided enough was enough, let's get this restoration done as quickly as possible. To get things underway, the body, rolling chassis, 15 boxes of parts, and the engine and gearbox were taken to the workshop of Trevor Gordon in Katikati, Bay of Plenty.

The body and chassis had been in storage since 1985. The chassis had deteriorated with some minor surface rust breaking through the old black chassis paint. The body, guards, doors and bonnet were removed from the chassis and put to one side. The rolling chassis had been stripped of the front suspension, rear axle and springs. The chassis was then returned to Taupo for re-grit blasting and POR15 paint treatment. Many other brackets, suspension parts and engine bay panels were also included in this delivery. Three weeks later I was called to the painter's yard to see all my parts looking shiny and new.

The chassis was returned to Katikati and reunited with the rear axle and leaf springs. The springs had to be re-set to the correct curvature because of an error made many years ago when they were separated and reassembled. I was fortunate to find a catalogue on eBay a few years ago by a supplier, Temme Springs. This booklet has a lot of leaf spring data for cars and trucks 1924-1938. Part of the detail outlined the free arch from centre line of shackle eyes to the top surface of the top spring. This enabled me to have a local supplier Archer Springs in Rotorua, re-set them correctly. A catalogue also identifies the size of the rubber bushings that are typically found at the front of the rear spring assembly.

Panel work was the next task for Trevor, with very minor panel rust and some guard damage because of various moves over the past 30 years. Then he removed the old primer from the body. We chose to use a very fine blast media of E class, engaged a mobile grit-blast contractor to come to the workshop, took all parts into a nearby paddock and commenced a careful grit blast of the body, guards, doors, valances and rear luggage rack. This process revealed years of fine rust trails beneath the old primer. The bonnet was chemical dipped to ensure the flat panels were not affected by the light blast process. The curved body panels were quite safe for the soft blast technique that this contractor specialises in doing. It took four to five hours to get all panels back to new condition, quickly followed by two coats of 504 primer to protect the steel from flash rusting. The body panels were eventually sent to the painter within the next four weeks for seam sealing, blocking and paint.

In the meantime the headlight bowl/skins were separated from the inner steel support plates to ensure complete chrome plating coverage, because if the anchoring rivets are left in place (six per headlight), rust can migrate into these joints and affect the end result. Derivetting the headlight bowl from the inner mounting plate was surprisingly easy. At first I was very apprehensive about denting/scratching the brass skins, but when carefully instructed by Trevor the process was straight forward. I'm happy to share this technique with anyone who cares to ask. We refastened each headlight bowl to the inner mounting plates using VT-22 rivet head bolts that I purchased from a USA supplier. These rivet bolts are 3/16 inch, have a smooth stainless steel dome and have a fine thread to secure the bowl to the inner plate. I intend to also use these rivet bolts to refasten bonnet handles and bonnet catches.

Chrome plating was the next challenge. After extensive enquiries to numerous chrome platers in Auckland, Gisborne, Whanganui, Hamilton and Rotorua – we chose Progressive Polishers and Electroplating in Auckland. The feedback from local hot rodding



workshops was very positive words about their high quality work. Chrome plating is like gold plating – hugely expensive these days. I hope I never have to do this task again because of the enormous cost involved. One way to burn cash in a hurry.

Hubcaps were sent to Dave Patten in Martinborough. Dave removed the old skins, did general dent repairs, blasted and painted the hub cap base and pressed new stainless steel skins. The Chrysler wording was then filled in with black.

Instrument gauges were sent to Christchurch for inspection, repair and recalibration.

New kingpins and bushes have been re-made including two lower yoke front suspension pins that had to be made slightly oversize to take up wear in the yoke thread – the Achilles heel of the 1934 CA/CB model. This was done by a local CNC machinist in Taupo.

Wood graining of the interior window surround frames was handed over to the very talented Ray Mercer in Wellington. The hand painted wood grain finish is nothing less than spectacular. This is a real art and Ray is a perfectionist. He researches the wood grain finishes that were used in the 1930s with a contact in the USA.

The front windscreen was the next big challenge. The car had a fixed screen fitted 40 years ago by a prior owner. I wanted to reinstate the wind-out windscreen system that was originally fitted. I had no top hinges but Trevor located a pair from his collection of treasures. I had the window sill wind-out gearbox mechanism and again Trevor has come to the rescue with the connector bracket to fasten the foil strap to the windscreen

frame. After some frustration about who could manufacture a replacement windscreen frame, we located a local, Steve Jones. He supplies fibreglass bodies for the hot rod scene and as a side line manufactures windscreen frames for the restoration market. Within a few days the frame was complete with bolted joints at left hand and right hand cowl corners and polished. It was up to me to supply and install the glass and seals. Frame seals were sourced from Steele Rubber in USA.

Rubber parts were sourced from Andy Bernbaum and Steele Rubber, and some chrome welting (to trim the running boards) from The Filling Station, all ex USA.

The cotton wire loom was supplied from Vintage Wire Harness in Australia, upgraded with cabling to include indicators, an extra taillight, twin trumpet horns, electric fan to aid radiator cooling and the option to add spot lights at a later date.

The exhaust manifold was manufactured from schedule 40 seamless pipe fittings. I have a spare exhaust manifold but these are troublesome so have decided to fabricate a discrete exhaust header. This work was done by Trevor's son Josh. (See photo bottom next page). The free flow exhaust manifold was jugged up using a spare engine block mounted into the chassis to check clearances around the inlet manifold and the new steering column and steering box below. This step is highly recommended to highlight any potential clash issues before guards and engine/gearbox are reinstalled which limit space to access and modify the exhaust tubing. We stress relieved and HPC coated the manifold after grinding flange faces. The exhaust flanges had slightly larger bolt holes to aid expansion, as I noted on exhaust manifolds from later in the 1934 production run.

The engine was rebuilt in the early 1980s but was stripped in 2014 to investigate and resolve crankshaft tightness. At this time a full flow oil filter modification was done. Front and rear engine mounts have been re-rubbered. The gearbox was ready for reassembly – new bearings and rear seal located. The cluster was removed just to check the needle rollers and shaft. Both were beyond repair with badly pitted rollers and eroded shaft. New needles were located in Australia and eBay came to the rescue with a brand new layshaft for \$75.

Tail lights were another challenge. I was fortunate to be advised about a small company in Auckland that specialises in metal spinning. A sheet of copper or thin steel is shaped over the mold whilst it rotates. I have had four tail light bowls made in this way from 1.2mm thick copper polished enough for chrome plating – each tail light bowl was \$55 complete. If you are lucky to see NOS or secondhand '34 Desoto/Airflow/CA/CB bowls they will be \$50-200 each with no internal bulb or lens mountings.

The radiator grill infill panel with the 36 vertical strips mounted within the grill surround panel was stripped and lightly blasted to reveal a handful of holes that Trevor repaired before we powder coated the ribbed frame in preparation to reinstall the stainless steel trim strips.

Chassis stampings were brought to my attention by Trevor as we prepared the chassis for reinstallation of the rear axle/leaf springs and front suspension. My chassis was stamped in three locations; on the left chassis rail above the rear axle, ahead of the leaf spring front shackle and half way along the chassis near the front of the running board. These stampings can only be viewed when the body is off the chassis. I have no idea why Chrysler did that. I have seen other CA/CB chassis stamped on the right hand side and closer to the front of the chassis so there seems to be no consistent approach.



The mobile grit blaster at work.









► The Chrysler's first outing was to the Napier Art Deco week in February 2016. It was photographed and subsequently used in marketing brochures for the 2017 Art Deco festivities.

Glass windows and windscreen pieces were replaced with safety glass. Four of the laminated windows were cloudy or damaged so we traced all glass on to 3mm MDF templates for a glass company to replicate. Each glass piece was then inscribed with a safety glass logo.

Three small door latch springs could not be found at swap meets so I eventually made contact with NZ Springs in Lower Hutt. Years ago spring companies would only talk to you if you wanted a run of 250-500 or a 1000 items. Now they realise the market has changed and services are being offered for one off, or a handful of springs.

Steering modifications were essential as the old steering box was so worn out I could turn the wheel a three quarter turn before much happened. A recirculating ball steering box now replaces the original unit. The conversion is quite simple and all brackets, pitman and drop arm are re-utilised unmodified.

A new exhaust system was fitted before the body was placed onto the chassis. I wanted the original style of muffler (6 inch round), using information from a 1930s catalogue of replacement exhaust systems, to reinstate a period correct system.

The original freewheel gearbox had too much interior damage to rebuild and Trevor recommended I hunt down a '38 gearbox. Barry Osborn in West Sydney, NSW came to the rescue with just

the ticket. I took this gearbox back to New Zealand in my suitcase. I then stripped it down finding only the first/reverse gear had suffered a bit of abuse over the years, so replaced that along with the cluster gear and shaft plus all needle rollers. Finding a clutch thrust assembly did however prove to be a near impossibility. I had cleverly misplaced mine with all the moves the car had been through in the past 30 years. I advertised in car club magazines over many months, then finally Steve Dunn in NSW came up with two, which solved my problem. There is no doubt that club memberships have many benefits.

The fuel tank was repaired by sealing the tank internals with a tank treatment and sealant system because the upper tank surface was heavily discoloured with minor surface corrosion. We checked the sender for calibration and sealed the old cork float before the tank was boxed up and remounted into the chassis. The fuel line includes an electric fuel pump with filter to improve fuel delivery to the carburettor.

The next task was to make a decision on the body colour. I had collected a selection of old colour charts from that period but never found one that was quite right – I guess over time these samples fade, and since this was a Canadian built car the colour options may have been subtly different. During very minor body repairs we found untouched metallic body colour (under the body tag, between the two piece rear number plate bracket and around the wheel rims). We felt confident this was the original colour. In 1934 Chrysler offered metallic paints, so

we were confident that this was period correct.

The body, doors, guards, bonnet and grill surround were all trial fitted to be sure reassembly of finished painted panels would be trouble free. One modification to the dash was made – the fake glovebox installed on the driver's side was converted to a fully functioning glovebox to house a CD/radio and bank of switches for fuel pump, electric fan, windscreen wiper vacuum motor and future spot lights. All neatly tucked away.

Car painter specialist Winton Mitchell made up some paint samples. I made it clear to Winton that I was after a show finish on this car. Finally the unsettled weather passed and the CA body headed to Winton's paint booth for seam sealing and hours of prep work before painting finally got underway. In the 1930s the colour choices were quite plain and I was tempted to select a more recent colour but thankfully the original colour was retained and has received many favourable remarks.

I flew back from my work in Western Australia to Katikati, to assist with numerous tasks, one being the mounting of the body back onto the chassis. This was done by placing the body onto a car hoist with the four swing out arms and rolling the chassis beneath. The tricky task of body alignment took a while as we had to machine up some replacement stainless bushes to reconnect the chassis irons directly onto the bumper irons through the original openings in the tail of the car body to ensure the rear body flaring was not crushed when the bumper and luggage rack was re-installed.

The cowl vent mesh guard was missing but after searching eBay over a few months I was lucky enough to find one in

mint condition. Replacement internal door handles and window winders were sourced from Canada as some existing handles had broken over many years of use because of brittle die cast materials utilised in the '30s.

All door threshold plates were corroded and damaged beyond repair. I thought, what on earth could I do, could I roll or fold up something similar, but knew I could not replicate the fine etching detail of the original – so in desperation I tried eBay. I found a company in the USA that was selling replacement thresholds for '34 Plymouth and Dodge and I thought why not Chrysler. I emailed the owner of Nostalgic Reflections USA who replied to say he had one set left in the warehouse. I measured up my plates and sent him details and back came photos of what he was offering – they were perfect reproductions, however they cost US\$200/ea. Finally they arrived in the post and they look stunning – mind you ... I do ask passengers avoid stepping on them when they get in and out of the car.

Running board rubbers were another item to elude me, as samples found were either not quite correct or the rubber was poor quality. Finally Trevor had a hunt around upstairs in the attic space and appeared with a remanufactured set from the days when Peter Jackson in Australia was offering them as a stock item. Trevor dropped these on the floor in front of me and I was speechless and over the moon – perfect reproduction running board rubbers. Apparently PJ knows where this old pattern exists but same old story – unless a very large order was being placed it is unlikely these items will ever be remade.

Front passenger side window assemblies were quite fancy in the '34. The movement of a lever the quarter vent would pivot and a half window would wind down – move the lever and the whole window assembly would lower. To reassemble this mechanism post-chroming of the window frame was a very fiddly task. Reproduction quarter vent seals are still available, and when finally assembled the windows look like new.

Enamel badges for the grill, spare wheel and luggage rack were restored by Kevin Casey in Dunedin. Kevin is a significant contributor to *Beaded Wheels* and does beautiful enamelling and gilding work. I would recommend him to anyone who seeks this special skill.

Restoring the grill was a hugely time consuming task stripping the 32 stainless steel strips from the frame. Each one had to be un-crimped top and bottom and pulled out of the frame, then fed onto a 3/16 inch rod so dents could be carefully tapped out, then each one sanded with 3 grades of fine sand paper and finally polished before being carefully fed back into the grill frame. This whole process took 9-10 hours a day over six days to complete. A task I do not wish to repeat in this life time, but the result of this patience speaks for its self. The grill does look beautiful if I say so myself. To help with cooling we installed an electric fan ahead of the radiator controlled by a manual switch to keep things simple.

The water pump leaked badly during the first engine run so was removed and upgraded with a sealed bearing and a multi-blade impeller, all done by an Auckland specialist. Just as a precaution I had to run the header tank at only half full, as the multi-blade fan stirs up the circulation and some foam, so to prevent radiator water being forced out the top the solution is to run a lower water level. I was hunting through a selection of 1¾ inch radiator hoses at the local auto spares shop and found that a CH945 (early '70s 350 V8 Holden) fits perfectly as a bottom hose. This deletes the steel elbow that is normally fitted in the hose section.

Upholstery was the last big ticket item to address. When the body was finally bolted to the chassis and all doors rehung we trailered the '34 to Tauranga for a complete interior refit. This is where I deviated from the original very dull dark brown of the roof lining, door panels and leather seats, to what I have today. Again the selection of materials is truly mind boggling and having help and guidance in this area can make a daunting task less of a challenge. I followed the door card patterns and pouch styles exactly but selected a lighter colour to brighten up the interior. The finished leather interior is true testament to a skilled upholsterer.

