

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

Beaded Wheels

No. 360 October/November 2019

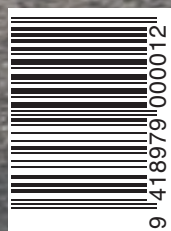
NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



NATIONAL DAY

2019 Daffodil Rally for Cancer

**1938 BSA SCOUT | 1926 GRAHAM BROS
WIRING AND ELECTRICAL ISSUES**



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



Simply entitled Moulder in our archive we have no further information about this image - email any information to BeadedWheels@vcc.org.nz.
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.

NATIONAL OFFICE

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

VCCNZ MANAGEMENT COMMITTEE

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

CLUB CAPTAIN NORTHERN REGION
Kaaren Smylie
021 664 341 nicc@vcc.org.nz
CLUB CAPTAIN SOUTHERN REGION
Alon Mayhew
027 202 9491 sicc@vcc.org.nz

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

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

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

Tony Bartlett
06 867 9850 mgmt1@vcc.org.nz
George Kear
03 347 0315 mgmt2@vcc.org.nz

COMMUNICATIONS & MARKETING
comms@vcc.org.nz

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

Please note this information changes annually - these details are valid until October 2019

VCCNZ BRANCHES

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

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

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

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

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

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

CENTRAL OTAGO
C/-114 Shortcut Road, Luggate, RD2,
Wanaka 9382
centralotago@vcc.org.nz

CENTRAL HAWKE'S BAY
C/- 73 Porangahau Road,
Waipukurau 4200
centralhawkesbay@vcc.org.nz

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

FAR NORTH
C/- 50 Davis Strongman Place, RD3,
Kerikeri 0293
farnorth@vcc.org.nz

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WAIEMATA
C/- PO Box 13374, Onehunga,
Auckland 1643
waiemata@vcc.org.nz

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

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

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

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

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

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Email beadedwheels@vcc.org.nz

Advertising Enquiries
Classified and Display Advertising to:
PO Box 13140, Christchurch 8141.
Email beadedwheels@vcc.org.nz
Phone 64 3 332 3531
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Box 13140, Christchurch 8141.

Correspondence & Editorial

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

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The Vintage Car Club of New Zealand (Inc.)

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

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

Address: 12 Aberdeen St, Christchurch,
New Zealand.

Website: www.vcc.org.nz

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



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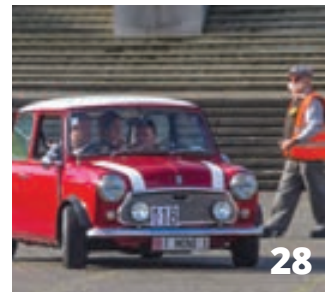
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COVER

Spreading the Daffodil Rally for Cancer spirit was Mike Green in his 1964 Hillman Minx Series V closely followed by a Ford 100E van. See article page 26. Photo Mark Brimblecombe.



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PRESIDENT'S MESSAGE

The Club's AGM and Executive meeting was held in Greymouth in August. A report appears on page 42 and a copy of the minutes are also enclosed with this issue of *Beaded Wheels*. The Greymouth Branch did an excellent job of looking after the members attending the AGM and the business at hand progressed smoothly. The bi-annual Executive meeting was also held over the same weekend and was a good opportunity for your delegate (one from each branch) to have their say. During the weekend the possibility of developing a new logo and tag line was put forward and the hope is that we can develop on this idea and come up with something to take us into the future. A work in progress at the moment.

The way the club is structured works very well although it seems that not everybody understands exactly how it works. The Executive is comprised of one delegate from each branch plus the 10 members of the Management Committee. The Executive meet two times a year, once at the AGM weekend and the

other is usually in March and is held in Wellington although it could be held in Christchurch or Auckland if need be. It is the Executive that make the important decisions about the VCC and its future. The Management Committee carry out the wishes of the Executive and can provide guidance about issues when required. The Management Committee meet formally three times a year in Christchurch and also has an informal meeting at the AGM weekend.

Ed Boyd, a valuable member of your Management Committee, passed away recently and his obituary is in this issue. As expected the funeral was huge and also, as Ed would have wanted, it was apparent he had made most of the decisions about the format prior. I think that he may have been surprised at the large turnout to see him off though! On behalf of the Management Committee I wish to express our condolences to all Ed's friends and family, particularly to his wife Hinemoa.

Thank you to everyone that was able to take part in our

National Day - the Daffodil Rally for Cancer.

Thanks to all your efforts, I am absolutely delighted to announce that we have raised \$75,000 for the Cancer Society! This total wouldn't have come about without a lot of hard work and volunteer hours, so well done to you all.

This means that we have donated a huge \$175,000 to the Cancer Society over the last three years. I hope you are all as proud of this event as I am.

While we don't normally single out branches (as this event is about the collective total), I do want to mention Marlborough Branch who raised a massive \$17,500 this year. What an amazing achievement from their Branch and just goes to show what can be done.

At the August AGM the decision was made to continue to support the Cancer Society as part of our National Day. We do take your feedback on board so keep sending your comments through to events@vcc.org.nz.

The date for next year has been set for Sunday 23 August 2020 which is the Sunday

before the Cancer Society's Daffodil Day on the 28th. I realise that this time of year is not the best weather-wise but we need to have our event close to Daffodil Day so as to benefit from their publicity and promotion.

Once again thank you for getting behind our National Day and this year's Daffodil Rally for Cancer.

Kevin Clarkson
VCCNZ Management Committee
on behalf of Diane Quarrie

AS WE SEE IT

Some years ago I scanned all of the earlier issues of *Beaded Wheels* (a massive job, I might add) so we could have them in a digital format. We then put all those issues on to two DVDs and sent a copy out to each branch. The idea was that members could get a copy from their branch for the cost of the DVDs. Those two DVDs covered every issue from the very first *Guff Sheet* of May 1953 through to *Beaded Wheels* 288 of October 2007. One of the great benefits of having this archive was the ability to put in a key word or words and search all the issues at once for the

information you required. A great resource. Due to changes in technology in recent years they are already produced in a digital format and sold on-line at issuu.com so there is no more need to scan them. From time to time we have been asked when we are going to update the archive with later issues (ie: make a third DVD) but putting them on a DVD is really not the answer anymore. The *Beaded Wheels* archive is now available at vcc.org.nz so anybody can go and look at all previous issues to their heart's content. All the issues can be downloaded

to your computer to enable you to search your own BW archive off-line. All issues up to five years ago are there and the archive will be updated every year. The reason we are keeping back the last five years is because we still sell those issues on-line.

To find the *Beaded Wheels* archive just go to the VCC website and look for *Beaded Wheels* Archive in the index down the left side of the page.

At the AGM the question was asked whether we would send out *Beaded Wheels* electronically as an alternative to posting the hard copy as we

do at present. The answer is that there seems very little desire from members to have anything other than what we are doing now. So while it is possible in the future that we may have that option as an alternative currently we will be maintaining the status quo.



Kevin Clarkson
Chairman
Beaded Wheels

NATIONAL EVENTS

October

19-20 National Veteran Rally hosted by South Canterbury Branch



Waitemata Branch 2019
Kaipara Wings & Wheels.

OCTOBER

5	Manawatu	Swap Meet
5	Northland	Settlers Day
5	Southland	Vintage/Post Vintage Rally
5-6	Nelson	Transport Museum Show at Higgins Park
5-6	Otago	Dunvegan Motorcycle Rally
6	Northland	Motorcycle Run
6	Sth Otago	Opening Run
6	Waikato	Kairangi Hill Climb
11-13	Canterbury	McLeans Island Swap Meet
12	Far North	Working Bee
12	Waikato	Motorcycle Run
13	E Bay of Plenty	Club Run
13	Rotorua	Club Run
13	Wairarapa	New Members Rally
13	Wellington	Heritage Rally
13-17	Otago	Prince Henry Tour
13	Taranaki	Potters Paddock Gymkhana
15	West Coast	Morning Tea Shantytown
16	Auckland	Mid Week Tourers
16	Bay of Plenty	Mid Week Run
16	Northland	Mid-week Run
16	Waikato	Wednesday Wander
19-20	Canterbury	Girder Fork Rally
19-20	Sth Cant	National Veteran Rally
20	Banks Peninsula	Peninsula Run
20	Manawatu	Sunday Club Run
20	Marlborough	Motorcycle and Car Run & Badge Awards
20	North Otago	Teapot Rally
20	North Shore	Club Run
20	Taupo	Club Run
20	Waitemata	Stan's Western Wander
20	Wanganui	Club Run in the Country
23	Rotorua	Midweekers Run
25-28	E Bay of Plenty	Trip to Gisborne
25-28	Hawke's Bay	Safari Weekend
26-27	Auckland	Hunua 100
26-27	Banks Peninsula	Waimate 50
26-28	Sth Cant	Mt Cook Rally
27	Bay of Plenty	End of Month Run

27	Canterbury	Grasskhana (New Event)
27	Gore	P60 Run
27	Wellsford/Wkwh	Coast to Coast
29-2	Marlborough	President's Run
31	Otago	Midweek Run