Tyres could have broken the bank and alternatives had to be found. The imported white walls were over \$500 each which was not an option at this stage of the restoration. Trevor was able to track down a light van radial tyre Goodride R16 650 ST303 6 ply at \$170 each with tubes and fitting. We added white wall flappers to finish. Having radial tyres makes an amazing difference. I know not all people go for flappers, but I was running out of money really fast and it was the only solution to complete the car. In all fairness the finished product does look good.

Registering the '34 was looming and I was keen to reuse the 1960s black plates CE 9005. Land Transport NZ advised that if proof could be shown that the car wore those plates during its life with photo evidence then reuse could be possible, subject to a list of conditions. The Aurisch family had last registered the car in 1975 so I was quietly confident. The official letter arrived advising reuse of the plates had been granted.

Finally the remaining panels arrived back from the painter – please let us not scratch any panel during assembly. On went the front and rear guards and the radiator grill. To get the original finish I had to chrome the whole grill then the painter had to carefully mask and spray paint around the top section for that correct period finish. Then the luggage rack and bumper bars.

The Big Day – we filled the radiator, oil to engine, gearbox, diff, greased all the chassis, 10 litres of petrol into the tank, connected the battery, preset the timing as a best guess and cranked her over for the first time since about 1985. She fired first time and ran as smooth as silk – WOW, what an amazing feeling after all that time.

Finally the '34 Chrysler CA was booked into AA Tauranga for a full pit inspection. It passed with flying colours, was road registered and on its way in no time. A testament to all the hard work and detail that went into this project. From start (Jan '15) to finish the nut and bolt restoration took 11½ months and a trailer load of pennies. The restoration experience was quite rewarding but more importantly the fun times, friendship and skills picked up along the way when working alongside Trevor, are the things that good memories are made of.

A week or two later my brother Timothy was given the honour of calling into Trevor's garage to collect the Chrysler (I was back in WA working on a remote mine site). He took it back to Taupo. I would have loved to have been a fly on the wall when Tim saw it all finished, nicely detailed and ready for the drive south. He had last seen the car leave Taupo on a trailer in parts.

Some minor running-in issues were experienced along the way (rear engine seal, starter armature) but they were all resolved.

Many thanks to the Chrysler Restorers Club members in New Zealand and Australia who helped Trevor and I along the way.

I can be contacted on +61 418 401 023 if you seek additional information.

|BW





Wanganui: Rebecca Brown and Linda Kendrick in a 1983 Honda Civic.



Wanganui: Jim and Maureen O'Neill 1929 Dodge DA.



▲ Wanganui: John and Wendy Bullock's 1928 Ford Model A pickup followed by Haydon and Diane Meade's 1936 Morris 10.

# RALLY SNIPPETS

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

## WHANGANUI ANNUAL RALLY

Words Toni Jenkins, photos Graham Bailey

We were blessed with the only fine day of Queen's Birthday weekend for our Annual Rally which was well supported with 50 cars. A Morris Marina disgraced itself by not crossing the starting line, but everyone else had a great day. Our morning route involved a tour around the back roads of Marton, scenic and lovely to drive as always. The lunch stop was inspired – we went to our own club rooms. It was warm, familiar and had all the creature comforts of home. In the afternoon we toured through Brunswick and Mowhanau Beach. Our club captain hid the silent checks from your

correspondent, but others seemed to spot them without difficulty.

The overall winners were Lee and Karen Taylor in their 1928 Ford Model A. Post vintage winners were Keith Turner and Toni Jenkins in a 1938 Dodge D8 sedan while the prize for the Postwar went to Graeme and Karen Langridge in a 1946 Ford coupe. The commercial class was won by Scott and Deb Bullock in a 1946 Chevrolet pickup. The hotly contested P60 class was won by Bill and Heather James. Rebecca Brown and Linda Kendrick (along with the baby on board) won the P80 class.

## GERALD LYNCH-BLOSSE MEMORIAL MOTORCYCLE RALLY

North Otago Branch  
Words and photos Stu Adamson

If you're not a motorcycle rider then you may not appreciate the importance of smells whilst rallying. Those who prefer to rally in an enclosed steel box miss the best and worst of the day. Those who drive open cars might understand.

The North Otago annual motorcycle rally with the longest name on the calendar began with the olfactory delights of 30 or so freshly polished and degreased bikes arriving at the clubrooms, mixed with the smell of hot coffee and soup. A great way to start a rally on a crisp, clear morning.



Rob Hutton's instructions took us out through Weston into the best of curving motorcycle roads. Oamaru Creek Rd, Devil's Bridge, Airedale Rd then back through Weston towards Windsor through dairy country. To minimise the smells of fermenting silage and cow dung it's best to open the throttle. So we did.

Down the good, fast straights the quick bikes passed through the slower bikes and we exchange the smells of two stroke mix, fresh paint burning, melting boot rubber, oil smoke and fuel. Everyone was well behaved and having fun. Up into the back of Windsor and once more into the curves with smells of burning rubber around the intersection of Post Office Gully Rd and Kakanui Valley Rd as some of us got too excited coming down the hill and missed the turnoff.

Through Five Forks and another chance to open the throttle then back to Enfield for lunch. Wise is the man that allows a fast average speed on a timed rally. Good on you Rob. Lunch was at Enfield. With the bikes parked neatly in front of the pub and with helmets off we can clear the nostrils and enjoy the smell of steak and onions mixed with coffee. The sun shone brightly and made beautiful rainbows in the oil film on the back of Harvey's otherwise immaculate Norton 650SS café racer. It also cast shadows across Bruce's flat rear tyre. Thanks to John Adamson in the back up vehicle.

The run home after lunch was out to Teschemakers and back through Kakanui, Maheno and Gemmel's Crossing. Fresh salt air and more dairy cows. Lots more curves and many fast straights passing shelter belts that bounce the exhaust noise back towards you. It's heady stuff.

Home to the clubrooms and back to the smell of soup and savouries and hot coffee. After a stretch, a yarn and loading bikes onto trailers we assembled for Rob to hand out the certificates and prizes to the well behaved. Thanks to the branch for the sponsorship.

Russel Dale's Indian Scout on its maiden event won the vintage time trial. Bill Veitch's Norton won Rider's Choice, Bruce Murray's BSA won Post Vintage and the overall King of the Road prize. Post War was cleaned up by Garth on his military M20 and P80 went to Tony's beautiful Ducati which looks great from behind. I couldn't catch him.

It was another great Lynch-Blosse rally, well organised and well supported. Very nice that Ken brought Gerald's BSA along to remind us why we do this. Also great



North Otago: Harvey and Ralph Weir helping Ken Bouton get his 1952 BSA B31 going



▲ North Otago: Garth Boulton's Military M20 won PWV Class.

North Otago: Harvey Weir's 650cc café racer. ►

▼ North Otago: Tony Travaglia's Ducati was hard to keep up with.



▼ North Otago: Wendy Pringles's FA 50 - flagship for our first local moped rally.



to hear Wendy's thoughts on a possible moped rally. In my view a sensible way to get young members into the Club and a cheap way to have fun.

Thanks to Rob for a great day. I'm off to look at mopeds on TradeMe.



## HADSTOCK DRIVING TESTS

BANKS PENINSULA BRANCH 26 MAY 2019

Text Michael Williams, photos John McDonald.

**"... 'Oh frabjous day! Callooh! Callay!', He chortled in his joy." The reason for the Lewis Carroll quote which I'm sure you all recognised, is to celebrate the fact that that rare commodity, Youth, returned to Hadstock, in a splendid array of vehicles.**







An almost record entry of 24 drivers, fabulous weather and new members combined to create a splendid day of motoring at the Chamberlain family seat of Hadstock, near Leeston. And Amanda and Phipps Rinaldo lent the whole day a touch of much needed class by arriving to spectate in their gorgeous Iso Grifo, one of the great Italian supercars.

Harry Dawber was in a mercifully rare Toyota Crown manual, with very fetching rust, Evan Kear was in the family Austin 7, with new member Zac Knapp in the other one. Fraser Kear was in his VW Golf. Tim Fox was in the multi coloured Model A, Courtney Chamberlain was in her trusty Austin 12/4. Whetu Pikari, who had competed in the Monte Carlo with his grandfather, was in the very original family Morris Minor, which he treated with more respect than it really deserves.

So, not a bad list of youth. The rest of the field were the usual group of insanely competitive suspects, but it was great to see new participants Ross Butler in an MGC, and Don Gerard in an MGB out for the first time. Anyone who tries to heave an overweight MGC round a paddock deserves respect. James Robinson and Mike Pentecost were there in their respective hot Minis, dodgy headlight bulbs glinting in the autumn sun, and ready to do battle with Andre's finest. Hadstock is usually a battle between Avon Hyde and Brad Govan, both Austin mounted, with the rest of the field battling for the minor placings. Avon always drives with huge skill and restraint, Brad always drives with huge noise, smoke and high drama, and inevitably goes sideways through the finishing cones with everything all locked up, including his teeth. He usually recovers for the second run, and is always a crowd favourite, throwing out equal quantities of blue smoke and mud.

Avon won the first event, the slalom, with James Robinson in the Mini Cooper S a mere 0.7

of a second behind, and Brad 3rd. Stu Moore, master of the handbrake turn in his MG TF, had an excellent time as did the other Mini, with Jason Roberts in the A7 looking threatening. Fraser Kear in his VW Golf worked hard at his handbrake turns and once he realises that you aren't meant to stop at the end of the exercise he can only improve, as he was beaten by Tim Fox in the Model A.

Avon Hyde gave us all a lesson in driving in the second event, although he was only 0.5 sec ahead of the editorial Citroen, with Brad Govan another half second behind. John Foster, on a rare Triumph 500 twin sort of scrambler, was doing excellent times, so the organisers made a quick and completely democratic decision to put him in a category of his own, as he was in danger of beating far too many of them. Harry Dawber in the rusty Crown, and Don Gerard in the hot MGB, proved that 360° spins don't help results, and Craig Keenan and John Chamberlain, both in Jags, proved that controlled power is very effective on grass. The battle between Courtney Chamberlain in her real vintage car, the Austin 12/4, and Tim Fox in another real vintage car, the family Model A, had gained intensity as both youthful drivers showed commendable skill.

Event three, yet another version of a cambelt/cloverleaf sort of thing, was interesting, and shock horror gasp, Avon Hyde was relegated to third, although only by 0.6 sec. Brad Govan, in Old Smokey, and Michael Williams in his Citroen D Super managed to come first equal, with Stu Moore, MG TF, and James Robinson, Mini Cooper S, snapping at their heels. The other Mini Cooper of Mike Pentecost had retired at this stage, probably because the illegal headlight bulbs destroyed the Prince of Darkness electrics. After Neale Elder in his 1932 Morris Minor beat Ross Butler in the MGC, Ross was heard to complain about the timing systems, rather than the

ability of the MGC to wallow like a whale at the sight of a cone. The Model A continued to draw ahead of the Austin 12/4, and Courtney was urged to release her inner hoon. John Foster continued to impress on the Triumph, both with his riding skill and the glorious noise coming out of the unmuffled pipes.

Going into event four, an even longer cambelt thing, times were very even amongst the leading contenders. James Robinson in the Mini Cooper S nailed this superbly, fractions of a second behind Avon Hyde, with Old Smokey and the MG TF close behind. The 1960 Morris Minor beat the MGC this time, and the Austin 12/4 beat the Model A, and Pat O'Connell in his MGA fell victim to the 360 degree spin. He blamed too much power. The two Jag drivers disproved this theory by having excellent times, considering their size and weight (the cars that is).

So as the day drew to a close the A7 hot rods were loaded onto their trailers, and the factory cars drove to the local watering hole to hear the results. Almost inevitably Avon Hyde won by three seconds from Brad Govan, both in their very effective A7 specials. Michael Williams, in his Citroën D Super, proved that front wheel drive and hydropneumatic suspension is great on grass, was third, 0.1 sec ahead of James Robinson in his Mini Cooper S, and then Stu Moore in his standard (yeah right) MG TF. Ross Butler in the MGC managed to beat the Neale Elder 1932 Morris Minor by two seconds, and was heard to mutter that he might bring a lighter car next year.

Brad Govan won the Ross Haynes Trophy for the best performing Austin 7, an oxymoron if ever I heard one, and Cindy Chamberlain presented the tasteful, but somewhat battered trophy (The Cindy) to Avon Hyde, thus concluding a great day in the country.



## PRISTINE PURSUITS DOWN SOUTH

This year's Irishman Rally travelled on many inland Timaru District roads in the hills towards and around Geraldine. After Saturday lunch we then travelled to Pleasant Point to the hills west of Fairlie through Waratah Road and Rollesby Valley Road to Burkes Pass and return to Fairlie. Sunday's run was mainly in the Opuha Gorge basin. Snow was down to low levels and surprisingly we really did not enter the fabled Mackenzie Basin.



During the Sunday Run we took a ford with considerably more vigour than was prudent and, much to the delight of the madding crowd, stopped. Luckily Mother had taught me to always wear clean undies and carry a hankie. With aplomb, ignoring the first item, I extracted a freshly laundered hankie from my pocket, told the tow man he would not be required, caressed the distributor back to life and departed unaided. (Thanks Mum.)





## IRISHMAN 2019

### Words and photos Ray Betteridge

Four Wellington cars set out for Fairlie. Barry and Hilary in their Chrysler left early to enjoy (or suffer?) the pursuits of Steam Punks in Oamaru. Brad and Roger in their DeSoto (with heated jackets and gloves), Greg and Geoff in a mature, and well suited, Model A tourer and Bruce and I in a Model A coupe.

It rained heavily after our check-in on Friday night 31 May but then around midnight there was silence. We awakened on Saturday to a pristine white landscape with 75mm of snow on everything. This is what we came for.

We took a leisurely start, along with about 180 other cars and 500 people, and travelled into the southern Timaru District hills. The whole basin was white as the snow had covered everything. The protruding fence posts and trees almost seemed obscene amidst such beauty. You needed to stay in the tracks formed by the front runners as the roadside was very deep snow. We drifted, as did the snow, through Middle Valley Road and towards Geraldine and suddenly the snow disappeared and the hills were pristine green. We wandered round some great roads with a couple of fords to trap the unwary. It gave me great pleasure to assist Bradley and Roger by attaching the tow rope to the dead DeSoto before we continued to Geraldine for a welcome lunch stop and the usual catch ups and chat.

Soon we were under way again and did a leisurely run to Pleasant Point, which lived up to its name, before turning west again towards home. But nothing's that easy and we rose to be re-enveloped by the pristine white ranges around the Fairlie Basin. We soared upwards on some very greasy surfaces to capture amazing views of the pure white surrounding hills and valleys,

pausing to brew up the thermette for a cuppa. My navigator was a bit slack and I needed to apprise him of the recipe (only boiling water and coffee). The snow was at least 30cm deep in higher areas and this allowed Bruce to make a snowman on the car roof, albeit short lived.

Sadly we then drove downhill on Rollesby Valley Road to rejoin the main road at Burkes Pass and a leisurely cruise to Fairlie. Many stopped at the hotel at Kimble for a traditional toast to the event's forebears. But yippee, we have another run tomorrow.

On Sunday we reassembled to leave Fairlie northbound. The frost had put a crust on the snow and it was more slippery than yesterday as we drove around Lake Opuia where the iced over surface precluded a morning dip.

We meandered through the pristine countryside and climbed more hills with real caution. The vistas from the high sections were amazing and we paused with others to get a modern ute and trailer back on track when he lost it on the icy surface. We gave him some polite advice on the type of vehicle that was preferred for these roads and departed, eventually returning to Fairlie for lunch.

After lunch we went to Pete's Patch for a very sociable gymkhana and gossip where Greg was able to borrow and fit a water pump to his tourer, thereby avoiding a fan/radiator clash.

The main course for this event was great and, ignoring the tiny A7 specials, the Wellington boys displayed superb driving skills. The other course was a quagmire and I hope they had a head count at the end because some vehicles may have disappeared without trace. Altogether a fun afternoon.

At the prizegiving, ignoring the peskie wee A7s the Wellington team took first place at Pete's Patch – Brad and Roger by 0.2 sec from Bruce and I in second place in the real car section.

Thank you Canterbury for a fantastic weekend of motoring and friendship.

## QUEEN'S BIRTHDAY WEEKEND FOX GLACIER – CENTRAL OTAGO BRANCH

### Words Don Yeaman, photos Lynn Yeaman

Three cars (a Jaguar and two Triumphs) and their occupants set off at 10am Saturday for Fox Glacier. Fine weather was forecast for the coast so two vehicles elected to go topless. After a stop at Makarora we visited Thunder Creek Falls (about a kilometre on the Haast side of the Haast Pass bridge). The recent heavy rains left the waterfall looking spectacular.

Our next stop was the Paringa Salmon farm. The resident heron was nowhere to be seen. Onwards to Bruce

Bay for another break. The ocean was quiet and the sun bright although it was quite cool. Mid afternoon we arrived at the Top Ten Holiday Park in Fox.

Sunday morning was a latish start as there had been a heavy dew followed by a good frost overnight and the cars were covered in ice.

We drove through to Franz Josef and walked up the track to the glacier. It had only re-opened the previous week. We got quite warm walking up the well formed track on the shingle river bed.

The track ends at the terminal moraine as of 2009. In the last ten years the glacier has receded a further 750m.

We lunched at Franz then drove up the coast to Okarito for some sight-seeing and a short walk up the Pakihi track, which gave a great view of the lagoon and the mountains.

On our return home on Monday morning we stopped again at Paringa. This time the heron was in residence.

A great weekend, great company and topless all the way.

## CENTRAL OTAGO BRANCH



Central Otago: Bruce Bay.



Central Otago: Okarito Lagoon.





**2019 VETERAN AND VINTAGE TOUR**

Words and photos Raewyn Fenn



Over the past ten years Graeme and I have taken part in a number of Veteran and Vintage Tours around New Zealand in our Graham Paige 612 coupe making a lot of friends who enjoy old car motoring.

On 29 April 2019, we had loaded our motorhome and had the Graham-Paige on the trailer as we set off from Waihi Beach to travel the over 1000 kilometres to Ashburton in Canterbury. We were travelling with friends in their 1926 Chrysler roadster. There are two reasons to trailer, one being the speed and ease of getting through the congested roads of the North Island, and the other being that if there are problems we only have to get back to our van and trailer and we can get home.

We had calm seas and sun for our Cook Strait crossing and set off the next morning down the Kaikoura Coast. It was slow going with all the roadworks repairing earthquake damage but we were amazed at the work that has been completed.

We eventually arrived in Ashburton on Friday afternoon. On Saturday morning the boys were off to the swapmeet held by the local branch. On Sunday we joined with over 150 other vehicles taking part in a rally run by the local Rotary Club. This was a lovely day in the country driving on clear, smooth roads so different from the North Island. We also caught our first glimpse of winter snow on the Southern Alps.

That evening we met up with the other tour entrants, renewing old friendships and meeting new folk. The next morning we woke to an overcast sky. This was to be almost the last sun we saw until the tour finished in Hanmer Springs seven days later.

We headed south from Ashburton via the coast with easy motoring along smooth, unsealed roads until we reached Temuka. State Highway I took us to Timaru, where we headed off the main road and lunched at the amazing complex belonging to Gavin Ladbrook and his wife. Gavin has a wonderful display of cars and workshops that had participants drooling. Gavin joined the group for the rest of the day which ended in Waimate.

On Tuesday we headed for Cromwell through the Waimate Gorge and into the countryside to take on the challenge of Dansey's Pass, a narrow winding road over a mountain pass with amazing views, both above and below the clouds. At dinner that night, we talked about the quiet roads and lack of traffic compared to the North Island and were all very surprised to hear that two of our group had been pulled up by the police and given a written warning for impeding traffic. Both had just let traffic past and had built up a queue of three cars behind them while trying to get up to speed again.

A free day in Cromwell offered a number of places to visit. Highlands Motorsport Park was high on the agenda for some.

Lunch at Bannockburn was enjoyed by quite a group of tourers, after which we decided to tackle the Hawksburn Range Road. It was easy going for the first few miles, then we came to a gate which had a sign on "Not Suitable for Cars", but we were in *old* cars, made for these roads the boys said, so on we continued and it was a magical drive. Thankfully a grader had been through the road a few days before and there were very few ruts, but the road twisted and turned and climbed and dived for a good hour of slow driving, finally reaching a bluff looking out over the townships of Clyde and Alexandra in the distance – stunning. Then we dropped down into Clyde – wow! What a ride down the hill. Not for the faint hearted. Glad we went the way we did as I do not think our cars would have climbed that steep grade.

Day 4 – Cromwell to Haast. We set off in thick fog which cleared in time for us to enjoy the the steep gradients and precipitous terrain of the magnificent Haast Pass. We headed out to Jackson Bay, the southern most point of the road, after lunch. After passing three cars on the 26km trip, one of them being one of our group, we arrived at a village with one shop – and it was closed. A very desolate fishing village, renowned for crayfish, it was a very dismal place on a cold, wet afternoon so to escape the sandflies, almost the size of cats, we headed back to Haast.

That evening at the Hard Antler Restaurant and Bar, following the presentation of the wooden spoon, we were treated to a tune on the bagpipes by one of our tourers, who played them each evening for the group. This time however, a patron in the bar, an older lady, approached John and asked if she could do the Highland Fling to his piping – and did, before a bar-lady came from the bar and asked to play John's pipes – she was amazing, playing some modern tunes – fast. Soon we had all the bar patrons and staff in the room with us. She then danced to John's piping, and was good.... What an amazing evening.

Day 5 – Haast to Hokitika. A long day of 160 miles and our instructions read "Keep the sea on your left and the mountains on your right". We saw trees, rivers and mountains including snow on Mount Cook, it was a long day. We visited a motorcycle and car collection in Fox Glacier, owned by the local garage owner, before continuing North. Lunch in Franz Joseph was enjoyed in a little bit of sun. We arrived in Hokitika late afternoon and found that our friends' 1926 Chrysler had some serious motor damage. They headed to Ashburton to collect their motorhome and trailer to mount a rescue mission.

On Saturday it became obvious that the 1926 Hupmobile was also travelling home by transporter and its crew joined us in a rental car.

Saturday morning of day six involved some sightseeing including a visit to the Hokitika Gorge surrounded by native bush, very beautiful, with the river changing colour with the sky. Our final adventure for the day was to visit the interesting Westland Heritage Museum at Hokitika Airport where a dedicated group of locals are restoring a number of engines from various mills in the area.

Heavy West Coast rain and wind, greeted us for our final day. We noted that every house we saw in Kumara, Greymouth and Reefton had at least one chimney, some with two or three, all belching coal smoke, the air was heavy with the associated smells. A visit to the village of Blackball saw us enjoying coffee at the famous Blackball Hilton Hotel. Stops included a visit to the very moving Pike River Mine Disaster Memorial.

In the late afternoon we reached Hanmer Springs. The final evening together included Rob Ross's 80th birthday celebration and the end of another wonderful tour.

The Hooter and Wooden Spoon were handed over to Nola and Alistair Day from Timaru, to plan the next Tour in late 2021.

Next morning we woke to brilliant sunshine with a covering of snow on the ranges around Hanmer. We headed back to Ashburton to collect our motorhome and trailer, and then began the trek north again. On the way back to Auckland a 1924 Velie broke a crankshaft just south of Blenheim so Carrie and Wayne Roberts also found alternative means to travel home.

We travelled a total of 2,175kms in our motorhome and 1,180 miles in our Graham-Paige.

## SCENICLAND GOLD TRAIL RALLY

Words Mike Bryan, photos Ray Robertson

A handful of Nelson members recently attended a Traffic Management Course run by Gary Adcock. The skills imparted on the day have already been put to good use by Ray Robertson, assisted by Bill Dense. Although they had no cones or bumblebee bars, they very effectively controlled the U-turning of about 20 vehicles on the recent Scenicland Rally when a locked gate to a forest blocked the route that entrants should have gone through and meant the participants all drove along a rutted, muddy, waterlogged cart track which ended at a fence with no turning space.



Scenicland Gold Trail Rally.





One member had a saw, and several branches were hacked off protruding trees. A couple of areas, where there was more gravel under the grass, were selected and operation turned again began.

Things worked very efficiently with Ray running down the track to direct the next car, and Bill watching the front and Ray the rear as they tried to coordinate their hand signals to confuse the drivers even more. Turning a '60s Chev Bel Air in less than its own length was only one of the challenges for our enthusiastic traffic managers.

Meantime yours truly ran around taking photos should an enquiry be launched. By the time everyone was safely extracted

the morning's run was abandoned for most, although a couple of cars did take the planned route, encountering fallen branches and flooded fords. For the rest it was time to return to Kumara for lunch, questions and gymkhana.

The afternoon was a leisurely drive on good roads before everyone arrived at Shantytown for a magnificent spread and presentation to surprised winners, lucky draws and a convivial evening catching up with friends. Well done West Coast Branch for an interesting and different Scenicland Rally.

|BW

## STOP PRESS IDLE TORQUE

### OTAGO MARION MCCONACHIE

Well our AGM is completed. Apart from the club captain's position being vacant we have a good committee lined up for another year. We managed to allocate organisers for most branch events for the coming year. New on the calendar - an Overnight Run is being planned for 10 August, with visits planned en route to Waimate for the night.

Bruce Murray's 1953 BSA A7 motorcycle was the only entry for this year's Restoration Awards. Graham Dalton, a 60+ year member still takes an interest in the motorcycles that are restored, and was able to present the cup personally.

July's Thursday Run took us to Lawrence for lunch. The 11 mainly PW, P60, P80 and modern vehicles drove to Balclutha, and then inland via Tuapeka to Lawrence with "amazing clear sunny skies"

quoted by a passenger, from England, who was travelling with Tony in his Triumph. After lunch we visited the Vintage Machinery and Historical Society to see the progress they are making with the historic village they are creating.

Members are assisting the Cancer Society with the delivery of pre-ordered daffodils to businesses in Dunedin and Mosgiel. Where possible we take VCC vehicles, with university students assisting as runners. This is a fun thing to do, and only takes an hour. We have David Mills to thank for dividing the runs into manageable areas. On Sunday 25 August the Daffodil Rally for Cancer will be departing from the Dunedin Ice Stadium car park for a drive to Waiholo Domain, where we will be meeting up with South Otago Branch members for a display and afternoon tea. There will be a prize for the best presented vehicle.

Nevin Gough is organising the Prince Henry Tour.

### SOUTHLAND RUSSELL MCIVOR

We welcome new member Terry Wheal with his 1972 Norton Interstate.

Our branch had a good attendance for the annual meeting, with all the executive and social positions filled and the club financially sound. Amongst our assets are the 1906 Darracq and a 1921 Chalmers fire tender, which at present is on display with the Maitara Fire Brigade. We appreciate the foresight of early members purchasing land in the Otatara area. In 1974 our clubrooms were built and paid for with debentures. Over the years the clubrooms were extended with a library, cool store and lounge. Our last effort was obtaining the adjacent property, letting the house and extending the parking area.

### LAST MINUTE CONTRIBUTIONS RECEIVED FOR OUR IDLE TORQUE COLUMN FOR THIS ISSUE

With direct flights from Auckland members can view collections of cars and motorcycles in Invercargill and then visit our clubrooms for a social time on Saturday evenings.

At a special meeting recently motorcycle members decided to continue to venture to Arrowtown on the annual rally. There will be special requirements when riding on the busy tourist roads. Riders will wear hi-vis vests with bikes leaving at dedicated times. Our branch has purchased an electronic timing system to use on rallies, simplifying events.

The ever-popular monthly Southland Tour had 22 cars, with the event being organised this time by Louisa and Alan Black. At the conclusion participants enjoyed an excellent meal at the Woodlands Tavern.



# Daffodil Rally for Cancer

SUNDAY 25 AUGUST 2019



*Everyone Welcome*  
No matter what kind of vehicle you drive.

**All across New Zealand, hundreds of vehicles will be on the road, or on display, at the same time to raise money for the Cancer Society.**

**To find out more about your local Daffodil Rally for Cancer, and the details of the local coordinator, please visit...**



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PROUDLY SUPPORTING THE



Daffodil Day



## WAIKATO BRANCH COMMUNITY PROJECT

# KM FORD

Words Gaynor Terrill and Reece Burnett



Reece and Sue Burnett, Murray and Anne Ashby and Alan and Barbara Julian

**Cast your mind back to sixth form (year 12) English class. Were you required to read New Zealand short stories, in particular, Katherine Mansfield's *The Garden Party*.**

Recently members of the Waikato Branch have become very familiar with this story and have come to realise that owning a car in the Edwardian era was a sign of middle class wealth and prosperity. This is the story of how they became involved in a community project with the Hamilton Gardens.

In June 2017 members of the Friends of the Hamilton Gardens put forward a proposal to the branch to manage the procurement and/or manufacture of a vehicle for a static display in the Mansfield Garden. The vehicle was to be based on *The Garden Party*.

Much discussion ensued, and eventually it was decided to support the project with time and expertise.

After engaging in a period of research three options were presented to the Director of the Themed Gardens Development for consideration, with a replica 1911 Model T Ford being selected. There were some conditions set, the vehicle was not to be "a don't touch, just look" display, it had to be robust enough to withstand children of all ages clambering over it, and it had to look authentic for the period.

Reece Burnett took on the

role of co-ordinator for this project, to be known as the KM Ford (think about it) and he gathered together a team of branch members who owned Model Ts and other branch and community members who could provide expertise as required. A budget and timeframe for construction and trial assembly were developed, and key parts to manufacture or procure were identified then sourced or purchased at favourable rates. New guards were imported from the USA.

Reece's team, also known as the Play School, spent thousands of hours working on this vehicle.

More than 30 companies or individuals contributed to the scratch build construction, providing time, expertise and materials to ensure the authenticity of this car.

Key features are a hot dipped galvanised steel body and running gear, fibreglass seats and top, and industrial paintwork and pin striping. While there is no motor, the tyres, petrol tank and toolbox were filled with foam, and perspex was used in the headlights that also feature authentic brass componentry. The windscreen has no glass, but does have a brass surround. The steering wheel and crank handle rotate for kids of all ages to indulge in some nostalgic reminiscence of bygone days.

Under Reece's guidance, the project was completed in September 2018, just 15 months after it had begun and it came in under budget. During October it was craned into place and mounted on four steel posts concreted into the ground.

The KM Ford proudly sits on the circular driveway, close to front door of the facade of the two storeyed Mansfield house and near to the lily pond and fountain. The surrounding garden, resplendent with heritage roses and other plantings to reflect the Edwardian era, provides a stunning backdrop. Archways lead to the tennis court, complete with a marquee set for afternoon tea with the most enticing sandwiches, small cakes, sponges and dainty tea cups and saucers, all made from

resin and concrete. At one end of the tennis court there is a piano and cello also made of concrete, both looking so real.

The official opening of the garden took place on Monday 12 November 2018. Branch members had been invited to display vehicles on the forecourt at the entrance to Hamilton Gardens to set the scene for what was to come. The Terrill's 1906 Cadillac, Theo de Leuw's Model T and the Overland of Daggy Sperry, driven by Play School member, Murray Ashby, provided interest as we waited for the call to the Mansfield Garden.

Reece and Sue Burnett, Murray and Anne Ashby, Alan and Barbara Julian (all Play School members) and Greg and Gaynor Terrill were all attired in Edwardian era costume as were many of the 200 plus invited guests. The surprise that awaited us as we entered the garden was quite magnificent. Old fashioned lemonade quenched our thirst and the tables, chairs and umbrellas provided shade from the hot sun. Speeches and the official opening over, Reece was asked to crank up the car. Much to everyone's surprise it turned over. Technology of 2018 is an amazing thing - it can even replicate authentic Model T sounds. Afternoon tea of tiny sandwiches and cakes (very real) was served on tennis racquets by waiters and waitresses dressed as Edwardian tennis players.

The public were welcomed in at 4pm and many took the



opportunity to sit on the red fibreglass seats or the running boards of KM Ford and take photographs. Branch members in period costume were also in high demand for posing and smiling for photograph after photograph.

KM Ford is a vehicle the Waikato Branch can be justifiably proud of. This is an excellent example of a project that involved the branch and community working together for a worthy cause. The resulting publicity has showcased the branch in a very positive manner.

Reece and his team deserve all the praise and thanks they have received, KM Ford is a credit to them. It is hoped that visitors to the garden will enjoy KM Ford for many years and perhaps it may even encourage some to join the VCC.

Next time you are in Hamilton take time out to visit the Hamilton Gardens and in particular the Mansfield Garden. Look on the firewall of KM Ford - you maybe surprised at what you see.

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## INAUGURAL VCC TARGA 2018

Words George Kear photos Proshotz Photography - Graham Hughes and Owen de Moy

On 23 October 2018 the VCC participated in the NZ Targa for the first time ever. The Targa event has been running in New Zealand for 24 years and is a fiercely competitive tarseal rally on a combination of open public roads and closed road sections, covering winding roads through scenic parts of the country. Thanks to the efforts of Rod and Anne Corbet from the VCC, the Targa organisers allowed our club to run a rally alongside their event giving us access to these closed roads, the same arrangement has been made for 2019.

Unlike the touring and racing section the VCC event was not a speed based rally, but run as a time trial based on average speed better suited for our vehicles. Our run would take us more than 2500km over the seven day event.

The VCC squad of 21 vehicles covered the full spectrum eligible under the VCC banner, representing people from all walks of life joining together to exercise their vehicles was through some great roads. The oldest vehicle a 1929 Rolls-Royce, to a 1986 Toyota Corolla.

Completing the group were four MGs and Jaguars from 1955 to 1978, three Porsches and two Fords and Triumphs plus an Austin, BMW, Morgan and finally, us in the New Zealand built KATO Special. Drivers set their own agenda, some out to record the least points lost and win by maintaining the closest to 70kph throughout the closed road sections; while others were there to drive a closed, winding and challenging road without fear of meeting a vehicle coming the other way.

Safety was paramount. All our vehicles were fitted with a satellite tracking system back to base, and all cars in our group connected through GPS. A maximum speed limit was enforced with a few of us having a stern talking to at the end of day one, reminding us the importance of keeping inside the rules.

Day one started with a scrutineering, documentation and setting all the vehicles up with their race numbers and sponsorship decals. Invercargill put on a stunning day with temperatures around 25°, perfect for the public to view the

participating cars. This was followed by a drivers' briefing and explanation about how to read the instruction books and use the Rallysafe tracking system. The evening concluded with a Targa dinner for all competitors and crews at the Bill Richardson Transport World Museum.

Day two started early with cars away at 6.50am on yet another clear and sunny day. In the morning we covered 240 km in total, with 79 km on closed roads. The first of the four closed sections was really a training ground, allowing us to familiarise ourselves with using all the roads and reading our tour books. After lunch we travelled 351 km, including 84 km on closed sections, with the last being 42 km through the amazing Catlins area. What an exciting road, made up of tight winding sections on the ascent in the beginning, with flat clear flowing corners along the top before the tight winding final descent. Amazing views of our magnificent country down south where most never venture. The day finished with a compulsory carwash done each

day by a different group raising funds for the local community.

Day three was yet another early start at 6.50am. We got to repeat the Catlins roads, approaching from the opposite direction. This was followed by two more special stages before lunch at Milton. Each stage just got better and better, with great roads and scenery to admire. By this time our group had formed a great bond and stories were swapped over lunch about how each one managed this section, and where we thought we could improve on the following. After lunch there were a further three closed sections before the finish in Dunedin's Forsyth Barr Arena for our daily wash and car display. We covered a total of 477km, with 124km being closed road sections.

Unfortunately for us day four started out very, very wet. Departure time of 7.10am, heading north through Palmerston, Trotters Gorge, Windsor and Duntroon in torrential rain to end up in Oamaru's Historic Precinct for our lunch stop. This area was a magnificent backdrop to showcase our vehicles, and a great setting for a lunch stop and service area. The rain did not dampen the atmosphere of the group as we all huddled under two gazebos to swap stories before embarking on the same route, in reverse, back to Dunedin for the night. I have to confess that we decided to pull the plug at lunch time, as driving a vehicle with no roof or windscreen in the unforgiving driving rain made it an impossibly hard and unpleasant task. I'm speaking literally here as we had to drill holes to get all the water out of the bucket seats and floor of the car when we got back to Dunedin. While the Kato has been a great wee car for the event, it was just overwhelmed with rain, and quite dangerous to navigate in the blinding rain. A total of 432km was travelled this day, with 125 on closed road sections.

Friday, day five and the rain held off. We first headed south to repeat a closed section from day three which was totally different driving given the overnight rain. We then headed back to Dunedin for a tight little hill climb just out the back of North Dunedin. This started and finished in a residential area with people cheering us on from their front lawns. The third morning section was a repeat of the earlier one and now running it for the third time caught me out. We came off one of the wooden bridges a bit too fast and collected the radiator scoop under the

car on the seal. This pushed the radiator back onto the belts and motor. The water temperature started to rise bringing us to an abrupt stop. With the safety triangle out and Rallysafe updated, we hooked the tow rope on and waited for our final sweep vehicle to pass and tow us out of the closed section before it was cleared for the tour and racing group following.

Full assessment found that only mounting brackets were damaged and with the help of a following touring car we managed to use their vehicle and a tow rope to pull everything back into place. Back on the road 20 minutes later we managed to catch the rest of the team before they departed lunch and carry on for the afternoon sections. Day five was by far the longest with a total of 604 km, 147 on closed roads, to end up in Queenstown for the night around 8pm. While it was a long day it was also one of the best, with lots of action to keep us busy, and the most amazing roads to drive. As we did our nightly final service on the car we spotted a tear in the water pump belt which was not going to get us through.

After a sleepless night, we signed the Kato out of the first two events at the drivers briefing and went on the search for parts. The Kato is mostly a track car and was running a toothed belt to drive the alternator and water pump. Such is the following of Targa that we entered BNT, stating that we had no idea what parts we needed but if they allowed us to wander their entire building we were sure that just what we needed would jump out at us. Would you believe it this is exactly how we came to a solution.

With a bit of the kiwi ingenuity, the solution was a grinder blade held in place on the shaft of the water pump with a hose clamp, acting as a guide to keep a belt from running off this pulley. As the crank pulley already had guides we straightened the alternator mounts and managed to bring this back into line. With a modern multi-v belt turned inside out we were able to get back on the road before lunch.

One of the highlights for me was always going to be the Crown Range section and this proved to be the case. The closed section started on the Queenstown side allowing us unlimited road use up the tight zigzag hill climb before opening up on the flats above. From here we were able to climb right to the top and over the pass to enjoy the long flowing down hill



curved road all the way to the Cardrona Hotel. Along the way people had set up camps obviously way before the road closure and cheered us on as we flew past. This lived up to my expectations and was the best section by far.

From here it was on to Highlands Motorsport Park for four laps before retiring to the cafe to watch the following tour and race cars do their laps around the track. Hayden Paddon was a guest driver and showed us how to drive a rally car sideways around each corner, putting on a great display for us all to enjoy.

Back to Queenstown for the grand final parade into the finishing area and across the finish line where the streets were lined with people.

The VCC group all went out for our own group dinner that night where a small presentation was made by Russell and Brenda Yates to Rod and Anne Corbet as a thank you for all the efforts they put in to bring this event together. On the Sunday morning we all headed up to Coronet Peak ski area for a prize giving breakfast and final farewell where we all said our goodbyes and headed back to our homes.

The event ran over a total of seven days with five of these on the road. In total 2458km with 621km of these on closed roads. This is not taking into account driving to Invercargill and then home from Queenstown. A great event through our amazing country, allowing us to stretch the legs on our cars and have some fun in a safe manner on closed roads. We had a great team of like minded people in our VCC group, as well as huge support from the other competitors. A big thank you to Rod and Anne and the Martin family from Targa who pulled off what I hope becomes a VCC annual event.

|BW



# BRASS NOTES

Our regular column for all things veteran compiled by Diane Ross



Like a homing pigeon the 1913 Minerva restored and motored widely by Richard and Kate Foster of Hororata has been purchased by Donald Hudson from Geraldine, a grandson of the original Hudson family from Dunedin who owned the car new.

In 1961 Dermot Morrow, a GP from Kurow in North Otago, rescued parts of the car from a river bed on Awakino Station in the North Island. As the restoration was too big for Dermot to undertake it was passed to a Bill Alderston. In 1964 Richard Foster bought the original motor, radiator, windscreen, scuttle, four wire wheels, four mudguards and four doors for £15.

The parts had made their way to Awakino Station to be used as spares for a Minerva truck. The engine was a write off with four bent conrods, and most of the sleeves broken. The body had been through a fire so was used as a pattern for a new one. All new bearings for the gearbox were still available when it was completely reconditioned. The axles were missing, but a replacement front axle was found at Washdyke. A splined hub was also located and exchanged for a dozen of beer. With the help of Martin Ferner, who was also restoring a Minerva, at the same time other parts were swapped and located.

With the help of friends with skills that Richard didn't have other parts were fabricated, and in 1997 the

car was able to be driven. By January 2000 the car was motoring albeit without a hood. Someone had once tried to open the hood when all the pins were rusted solid, hence a lot of work was needed to straighten the frame ready for George Lee in Christchurch to complete the new hood.

The Minerva was advertised for sale in a recent *Beaded Wheels*. The Hudson family are delighted to have it back and intend to display it in the Geraldine Museum.

I was delighted to receive the following information from VCC founder and Life Member Andrew Anderson filling in some of the earliest history of the 1906 Rawlings Cadillac that we have uncovered thus far.

I've just been reading your Brass Notes for *Beaded Wheels* 357 and suddenly the name Rawlings rang the bell in my nonagenarian memory.

In 1946, as you'll recall from my earlier *The Way We Were* articles, we all frequented Teddy Gregg's Milton Street tyre liner manufacturing and used tyre warehouse. This was located on the south side of Milton Street which quickly ran out of houses to become paddocks with the trees of Sydenham cemetery the only sign of civilisation. Isolated amongst the paddocks stood the very odoriferous buildings of Rawlings' Soap Works. Old Rawlings, on odd occasions, had the old Caddy there where it attracted the attention of our Selwyn (Spud) Jackson. He, as I mentioned before, put in some time at Teddy's tyre works and thus was becoming interested in, and enthused over, things veteran and vintage. Spud passed the Rawlings works on every journey home and was the veteran and vintage enthusiast approached to get it really cracking again. Thus we



▲ Top: The Foster Minerva when new and owned by the Hudson family, Dunedin. Immediately above is the 1913 Minerva now returned to the ownership of the Hudson family.

all had some input including Clem McLachlan, another VCC founder member, who I'm pretty sure, was the one to finally pinpoint the problem.

Now just before the War, Rawlings had some problems with the original Caddy make and break firing system. His solution was a single HT magneto fitted up with a 2:1 open Reynolds chain drive fitted up on a fabricated bracket. This was a stationary oil engine magneto identical to those we fitted to our Anderson dairy and concrete mixer engines and not a typical mag/dyno sort of unit. It had a stubby tapered shaft slotted for a woodruff key, but Rawlings' sprocket wasn't slotted so no key was fitted and a good tight fit with the shaft nut and spring washer was deemed sufficient.

When Spud initially checked things over the timing was out a bit and was quickly fixed. We all participated in test runs up and down Lyttleton Street and round the Rose Street block. The car performed very well

initially but after an hour or so of running began to noticeably lose tune, to the considerable disillusionment of old Rawlings to whose big house and barn on the corner of Sparks Road we always had to return it to.

Finally, of course, we twigged that it was sprocket slip on the mag because of mounting bracket movement with each big bang of the motor, sometimes being so great that it caused momentary excessive tightening of the chain drive. A key in the sprocket and beefing up the bracket finally fixed it, upon which Rawlings simply thanked Spud for a job done and that was it; no more noisy trips all over Spreydon in the Caddy!

Also my humble apologies to John Paul whom I addressed in the last issue as the late John Paul, I'm pleased to inform everyone that John is very much alive and well.

Now a nostalgic trip for Nevin Gough from Dunedin. During a visit to Southland for a rally, driving the 1914 Buick that he inherited from his late father, Nevin and crew visited the Mandeville Airfield. This was once a farm owned by Robert Crombie, and the original home of the Buick. Maeva Smith, the grand-daughter of Robert Crombie still lives on the property with her husband Colin. With the help of the late Robin Dickson Nevin was able to visit Maeva who can still remember, when she was a small child, Nevin's father being shown how to drive the Buick by her grandfather.

Robin Dickson purchased the second of three new Buicks that Robert Crombie bought through his brother-in-law, Joseph Green Junior who was the Buick agent in Riversdale at the time. According to the story told by Robin Dickson, when he heard that the 1924 Buick could be purchased, school aged Robin set out

one Sunday on his bike from Gore and rode all the way to Mandeville to purchase his first vintage car, only to find that Robert Crombie was a devout Christian and had a strict rule that business wasn't discussed on Sundays. Robin had to repeat the ride the following day to complete the transaction.

The family of the late Clem McLachlan have sold the New Pick he restored to John Stewart from Christchurch.

Neville Wilson from Hawke's Bay has passed his 1913 FN project on. In 1950 Barry Anderson began the restoration before selling it to Neville. It's now in the hands of Barry's brother, Paul who intends to finish it.

Otago Branch member Travis Michelle has taken the plunge and purchased the 1917 Moon car that was

widely motored by Bill and Royce Shears from Auckland. Presently there is a leak in the carburettor that Travis is rectifying, but he would be very interested in converting the car back to the original Tillotson Model C side draft type if he could locate one. Anyone out there have one in the shed they aren't needing?

I know many veteran car people out there will be as saddened as Rob and I were to lose our friend Glenis Miller who, along with husband Ray, attended many veteran events both in the South and North Islands in their 1918 Hudson tourer. A number of us also enjoyed the two Prince Henry Tours prior to National Veteran Rallies organised by Glenis and Ray in recent years, the latest being the one held in Nelson last November. Our thoughts are with Glenis's family.

I've been putting this column together for over ten years and feel now is the right time to step aside and let someone with new contacts and ideas take over. The *Beaded Wheels* Committee is looking for someone to make sure the veteran vehicle area of the Club is still represented. Remember that is where the the Club began and those pioneers, their vehicles and their history should never be forgotten. I will still be around, have my ear to the ground and will be happy to pass on any news I hear. Thank you to everyone who has shared their stories and helped me out in any way. It is you who have made the Brass Notes worthwhile.

*Beaded Wheels* is looking for a new correspondent for our Veteran motoring column. If you are interested in the position. Please contact Kevin Clarkson on 027 0270 6525 or email Kevin@vcc.org.nz

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MEM GORE

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**1926 CHEVROLET SUPERIOR TOURER** Rear and front side curtains. Hood folds down. New battery. Current wof & reg. \$21,000. Ph 027 229 3488 **MEM OTAGO**



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**1961 MORRIS MINOR 1000** Tidy condition new WOF Reg on hold. \$5000. Phone 06 379 7573 or email tomjean@xtra.co.nz. **MEM WAIRARAPA**



**1928 CHRYSLER 52** Restored 1985. Goes well, Good tidy condition. Always garaged, spare motor included. \$20,000. Ph Ken 027 667 4102 **MEM GORE**



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**1974 TRIUMPH 2.5 TC 4 SPEED MANUAL WITH OVERDRIVE** Power steer, S type mag wheels. Reg & WOF. Good sound car, delightful to drive on long trips as well as round town. Original interior and recently repainted. All interior woodwork in good condition. \$3,000 neg. Phone 027 445 4628 email keithturner949@gmail.com **MEM WANGANUI**



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**JAEGER PARIS** white faced eight day clock Sunbeam Badge on face. British Jaeger black faced speedometer reading to 125 mph. British Jaeger reading to 85 mph early type with reeded bezel. All instruments are vintage, original and going. Ph William Hearne 03 434 0998, williamhearne@gmail.com **MEM NORTH OTAGO**



**1925 FIAT 501 C WIDE TRACK.** Has done 24500 miles exploring back roads around NZ since 2011 restoration. Comes with special tools, repairs documentation and a trailer load of spares. Some mods to improve reliability. Current WOF and Reg. \$22,500 ono. Ph Norman 04 383 6035, cristina.vandam12@gmail.com. **MEM WELLINGTON**



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**MGB GT 1977,** 64829 miles. Very tidy. Overdrive on 3rd & 4th gear. New rear brakes. NZ new, five owners. Documentation from last 10 years, ownership paper when sold in NZ. \$14,750. Ph Brent 027 208 3155, brentaclarkson@gmail.com **MEM CANTERBURY**



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**1928 FORD MODEL A.** In good original condition. Always shed stored. Many spares included. \$25,000. Contact Erik Kristensen 07 543 3332, Tauranga, kerik.k@slingshot.co.nz. **MEM BAY OF PLENTY**



**1917 MODEL T FORD USA LEFT HAND DRIVE** Engine No. 211136, dated 7.25.17. An original car very well restored and rocky mountain rear brakes fitted in 1993 and well looked after ever since. New tyres just fitted, plus spare. \$32,000. Ph David 09 422 2356 **MEM WELLSFORD/WARKWORTH**



**1934 ALVIS SILVER EAGLE.** 6 cylinder, 4 speed, triple carbs, wire wheels. A rare and desirable 4 seater sporting tourer. Most attractive body styling. Fully restored. Contact John Bain at Fazazz The Motorists' Shop ChCh. Ph 027 274 5279, fazazz@fazazz.co.nz **MEM BANKS PENINSULA**



**ODDBALL REAR AXLE FOR IDENTIFICATION** and sale. Aluminum diff housing. Could be veteran. drive shaft half enclosed. Sad but restorable or parts. Earl Preston ph 03 577 7839, theriverbank@slingshot.co.nz **MEM MARLBOROUGH**



**1969 VAUXHALL CRESTA** changed to floor change 4 speed overdrive. 161,711 miles. Good condition upholstery, dashboard, interior etc. Ph Glen 03 574 2288, 027 574 2288. **MEM MARLBOROUGH**



**AUSTIN GYPSY RUNNING GEAR,** Two sets of front and rear axles, gearbox with transfer case, two steering boxes. 4 brake drums, steering wheel and four drive shafts. Price: donation to North Shore Branch. Contact: northshorevcc@gmail.com



**DAIMLER 1973 SOVEREIGN XJ6 SERIES 1.** Auto, white with red upholstery. Reg to Sept 2019, New WOF. Three owners. Purchased Aug 1998, mileage 60431. Engine reconditioned 2009. Personalised plate XJ6 73. Daimler tool kit - some spares included. 123,229 kms. Ph 021 896 499, Whangarei, email: barrysmyth1936@gmail.com



**CHEVROLET AE INDEPENDENCE 1931** 4 Door sedan. Not restored but has been repainted and engine reconditioned. Current warrant and registration and driven regularly. Has been very reliable. Please Contact 027 434 5636. **MEM ASHBURTON**



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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**



**MGC GT 1968 3 LITRE 6 CYLINDER** A very presentable and great touring car, original condition rather than restored. Engine fully reconditioned and gearbox overhauled 5,000 miles back and details of all work done available. \$25,000. Phone 03 352 3160 or 021 314 221 **MEM CANTERBURY**





**1930 ESSEX SUPER 6 SEDAN** Body good condition. 2 new tyres & 2 good tyres, tubes & liners. Engine turns over but has not been run. New bonded brakes & new windscreen. Paint dull. Upholstery deteriorating. Have some registration papers. Asking \$7500. Ph Kerry 09 431 7490, email kyjybonham@ubernet.co.nz **MEM NORTHLAND**



**PEUGEOT 306 XSI CABRIOLET 2.0** 16 Valve EFI engine auto trans 1998 Model. 74000 kms. Electric open/close soft top, ABS brakes, airbags, alloys, . Black leather interior, aircon, power windows, power steering, fog lamps. A great classic cruiser for summer \$6,000 ph John 027 457 0719



**1951 LOWLIGHT MINOR**, multi-award-winning. Complete restoration 2002. Recon engine (rebored) 2005, 5000km since. exc condition. Five-time winner Best Lowlight at Morris Minor convention, five Best Standard Restored awards from six conventions. Offers around \$12,000, Timaru. Ph Jim 03 684 7733. **MEM STH CANTERBURY**



**1908 ROVER** Single cyl 6 hp motor with a 3-speed gear box and reverse. Water cooled with a fan and brass radiator. Full set of brass lights, horn and windscreen. One new spare tyre, a lot of paper work, WOF and reg. Recent full restoration. \$30,000. Ph Barry 09 627 9451, email robertbe@xtra.co.nz **MEM AUCKLAND**



**VETERAN, VINTAGE PARTS**, Claudel Hobson brass and aluminium carbs, tourer rear screens, Smiths Stewart and Jones speedos, Lucas side and tail oil lights, Bosch dual ignition mags and coils, gas generators, gas headlights, assorted brass grease cups, pair Bentley divers helmet tail lights. Ph 07 348 4227. **ROTORUA MEMBER**



**1961 COMMER CAMPER** MCA#646 original, electric water pump and fan. Rebuilt Hillman Superminx MKIV 1966 1725cc. Receipts to show, refurbished fuel tank. New brakes and tyres. All hard work is done, very tidy and original inside and out. Phone 027 468 1904.



**1918 MODEL T VAN** Has a good rally record and runs well. More photos available. \$29,995. Rushmore Motors Ltd. 027 2245 045 any time.



**1931 REO ROYALE**. Straight 8 motor running well. Murray designed body in near original condition. Brakes serviced recently. Garaged and owned by family for past 50 years. Registration on hold. Located in Auckland. Enquiries to 021 075 8349 or Keripark@xtra.co.nz.



**THREE OVERLAND REAR AXLES** should be able to rebuild a complete axle from these \$75. Contact Don Laing, 03 579 4865, dn10949@gmail.com **MEM MARLBOROUGH**



**1929 STUDEBAKER DICTATOR** Straight eight 4 door sedan. Interior clean and tidy. Wood grain on interior fittings. Excellent tyres all round. Drives well. A roomy car, great for winery tours. A steal at \$22,000. Rushmore Motors. 027 224 5045. Any time.



**1930 MODEL A CLOSED CAB PICKUP** Ground up restoration completed in 2014. Reconditioned engine with lightened fly wheel, high ratio differential and flat head Ford brakes. On 6 volt system. \$70,000 Phone Ray 0274 836 236 or email raymargaret@xtra.co.nz Personalised plate not included. **MEM NTH SHORE**



**MODEL A FORD REBUILT SHOCK ABSORBERS**, as original. With exchange \$210 each, or \$240 outright. Arms and all connecting parts available. Postal delivery extra. View on site no. 153, Canterbury Vintage Car Club Swap Meet, October 11-13. Phone Jack 03 352 6672, 0274 322 041 Christchurch. **MEM CANTERBURY**





**AN ASSORTMENT OF SUNBEAM TALBOT 90 SPARE PARTS 1950S ERA** Includes grilles & badge, body panels, gearbox parts, cylinder head rocker cover, instrument panels and some instruments, etc. Too much to list. \$100 the lot. Contact John phone 03 577 5087 or email jamanamas@outlook.com

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**MEM AUCKLAND**



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**MEM NORTH OTAGO**



**1965 SUNBEAM MK3** Supreme Metallic silver. A rare model in NZ. Body-off restoration about three years ago by previous owner. All new leather upholstery and carpet. Working valve radio. New Michelin-x tyres, sun-roof. Handsome, sleek looking car with 4-speed column change gearbox, 2200cc Humber Hawk engine. \$20,000 ono. Ph 09 524 8216

**MEM AUCKLAND**



**DODGE 1928.** Located in Tuakau. Great though not perfect condition. Boxes of spare parts. Not fully original ie electric windscreen wiper, spark retard disconnected. Has current WOF. Always garaged. Suggested price \$24,000. Contact Peter: peter@jpgroup.co.nz, ph 021 610 375.



**1959 MORRIS MINOR 1000** Immaculate, two-owner, purchased by present owner from the lady who bought new January 1960. Four cartons spare parts plus sundry tools/accessories. Current WOF & reg. New battery, receipts for work done available. Odometer reading 85,247 miles. \$5950 neg. John Watkins 09 524 9900, 027 236 1135



**TWO PALLET LOADS OF ID/DS CITROEN PARTS** too many to list but includes three engines, gearbox/transmission parts, suspension parts etc \$500 the lot. Located in Blenheim. Phone 027 444 0834, tandhwin@xtra.co.nz

**MEM MARLBOROUGH**



**1930 MODEL A** Rego & WOF. Always garaged, goes well, unable to maintain (ex Gisborne). Location Havelock North. Ph 06 877 6647, 027 710 6093



**1939 FORD V8 SEDAN** Reg and wof. Reliable motoring vehicle. Reduced \$35,000. Also a 1946 Ford V8 Coupe available. Rushmore Motors. 027 2245045. Any time.



**1941 FORD PICKUP** 90% restored. Since photographing has new glass and rubbers front and rear. Rewired at Auto El. Many more pictures on hand. vintagecars@xtra.co.nz Rushmore Motors. 027 2245045 any time.



**VETERAN/VINTAGE TYRES NEW** been cold stored 20+ years. Two Dunlop SS Cord 32 x 4½, five Custom Classic. White walls 6.50 x 19 no visible cracking, open to offers Phone David, Dunedin 027 431 8078

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**1951 JUPITER JOWETT SPORTS CONVERTIBLE** Car#188, all numbers matching. Current Reg & WOF. Nice to drive. Rare eye-catching car. Looking for offers in late \$30,000. Phone Terry 027 220 1354, email thepassingshow@xtra.co.nz



**WANTED**

RILEY 12/4 BLOCK OR ENGINE, complete or otherwise. Preferably 1937 model with the fuel pump boss on the rh side, but any and all opportunities considered. Ph 021 765-860, kevinjohnbeesley@gmail.com **MEM WAITEMATA**

1914 J.E.S. CLIP-ON BICYCLE MOTOR CARBURETTOR WANTED. Brass updraught carburettor with the initials J.E.S clearly stamped on it. Apparently two of these motors were imported into New Zealand. I have one without the J.E.S. carburettor. Does anybody have any information on the whereabouts of the other motor? Also any parts for a GYS or Cairns Motorcycle wanted. Ph 03 383 1817 or 027 727 4466 **MEM CANTERBURY**

1930-31 MODEL A 5 WINDOW COUPE with side mount spare wheel. Must be in very good running order. Phone Alan 021 062 2132 or 03 686 3385

1933 FRANCIS BARNETT Black Hawk parts wanted, clutch, front and rear wheels or rims, rear guard, chain guards. any parts considered. Ph Glen 021 170 0205, glenherkt@gmail.com **MEM MARLBOROUGH**

1937 CHEV front cross member for straight axle model. Contact Trevor ph 03 308 3803, trevor.begg@xtra.co.nz **MEM ASHBURTON**

A STARTER/GENERATOR FOR A FIAT 503. Would consider parts for the above. Phone 06 758 7685 **MEM TARANAKI**

ANY PARTS FOR A VINCENT FIREFLY WANTED. Phone Colin 03 578 7894 colin.mariann.grant@xtra.co.nz. **MEM MARLBOROUGH**

BUICK 1930-31 STEERING WHEEL CONTROLS, Ash wire wheel locking nuts marked Ash for 4 cyl car and rear hubs. Ph Russell 021 0245 7984 **MEM BAY OF PLENTY**

CONTINENTAL 7R ENGINE - parts or complete engine required. Ph John Lynn 027 448 1430 **MEM CANTERBURY**

FORD V8 PICKUP 1948 or earlier. Prefer complete unit. Wellside deck not important. Good money for good condition. Ph Peter 07 312 9069 **MEM EASTERN BOP**

MORRIS 1000 PARTS WANTED, left front mudguard, bonnet, left rear mudguard, right rear mudguard rust free if possible. Ph Kevin 07 883 9117, 027 240 2267. **MEM WAIKATO**

ODOMETER WORM GEAR for Warner gearbox type T2-1 (1926 Chrysler 58). Phone Richard 027 420 0809. **MEM HAWKE'S BAY**

SACHS 49CC ENGINE or any parts to suit a 1950s Achilles Lido, a German made motorcycle. Also chain guard and other panel parts. Does anyone know if there was a local agent? Ph Chris 03 351 1084, parker.chch@gmail.com **MEM CANTERBURY**

SIDECAR FOR 1930s motorcycle interested in any type and condition. Ph Brian 06 328 7849, bworvoys@slingshot.co.nz **MEM MANAWATU**

SPORTS STEERING WHEEL with hub to suit 1950s-80s small Triumphs. A pair of bullet style classic race mirrors. Tachometer 3 inch electronic impulse calibrated to 6,000 plus rpm to suit 6 cylinder. Fuel filler cap to suit Austin A30-35. Ph 03 541 9391 **MEM NELSON**

TRANSPORT for bare Vintage chassis from Invercargill or Christchurch to Auckland 3.5 metre long x 2m wide approx. Not urgent. Ph 027 235 7771 **MEM AUCKLAND**

VINTAGE PYRENE JUNIOR FIRE EXTINGUISHER 1 pint capacity. Brass or silver finish, complete with mounting bracket. No dents or scratches. Ph 07 348 8448, thekennys.nz@gmail.com **MEM ROTORUA**

MGB GT 1972 GEARBOX WITH OVERDRIVE Wanted to Buy. Ph Glenn 027 236 5389, gjkemp51@gmail.com **MEM SOUTHLAND**



**WANTED RUBBER SEAL** for quarter light right hand drivers door. 1965 Singer Vogue or Hillman Super Minx MKII IV Rear quarter light back left rubber seal. email neilroberts\_8@hotmail.com **MEM CANTERBURY**



**WANTED PAID OF SIDE WINDOW HINGES** similar to photo. jandv7327@gmail.com **SOUTH CANTERBURY**



**LUCAS B410 HORN 6 VOLT** in any condition Is about 100mm overall length and bell mouth is about 93mm. Phone or TXT Alastair 0274 321 966



**WANTED TO BUY OR MAYBE TRADE AN ORIGINAL GLASS PLUME PETROL PUMP GLOBE** Also interested in any other original globes, if anyone has something please contact me on 027 436 1008, evenings 03 213 0930, am.brookland@xtra.co.nz **MEM SOUTHLAND**



**LUCAS 12V SWITCH PANEL WANTED** suitable for 1925 Morris Cowley as per picture. 1920s design used in other British cars of the period. Contact Adrian Whiteman: adrianwhiteman@xtra.co.nz **MEM CANTERBURY**



**PRE 1923 TRIUMPH FRONT FORK BLADES** or parts in any condition as per picture with or without stand lugs and any parts. Suit 1909 triumph. Phone 021 0880 6141 email taylorhq@xtra.co.nz **MEM AUCKLAND**

# NATIONAL VETERAN RALLY

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# IDLE TORQUE

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



Ashburton: 1954 AS Sapphire and '66 Dodge Polara at Oamaru clubrooms.



▲ Ashburton: Purchasers at BASIS Site.



▲ Bay of Plenty: 1955 FJ Holden and a Ford Corsair.



▲ Canterbury: 1970 Austin Mini pickup. Restored by Peter Monro.



▲ Bay of Plenty: A new car show was launched in Tauranga over Queen's Birthday Weekend called Fishing Rods and Classics.



Bay of Plenty: Alan Webb's 1965 Chev SS Impala at the Fishing Rods and Classics.



## ASHBURTON OWEN WILSON

We welcome new members: Wayne and Sue Roulston, 1965 Daimler; Phil Kenny and Sue Tanner, 1967 Chev Impala and 1966 Vauxhall Velox; Hayden Tasker, Honda CB750 plus other vehicles; Basil and Beverley Attewell, 1969 Citroën. We look forward to seeing you participating in our events.

Once again we held a very successful swap meet with record site holders and crowd attendance.

In March David and Marion Oakley organised a run in North Canterbury. This was very successful.

In May Diane Ross's tour went through the Haast. This was enjoyable and well attended.

Bell's run to Oamaru for Queen's Birthday weekend. The weather forecast was a concern in the days prior. However we were very fortunate. On Friday we travelled to Waimate. North Otago Branch organised a great run for us on the Saturday. On Sunday most of us went to the market, then on to Moeraki Boulders, travelling along the coastline for most of the way. This was an enjoyable relaxed day, and on Monday we travelled home.

At our AGM all offices were filled, with the only change being to secretary as Peter Jacob is stepping down after eight years. Colin Sweetman will take over as secretary when he returns from holiday.

We held our Solstice Run on 23 June. It was a different type of run in that we were given a list of addresses, and we had to name the businesses operating there. Ann and Alan Martin were first, Maree and Alan Moore were second, and Percy Ralston got a special prize for being the only motorcycle and managing the tasks on his own.

## AUCKLAND JOHN STOKES

Motorcycles: David Tomkins took Best Engineered Bike award for his 1957 Norton Model 19S at the recent Norton Owners' Rally. Twenty-five Aucklanders went to the Northland Motorcycle Rally, where Peter Alderdice was overall winner on his 1954 Ariel Square Four, while Don Green, 1930 Rudge Ulster, and David Warren, 1930 Indian 402, were first and second in the vintage class.

Veteran: Michael Pellow and George Ratcliffe displayed their Rover single at the British car exhibition at the Auckland waterfront. Barry Birchall has compiled a list of single cylinder Cadillacs in

New Zealand and has listed 28 so far. We congratulate veteran stalwart and branch life member Barry Robert on attaining 90 years of age. He is only 20 years younger than his '09 Rover twin cylinder. The photo of the De Dion in *Beaded Wheels* 358 produced an immediate response from Neil Rooney in Oamaru who has had contact with the owner's grandson.

Vintage: Several of our members have been to the South Island touring and rallying recently. Wayne and Carrie Roberts, 1924 Velie; and Murray and Penny Firth, 1931 Bedford, went touring. Peter Alderdice and Leo Fowler, 1926 Oakland; Leslie Dewhurst and Ryan Winterbottom, 1924 Chrysler Six; Stephen and Tracey Winterbottom, 1930 Talbot; and Chris Lawrence and Mike Loosemore, 1920 Hupmobile all went to Irishman. Jim Boag has swapped his 1928 Packard for a '39 Ford V8 coupe.

Classic: Russel and Jocelyn McAlpine won the Experts' Rally in their Austin Healey Sprite.

Trophies: Trophies awarded at the AGM were as follows: Rally points, Rodger and Val Ball; Motorcycle points, Graeme Crawley; Husband and Wife, Gavin Welch and Sophie Zhao; Pride of Ownership, Russel and Jocelyn McAlpine; Triers, Ken and Annette Foot; Bill Shears Trophy, Barry Robert; Jim Lewis Trophy, Kate Winterbottom; Gymnic, Don Green; Experts, Russel and Jocelyn McAlpine.

Service Awards: The following members got long service awards at our AGM. Twenty-five years; Brian and Nancy Carkeek, Jack Clark, Chris Clark, Allan Brooks, John and Pat Campbell, Jim Boag. Thirty-five years; Ivan Maich, George Haffenden, Brian Mead.

General: A shiny parts auction at the May club night produced nearly \$700 for the club funds. Barry Robert has retired



▲ Auckland: New member 18 year old Ben Creamer's 1935 Pontiac. Ben also rides a 1954 650 BSA to work. Ben's dad Rob is a classic bike racer and Ben has started racing Rob's bikes, including his Brough Superior.

as branch librarian and Chris Wood has been appointed to the job.

## BAY OF PLENTY DONN WHITE

Outgoing Club Captain of many years Kaaren Smylie was given a surprise presentation by John and Shirley Foot at our May meeting. John and Shirley Foot stepped in at the eleventh hour and took over the reins of running the North Island Club Captain's Tour as Kaaren was struck down with a health hiccup virtually on the eve of the event. As Kaaren had completed the organisation of the event, the Foot's claimed that stepping in and running it was a breeze. A wonderful display of team spirit all the same.

A couple of days later Alistair and Gwen Jones put on a magnificent mid-week run to Surtees Boats in Whakatane. Alistair and Gwen made sure that participants went on the scenic route and a good day was enjoyed by all.

A new car show was premiered in Tauranga over Queen's Birthday weekend. Called Fishing Rods and Classics, the event was staged near the Tauranga Fishing Club's rooms at Sulphur Point and was attended by 20 or so local VCC members. Cars and people from a variety of other clubs attended and all enjoyed the great weather. A week later another new car show was launched at Mount Maunganui called Coffee and Classics and once again an eclectic variety of vehicles were in evidence.

At our AGM Jim Smylie, our efficient chairman for the past five years, stood down. His replacement is long serving member Ken Frew, who is best known in recent years for doing a great job of running our annual Swap Meet. Kaaren Smylie, our enthusiastic club captain, also stepped down from her role after a successful and busy tenure. Both Smylies will continue to have input with BOP Branch as committee members.

## CANTERBURY TONY BECKER

We welcome new members Steven Williams, Peter Rhodes, Dave Blyth and Jo Walden, William Dalton and Chelsea Jones, Steven Weeber, and Basil Meyer.

When presenting our club cars at retirement villages, or community fund raisers, such as Daffodil and Anzac Days, we broaden goodwill for our hobby. When recently called upon to transport business fundraisers of Ronald McDonald House from Lady Isaac Theatre to various



dinner venues around the city, the response brought out about 40 classic and vintage cars. What a fun evening, much enjoyed by the guests and great PR for us. Branch activity has included our usual mid-year annuals; Rural Run, Quiz Night, Irishman Rally and Branch AGM. Monthly there is Noggin'n'atter, 9-90s, motorcycle and Velosolex group runs plus popular twice weekly parts shed activity. All activities offer plenty to enjoy at Canterbury Branch.

Remarkably the 9-90s group has become our largest monthly outing. Up to 50 classic and vintage cars carrying 80 to 100 members gather for this very social event every month. Places of interest, sometimes unsuitable for weekend access, figure strongly. Runs terminate with a friendly chat-ring at selected venues over a picnic lunch with popular raffles. Keen organisers are rostered 12 months ahead by genial convenor, John Kuipers. Our AGM election of officers left a couple of notable vacancies, one being that of club captain. A couple of items on the Calendar of Events sparked debate that lead to a broader discussion centered on program suitability into the future. An interesting and insightful debate ensued.

#### **CENTRAL HAWKE'S BAY JOHN FOOT**

In March the North Island Club Captain's Tour passed through Hawke's Bay and overnighed in Waipukurau. A few of our members joined them for a dinner catered by the Waipukurau Bowling Club. Three sections of the tour in Hawke's Bay were plotted by local CHB. Branch members. Early April saw members heading south with several taking part in the Model A Rally at Te Anau, and two entering the South Island Easter Rally. Eleven cars took part in the April club run to a church that had been moved into the Flemington area from Matamau, set on a hill 1200 feet above sea level and converted into accommodation. The first Saturday in May we held our annual twilight/night run with a good turnout of 24 cars, including five from Hawke's Bay Branch. First car was away at 3:30 pm and after approximately 50 miles we arrived at the Takapau RSA for soup and a bun. With bodies replenished we travelled another 50 miles in the dark to arrive at Pukehau for dinner and prize giving at a local cafe. Winners were decided by a complicated card game borrowed from the Taihape Gumboot

Rally. The Daffodil Rally committee have planning well underway for this year's Cancer Run to a secret destination. At our AGM we had 60 members present, which represented 50% of membership. There were three new committee members elected, replacing retiring members with chairman, secretary, treasurer and club captain all retaining their positions. At the meeting 50 year member Bruce Poole presented John and Margaret Cleland with their 25 year membership badges.

#### **CENTRAL OTAGO GRAHAM TAYLOR**

The AGM was attended by a small but healthy group of members, Murray Pryde has stood down as secretary after 13 years, a very good effort.

We have over-estimated members' ability to use computers, so we are re-sending *Puff 'N Stuff* to those who need it. So if you are reading this please contact me 443 1416 or Don 443 2730. We now have a Club Captain, Alister Stewart. Some up-coming events are; the combined rally 17-18 August, National Day 25 August and Blossom Rally 28 September.

#### **EBOP**

EBOP Branch joined the other local classic and special interest car clubs in supporting the Sky Tower Show and Shine on a sunny day at the park by the Whakatane River mouth. It is a Fire Brigade organised fundraiser for Leukaemia and Blood Cancer NZ, and the cars displayed pulled in the public resulting in a generous boost for the brigade's collection.

At our AGM Lyyle Hall stepped up as chairman, taking over from Les Costar who had completed a term of four years. As usual we managed to turn the AGM into a successful social event.

Our May club run went from Edgecumbe on the plain into the western hills to the Manawahe Ecological Trust. Twelve cars and 25 members enjoyed the pleasant drive, followed by an enlightening presentation by Trust volunteers. Steve and Lesley McCann and family turned up in an entirely appropriate open top Series 1 Land Rover from their property located in the nearby hills. It was a fine but chilly day and their use of blankets as warmers was noted.

Our most recent event was our annual Night Owl Run which started after dusk with a lengthy straight line section

around the outskirts of Whakatane. Most participants have learnt from previous years and came well equipped with torches to follow the directions and seek out the clues. All the cars found their way back to the clubrooms for a potluck dinner and convivial evening. The prized Owl Trophy was won by Marlene Hall's mob.

#### **FAR NORTH**

#### **DAVE DUIRS**

Our thanks go to those who completed their tour of duty as a new team came on board at the AGM. Not entirely new, but gratifying that we still have a full complement of club supporters to guide us through a year of activities.

Monthly Noggin'n'atters at both ends of our long narrow territory are popular, and the Caffeine & Classic once a month on the Taipa waterfront have had some large gatherings, with groups from other motoring clubs. If you strike the right day the variety is great, from classic to vintage to hot rods and motorbikes.

Mother's Day was centred in Kaikohe to support an area which gets, often unfairly, media stick. We were very well looked after while we enjoyed our Mother's Day luncheon in the upmarket atmosphere of the new boutique Left Bank Hotel and restaurant. This was truly a vintage day.

Wind and rain didn't help our visit to Northland Firehouse Museum which has a large collection of early firefighting memorabilia. We organised a Pride of Ownership judging where all boots, doors and bonnets were open while members used a prepared points sheet to choose, not the concours vehicle, but the one most appreciated and used. Rogers' 1929 Chrysler was victor closely followed by Sharpe's '59 Sunbeam Talbot.

Our new club captain, Graeme Moore, has gathered a small team around him and hopes to plan some activities more fitting to our members' current wishes. We are bound to be offered a full calendar to support.

#### **GORE**

#### **JIM MCFADZIEN**

Our annual Night Trial saw crews disappear into the darkness with instructions to find and match 34 business signs around Gore, but some of the wording had been covered so you had to find and match those missing words. Cars everywhere, some came back for a second look, some drivers can't find the dip switch. Eventually back at the

clubrooms you had to write a story using those words with results ranging from comical to some that made convenor Bill Sheddan blush when he read them aloud. Winners were Katy and John Parish.

The season's closing run had only six instructions on the sheet, yet all 17 cars found our first stop in Big River Town, Balclutha at Flat Out Engineering, where hot rod type vehicles are the specialities. All the work is done in-house to a very high standard. All were built around Ford side valve engines and cross sprung beam axles anchored with radius rods. Engines varied from standard to multi carburetted, exhaust systems from standard to exotic, one a real sculpture in steel.

Next door were the owner's private toys. From every day classics to some gems.

Next stop was a man cave brimming with treasures, signs, oil tins, drink cans, radios, flags, lights, models, and of course a pool table, Play Station and much more.

In the carport next door was a mint white Chrysler Valiant while the owner's father-in-law had come along in his Vauxhall Viscount to add to our enjoyment.

**HAWKE'S BAY                      HELEN BALL**

At our AGM there was one departure from committee, all else remains the same with Chairman, Ian Elmsly; Secretary, Peter Ball; Treasurer, Paul Eager; and Club Captain, Esther Smith. Thirty-five year badges were presented to Peter Johns and Lance Connolly and 25 year badges were presented to Esther Smith, Mike Green and Doug Dickson. Bryan O'Brien was awarded best restoration of a pre-1960 vehicle for his 1939 Ford Van. Juliette and Harley Cadwallader received a certificate for best attendance to club events and Bob Ackerly for best contribution from a non-committee member

The Annual Lady Drivers Run was quite a challenge for some of the lasses in their vintage cars, with a couple of steep streets to negotiate. Well done to Sandra Marsh and navigator/husband Kevin for a) not having a domestic along the way, and b) going home with the goodies. The route took us up Main Street on Bluff Hill (yuck) out to Te Awa via Marine Parade, where we left our cars for a while to wander and answer more questions. On to Taradale up Tironui Drive, another wee climb, to finish at the garage/showrooms



▲ Central Hawke's Bay: Bruce Poole (centre) presented John and Margaret Cleland with 25 year badges.



▲ EBOP John Burton's newly acquired 1974 Rover 3500S.



▲ Far North: Mother's Day luncheon.



▲ EBOP: McCann's open Land Rover Series I on a cool day in the hills at the Manawahe Ecological Trust Centre.



▲ Far North: Pride of Ownership.



▲ EBOP: Stalwart Gary Bryson showed up in this little retro ute and attracted some humour.



▲ Hawke's Bay: Winner of Lady Drivers Run Sandra Marsh (r) with last year's winner Lee Ann Freeman.



▲ Hawke's Bay: Afternoon tea in Hooters showroom.



Central Hawke's Bay: Assortment of vehicles on May night rally.





▲ Horowhenua: After the picking.



▲ Horowhenua: Myself putting the last bits in.



Marlborough: Marlborough Branch Chairman's Chrysler and Club Captains Model A Ute on the Glenlee Station run.



▲ Horowhenua: Home to see where the bits go.



Marlborough: Members enjoying barbeque lunch at Glenlee Station.



▲ Nelson: Fastest VCC up the Sandy Bay Hill Climb - Doug MacDonald.

▼ Nelson: Malcom Baker (L) and Ray Robertson (R) posing by each other's cars at the Restoration of the Year.



▼ Northland: 1950 Bradford of Greg Holman.

► Nelson: Jim Wareing presents Gary Plum with his 25 year Badge at the AGM.



▲ North Shore: Neville Gregory and Denis Martin with the WWII generator.



▲ Nelson: Ray Robertson with the Restoration of the Year Trophy at AGM.



▲ Northland: The latest addition to the Northland Branch post vintage fleet. And what a little honey she is. Just as smooth as silk. Until a few weeks ago the Austin Ascot was owned, from new, by the Banks family, now from Whitford. The car was extensively rallied in the Wellington area and also travelled to Australia for outback adventures there.

◀ North Shore: Triple Combined Cars at Wenderholme Regional Park.

of Hooters Classic & Vintage Car Hire. An excellent 75 minute run organised by Lee Ann Freeman, last year's winner.

The next major event is Winter Deco in July when branch members give rides around town, with donations received going to St Johns, and of course there is the fun Autoramble on the Sunday which finishes at our clubrooms.

## **HOROWHENUA**

### **PETER NIGHTINGALE**

At our AGM the committee was re-elected with the addition of a new club captain, team Bruce and Raewyn Lawrie. Awards that are presented at the annual meeting got some surprised looks from the recipients, but as they are awarded for ideas and work put into the branch during the year they are well deserved.

Advanced planning has been done for the North Island National Rally we are hosting next year.

North Island Club Captain Kaaren Smylie addressed the meeting and told us about the Irishman Rally she and husband Jim had attended in their Model A.

Over Queen's Birthday the branch hosted the Reliant Scimitar Club who showed up with 17 cars. They enjoyed their visit to the Horowhenua.

Our Mid-Winter Dinner was another well attended social occasion.

I followed up on a lead for Model T bits recently. I was told many years ago that there were some T parts "walled in" at a shop. Apparently the workshop had limited storage space so the cars were dismantled, stored in a confined place, then shelving built in front. I believe they had been there for up to 50 years. When we took the wall down it revealed three chassis and some parts. The rest were stored under the owner's house. A clean out was done and I was able to identify the parts for one car and purchase these. In spite of saying I would not do another restoration I have now added number nine to the list. With what I got from the hidden stash plus some swapping with local members I am away again.

## **MANAWATU**

### **IAN HOWELL**

Our PV/PW run was held on 4 May, a sublime autumn day that encouraged a good turnout of members. Bryan Abraham's team took us through classic Manawatu landscape, up the Pohangina River valley, with a mix of remnant bush, manicured farmland, and

stunning autumn colouring. Apiti village was our first destination, where we had some tricky questions to answer, some obvious, others much less so. A loop took us north for a while, answering questions and finding photo clues before heading back south through Rangiwahia and then west to discover the majestic Rangitikei River Valley literally at our feet. Following a dramatic descent to the valley floor to cross the river we joined SH1 briefly and headed to the lunch stop at Flat Hills. After a satisfying meal and natter with friends we headed home.

Our annual Night Trial takes place in June as close as possible to the shortest day. This year our new Club Captain, Esther Williams, took us out for dinner at the Kimbolton Hotel, getting there via meandering country roads which totally change in character when seen by dim head lights. Entrant numbers were down this time, maybe we are not so keen now on night driving in the middle of winter. A far cry from the '70s when Manawatu held their 12 hour night trials that attracted entrants from far away parts of the North Island – we weren't crazy then were we?

## **MARLBOROUGH CARROLL WIBLIN**

A recent run took us to Glenlee Station in the Awatere Valley. Everyone was suitably rugged up in their jackets and beanies and it was enjoyed by all who went.

The Annual Night Trial run was held at the end of May and enjoyed by those who participated. Torches were needed to help with getting answers to some of the questions. The run was followed by our monthly "Noggin'n'Natter and a meal.

A number of people stood down from the committee at our AGM and we now have some fresh faces and ideas coming in.

The Mother's Day outing was again a great success. This has become a real fixture as it is a mid-day meal and members can take out their vehicles and not have to worry too much about the cold. (We are all getting a little long in the tooth and prefer a little warmth these days.)

The motorcycle section had a run to Canvastown, where they enjoyed a pub meal. These runs are very popular and are certainly well attended. As a lot of the bikes are of a speedier nature than our old cars, it makes sense for them to have a separate run where they are not being held up by their slower counterparts. They

are of course always welcome on any branch run, but these are not always suitable for motorcycles. They have a couple of interesting runs lined up for June and July.

## **NELSON**

### **RAY ROBERTSON**

Club Captain Rob Thompson ran another successful drive-in movie at the club with an innovative FM transmitter that the movie goers could either tune their car radios to or listen on a portable transistor radio – worked very well. It is strange how watching a movie at a drive-in is so much better than watching on the TV especially with popcorn and ice cream soda spiders brought to your car

At our recent joint VCC and Nelson Car Club Sandy Bay Hill Climb the oldest competitor, 87 year old Doug MacDonald, proved you cannot keep an old dog down. He posted the fastest time for VCC entrants – well done Doug.

At a combined AGM and Restoration Of The Year we only had two vehicles to choose from. My own Mercedes W123 and Malcolm Baker's lovely Ford Escort – Apparently most members found it a very tough choice to make, but the Merc did rule, although comment was made that both cars had tow ropes in their boots.

The AGM saw a changing of the guard, we are very lucky to have such talented people to drive our branch, and the succession planning seems to have worked.

Our Mid-Winter Christmas Dinner followed by a musical jam session was a really great fun night with Roger and Deirdre Lusby leading the throng of talented muso's and shower singers with a background percussion of pots, lids and spoons.

## **NORTHLAND**

One of our major successful events is the May Motorcycle Rally with 65 participants this year. It is a two day event exploring the local roads.

Another was our swap meet, which went well, except that there were other vehicle events on that weekend in the district. This lowered the number of people coming through the gates. Discussions have been held with the other groups involved so that we all may get the best out of each event programmed.

The AGM saw a full muster of members willing to partake in the running of the branch and all positions were filled. It



did take some arm twisting, but the group elected are all experienced in the activities of the branch.

We have been successful in recruiting eight new members with a variety of vehicles and motorcycles and they are showing an interest in full participation of the events that the new committee have proposed.

The parts shed is tidied and everything racked for easy sale and removal as required. The team has made a huge difference over the last couple of years and are now waiting for interested customers to view and purchase parts. The shed is open every Wednesday morning for a chat and friendly barter.

Our popular monthly morning tea brings in the older club members who really enjoy the camaraderie of the club.

## **NORTH SHORE RICHARD BAMPTON**

The number of vehicles on competitive runs appears to be dwindling – only 17 cars on a good Northern Raid competitive route with two straight line navigation sections and one timed section. The winner was Paul Collins, but a huge accolade to Michael Dorbeck who came second, driving solo.

The Triple Combined, with Wellsford and Warkworth Branches, Hibiscus Enthusiasts and North Shore clubs should have been able to muster more than seven cars, plus one in the afternoon. Those who took part enjoyed plenty of good gravel and sealed roads, amazing views and countryside and a sociable lunch stop in Wenderholme Regional Park.

At the AGM Kevin Lord was elected Chairman, swapping places with Paul Collins who is now vice chair. Peter Lloyd, Brian Cullen and Barry Thompson retired and the remaining officers and committee members were re-elected. Thirty-five year badges were presented to Terry and Malcolm Dean and Bruce Rogers received a 25 year badge.

The Branch Chevrolet fire engine and several members' vehicles were involved in the filming of a TV documentary on the fire at Ballantynes Store in Christchurch in 1947. The filming was carried out at Motat.

The exciting news from the Restoration Shed is the firing up of a little WWII generator set, overhauled by Neville Gregory, Warrick Orr and Denis Martin and the BSA van engine which Neil Beckenham has got going. The body has

been taken off the chassis, which looks to be in sound condition.

## **ROTORUA RONALD MAYES**

On a May Wednesday Angie Brunton led us to Waharoa for lunch at the cheese factory cafe and on to Waitoa to see a glass artist's studio. Onlookers could have been forgiven for believing it was a Triumph Club outing, such were the numbers on the run.

In June the writer organised his first mid-week run. Fearful that not many would turn up he emailed or telephoned likely participants and was rewarded with larger numbers than usual arriving at the clubrooms for morning tea. The run took them around Lake Okareka, part of the route of this year's night rally, so they could see the scenery and some of the clues they may have missed then. From there to member Tony Sarich's to see progress on his 1947 Chevrolet fastback restoration. Its gleaming engine is installed and just some front panels await fitting. Lunch at a garden centre cafe was followed by a visit to a private museum – the whole basement area of the owner's house is given over to displays of an enormous range of artefacts.

The run prior to this year's prize-giving was held on Sunday morning, 16 June. Rather than starting from the clubrooms, organiser Kevin Scott had us meet in a suburban carpark. Once it had belonged to a supermarket, surgery and pharmacy, now there is just a church and pub. The gathering attracted public interest and, hopefully, new members. After some straight-line navigation we toured country roads in the Ngakuru valley before heading to the clubrooms for lunch and prize-giving. Munro's, dad, son and grandson, were present in their fleet of Austin-Healey Sprite Mark I and II 1960s MG Midgets. It was good to see the younger generations receiving trophies.

## **SOUTH CANTERBURY**

### **SHANNON STEVENSON**

Our Post Vintage Rally took place on 19 May. Organized by Nola Day and Neil Manchester, and with 44 vehicles entered, the rally took members to Cave, where the field tests were held in the main street, and Bluecliffs.

Mid-week runs are proving popular, the May run to Temuka organized by

Rodger and Barbara Baird attracting 19 vehicles.

A number of our members participated in the Vintage and Veteran West Coast tour, and the Irishman Rally, all with pre-1931 vehicles.

The Restoration Run was held on 26 May. Organized by Ashley Milliken, this took members in the direction of Temuka, Clandeboye and Woodbury and, the end venue, Peel Forest. Russell Dale's restored vintage Indian motorcycle took the interest of many.

Our Timaru All British Day took place on 2 June. Organised by Neil Manchester and supporters, and attracting over 100 participants, the run took us through Taiko, Cave and Pareora Gorge to reach Southburn.

In late June we were saddened to hear about the passing of Michelle Ross from breast cancer. Michelle, along with her 10 year old daughter Maddy, keenly participated on a number of runs over recent years with her 1955 Morris Minor and a modified Ford Escort Mk1.

Preparations are currently underway for the National Veteran Rally, to be held on 18, 19 and 20 October. Entry forms are available on our website. [southcanterburyvintagecarclub.co.nz](http://southcanterburyvintagecarclub.co.nz)

## **SOUTH OTAGO JOHN COOK**

It is with great sadness that I begin this report on the passing of two of our members in March; Alan Budge and Russell Carr.

Allan Budge was a long-time member of our branch and keen vintage motorcyclist and moped owner and rider. Alan also ran our parts shed. He, along with wife Lesley, were always on hand helping out on branch runs and functions.

Russell Carr, along with wife Jenny, enjoyed their outings on our branch runs. Russell and Jenny motored a 1964 Hillman Minx Series 5.

We send our condolences to both families.

At our last two meetings (April/May) there had been some discussion on how our Clutha Rally (held on the second weekend of November) is run. A committee was formed and a new format presented, voted on and moved. If you have been to our rally before, come back and check it out, and if you haven't been before come and join in, you'll be more than welcome.



▲ Rotorua: Prize Giving Run suburban start.



▲ South Canterbury: One of the rarest All British Day entries, a 1970 Ford Zodiac MkIV estate, one of few to be imported to New Zealand.



▲ Rotorua: Gleaming engine in Tony Sarich's 1947 Chevrolet fastback



▲ Rotorua: Jason Munro (3rd generation member) with his trophy presented by Chairman, David Tomlinson.

▼ Rotorua: Ralph Bennett happy with his trophy win.

▼ Rotorua: Adalai Skelton another happy winner.

▼ Taranaki: Brian Morris receiving his 35 year badge by Chairperson, Veronica Oliver .

▼ South Canterbury: Australian Ford Zephyr Mk2 pickup, at the All British Day, Caroline Bay, Timaru.

▼ South Canterbury: Neil Manchester's recently acquired 1972 Datsun 240Z, on the Post Vintage Rally, Bluecliffs.



▲ South Canterbury: The Morris 8s of John Lester, Russell Dale and Ross Parker, outside our Redruth clubrooms – Post Vintage Rally.



▲ Taranaki: Willie Woods at Waitara with his 1955 Matchless G3LS 350cc.



▲ South Canterbury: Participants on the Restoration Run take a close look at Russell Dale's recently restored 1927 Indian Scout.



Restoration of Graham and Liz Steel's A90 Atlantic is not too far away from being completed and is looking very nice.

Robin and Margaret McCall have purchased a very tidy MkIV Ford Zodiac which has been in the South Otago area for a number of years.

Neville and Judy King have sold their 1954 Light 15 Citroën to a Gore Branch member. Neville has also been busy giving his Vespa scooter a make over.

## **TARANAKI COLIN JOHNSTON**

At our AGM Chairperson Veronica Oliver presented Brian Morris with his 35 year badge.

Our motorcyclists are keen to get out and about on our roads even in the winter months, Willie Woods rode his 1955 Matchless G3LS 350 to Waitara to collect some gramophone needles for a project he was working on.

A mid-week run held in June took us to Egmont Honey, a business in New Plymouth. They currently have 3,000 hives which produce 70 tons of honey of their own, plus some 1400 hives from other bee keepers which they process honey from.

## **TAUPO NEIL CHAVE**

In May we held our AGM and all of our current committee were re-elected. It was very pleasing to see some additional members join the committee.

The Navigation Run in May was well attended on a cool but sunny autumn day. The route was entirely straight-line navigation on some great local country roads. The finish point was at the Kinloch Golf Club for afternoon tea and the announcement of the winners.

The annual Mid-Winter Pot Luck Dinner was held in June. This is always one of the highlights of the year where almost all branch members come along to enjoy a great evening and good food.

Also in June the Brass Monkey run was held – this year set by Joe and Beryl Ridley, ably assisted by Janice Maxwell. The run started late in the afternoon and took members on an extensive tour of Taupo with various questions asked on the way. As the light disappeared into the darkness finding the clues became very difficult and was perhaps made even more challenging by the light rain and drizzle. Once the run had finished we assembled at a local Taupo café for a

top up of mulled wine and a meal. First place was awarded to Marty and Lynne Sutherland who will now have the honour of setting the 2020 Brass Monkey run.

## **WAIKATO HUGH MCINALLY**

At our AGM a new chairman, Graham Pate, was elected. Graham previously served as chairman a couple of years back. All but two of the committee positions were filled. We are still looking for a treasurer and a secretary, two extremely important positions. I would like to think that by the time this article has gone to print the two positions will be filled. One item discussed was the construction of a new two bay garage with a high enough stud to house a hoist for members to use. Discussions between members could be described as heated but civil. A show of hands was requested to see where the members were at. The 'for' won by a nose. Members requested that the club committee proceed to the next step of coming up with a proposal for design and cost. Part of the reason for looking at providing a workshop is the hope that it may attract new members. Membership at present is static.

Our club recently ran their premiere event, the Double 50 Rally. I have been informed by the more senior members of the club that the Double 50 Rally would have attracted upwards of a 100 cars plus in the past. Alas, this year we attracted 50 cars, but I must admit those same cars were full of very happy members. Maybe it's not quantity but quality that we should continue to aim for?

## **WAIRARAPA KEVIN BALL**

At our AGM Tina Goodin took over the chair from Willie James. Tina marked the occasion by winning, with husband Earl, the Torque Hudson Trophy for most valuable members.

In an unusual twist, the Winter Wander was organised by a non-member. Frank Wall, who usually navigates for his brother Gary, put together a comprehensive outing around Martinborough with questions worthy of television's *The Chase*. The multiple winners each got a bottle of Martinborough's finest.

Numbers were down but spirits were high for the annual two-day motorcycle reliability trial. Among the riders was Willis St Clair ("I'm not 90, I'm 89 and a half") who completed a journey that

began at a brewery and went from pub to pub (all very decorous, we hasten to add).

A couple of garage raids complete this report. Richard Wilton and his son have some fine machinery tucked away in a back shed. From there we went to hot rod builder Lloyd Wilson, Magoo Auto Ltd, where we got a conducted tour of the premises. From Magoos we travelled to Lloyd's home and his private collection. His Busted Knuckles garage is set up as a '50s diner, and includes a vast collection of hot rod memorabilia. Star exhibit is a front-engined dragster once campaigned by American legend the late Mickey Thompson.

Finally, a sad note, marking the end of publication of our magazine, *The Zenith*. Rising production and postal costs have forced us to introduce an online magazine at the following address: [Sporty.co.nz/wairarapavcc](http://Sporty.co.nz/wairarapavcc). An upside of that is that all photos will be in colour. A printed version will continue for those who cannot access the internet.

## **WELLINGTON RAY BETTERIDGE**

At our AGM the only two vacant positions were filled from the floor. A good result.

The midweek group visited a smithy in Wainui where blacksmith Shea Stackhouse fired up the forge and demonstrated the use of Damascus steel in the making of knives. His wife Lena had a very interesting display of netsuke style miniature carving.

About 15 vehicles resumed their annual search for the elusive little green men in the Leprechaun Rally, driving up a seemingly endless drive to about 470m to the highest house in the region. Great views over verdant valleys, Wellington Harbour and the Kaikoura Ranges. We then continued round the Coast Road which became a private farm track through the Rutherford Estate and meandered between the rocky outcrops and boulders that define this coast. We stopped in a sheltered spot for thermettes, scones with jam and cream and sammies. Alas, no green men so we returned home, no doubt to resume the futile search next year. Thanks to Don and Trish Morgan for a great run.

On an intellectual note, Alastair and Angelica set a course for the Ladies Rally around "The Poets Block" in Upper Hutt with names like Tennyson, Byron and Longfellow to the fore in the questions.



▲ Wairarapa: Willis ("I'm not 90") St Clair prepares for the motorcycle reliability trial.



▲ Wairarapa: Jeff and Christine Percy were first home in the Winter Wander.



▲ Wairarapa: A prize-winning '32 hot rod owned by Lloyd Wilson.



▲ Wairarapa: Organiser Frank Wall with newly-elected chairperson Tina Goodin and her husband Earl after the Winter Wander.

◀ Wairarapa: Mercedes convertible in Richard Wilton's garage.



▲ Wellington: Lunch stop near Palliser Bay.



▲ Wellington: Views from the Thomas House.



Wellsford/Warkworth:  
... and this is where  
you wind it up



Wellsford/Warkworth: 1927  
Lea Francis leads a line-up at  
the Wings and Wheels



Wellsford/Warworth: Riley,  
Triumph and Austin at the  
Triple Combined Rally



Wellsford/Warkworth: 1937 Riley Kestral





▲ Wellsford-Warkworth: Line-up at Wings and Wheels.



▲ West Coast: Presentation to John Fowler by Allan Giles for his years organising Rosco Trials.



▲ Wellsford-Warkworth: 1953 Jaguar.



▲ Wellsford-Warkworth: Lineup at Wings and Wheels.

Claire Benge graunched the Jailbars' gears a few times and Bruce displayed rare diplomacy in not commenting as they cruised on to win the event. John Blakemore took out the men's baking honours with a chocolate log.

Four Wellington cars attended a very white Irishman and were pleased to hear that there may be a similar North Island event next year.

## WELLSFORD-WARKWORTH

### CHRIS HARVEY

In May Nicola Morrison addressed us to tell us about life as a funeral director. The elegant 1936 Chevrolet hearse which she and Jason own still earns its keep in Warkworth.

At the invitation of the Waitemata Branch 12 of our members displayed their cars at the Wings & Wheels open day held at the Kaipara Flats Airfield on 11 May. There was a large variety of aircraft and some special cars which we don't often see, a very worthwhile excursion. Cars won in the age stakes, but not by much, and several people went for flips in a Tiger Moth which was some 80 years old.

At our AGM several members stepped up to join the committee and we go forward in good shape, though it is concerning that some events attract very few participants. A case in point was the Triple Combined Rally held on 19 May. The weather at the start was an understandable concern and rain at

the lunch stop curtailed the event for those with open cars, but the route was eminently worthwhile. Kaipara Hills Road along the crests of the hills gave stunning views of the countryside, especially from an open car, and the route through the fresh forests around Makarau provided a lovely contrast.

We now look forward to the two large rallies of the year: our Winter Woollies Wander on Saturday 6 July and the Daffodil Day Rally for Cancer on Sunday 25 August.

## WEST COAST JUNE CAMPBELL

We welcome the following new members to the branch. Mike Stanley and Helen Murdoch who have transferred from Nelson. They own a boat-tail Riley. Tania and Christian Stoop own a 1963 Ford Futura convertible. Lynda Tucker, who is a joint member with Kevin Tucker, and Ted Beer who is a joint member with Jill Cowan. Great to have you with us, we look forward to your company on our events.

In May, 40 of us motored to Ikamatua, which is up the Grey Valley, to check out a local resident's collection of interesting features.

It was pleasing to gain four new committee members at the AGM held on 9 June. We farewelled with thanks Marie Woolhouse and John Fowler, who have been on committee for a number of years. Membership badges were presented to:

Pat Knowles, 25 years; and 35 year badges to Wouter Van Plateringen and Nick Harrison. The Frances Hunter Trophy for contribution to the Branch throughout the year (Chairman's choice) was presented to Club Captain Colin Peacock, who would like to stand down but each year says "I'll give it another year".

The ROSCO Field Trials were held on 6 June. This year Nick Harrison was the organiser, he has taken over from John Fowler who has been the Rosco organiser for 10 plus years. Results were 1 Damon Rose, 2 Thomas Mauger, 3= Peter Thwaites and Ross Moore (Rosco) 1st woman – Linda Topliss

## PASSING LANE

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

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

◆◆◆

Baldman, Neil	Taranaki
Bloxham, Michael	South Otago
Budge, Allan	South Otago
Carr, Russell	South Otago
Fraser, Max	North Otago
Hodges, Eric	Taranaki
Loversidge, Ted	Banks Peninsula
Mitchell, Les	West Coast
Steel, Graeme	South Otago

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