NOVEMBER

1-3	Gisborne	Biennial Visit to EBOP
2	Canterbury	Motorcycle Annual Rally
2	Northland	Far North Tour
2	Otago	Taieri Tour
2	Southland	Commercial Rally
2	Wellington	Annual Rally & Dinner
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	Waikato	Veteran Rally
9-10	Marlborough	Combined Marlborough/ Nelson Rally
9-10	Sth Cant	Safari Weekend
9-10	Southland	Arrowtown Motorcycle Rally
10	Auckland	Ladies Rally
10	Banks Peninsula	Hawkwood Sprint
10	Canterbury	Veteran Rally
13	Southland	Arrowtown Rally
10	Waimate	Mt Aikin Run
13	Bay of Plenty	Mid Week Run
15-17	Canterbury	Show Weekend Tour
16	Auckland	Annual Motorcycle Rally
16	C. Hawke's Bay	Veteran Rally
16	Manawatu	Club Run
16	Nth Otago	Swap Meet
16-17	Sth Cant	All American Weekend
17	C. Hawke's Bay	Homestead Run
17	Far North	Classic Car Show
17	Horowhenua	Tararua Trundle
17	North Shore	Garage Raid
17	Rotorua	Club Run

17	Waikato	Waikato Swap Meet
17	Wanganui	Ladies Run
19	West Coast	Morning Tea Shantytown
20	Auckland	Mid Week Tourers
20	Manawatu	Club Captain Run
20	Waikato	Wednesday Wander
23-24	Banks Peninsula	Wigram Revival
23-24	Wairarapa	Gold Medal Motorcycle Rally
24	Bay of Plenty	End of Month Run
24	Canterbury	Homestead Run
24	Far North	Dunny Run
24	Gisborne	Waihua Fete
24	Gore	Josephville Hill Climb
24	Manawatu	Christmas Run & Lunch
24	Otago	Commercial & Veteran Rally
24	Sth Cant	Vet/Vin/Comm Rally
24	Wanganui	Ladies Run
24	West Coast	Club Run
27	Rotorua	Midweekers Run
28	Otago	Midweek Run
29-1	Waikato	Weekend Away
30	Ashburton	Commercial Run
30	Sth Cant	Christmas Dinner

DECEMBER

1	Taranaki	Combined Motoring Clubs Barbecue
4	Wanganui	Restoration of the Year
7	Far North	Christmas Rally
7	Nth Otago	Windsor Rally
8	Canterbury	Children's Christmas Picnic
8	Gore	Christmas Run
8	Otago	Christmas Barbecue
8	Waikato	Christmas Run
11	Bay of Plenty	Mid Week Run
12-17	Ashburton	Oakley Pre-Christmas Tour
14	Manawatu	Sunday Picnic Run
14	Wanganui	Christmas Parade
17	Wellington	Christmas Barbecue
18	Waikato	Wednesday Wander
22	North Shore	Pot Luck Dinner
26	Canterbury	Boxing Day Run

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 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.

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.

NATIONAL ANNUAL GENERAL MEETING/ BRANCH OFFICERS AND CALENDAR OF EVENTS

Members will find enclosed a copy of the AGM minutes, branch office details and calendar of

events. During the AGM weekend the executive meeting was held. A copy of these minutes is held by your branch secretary. Your branch delegate who is a member of the Executive, will have also reported to members.

10 YEARLY RENEWAL OF VEHICLE ID CARDS

National Office will send out a renewal advice three months prior to expiry. When you receive the renewal advice please check the details are correct and if the vehicle's appearance has not changed from the original Vehicle Identity Card, forward your expired Vehicle Identity Card and the signed renewal notice to your branch for completion. Please remember, these must go to your branch for signing off. If you do not enclose the expired Vehicle Identity Card, or if the vehicle's appearance has changed, you must send two identical photos of the vehicle as it now looks.

VCC MEMBERSHIP SUBSCRIPTION

At the end of August Vintage Car Club members will have received an annual account for membership for the period 1 November 2019 to 31 October 2020. To receive the discount, payment must be received at the National Office by 20 October 2019. When paying direct

into the Club's bank account, please make sure you put your membership number as the reference.

Membership Cards will be sent in early November. One reminder notice will be sent out to those who have not paid or advised of their wish to cancel their membership.

VCC VERO INSURANCE SCHEME

Please note: Financial membership of the Vintage Car Club of NZ (Inc.) is a requirement to be insured under the VCC/ Vero Insurance Scheme.

CHANGE OF ADDRESS

Please advise the National Office if you have changed address, phone number, email address or vehicle ownership.

BRANCH TRANSFER

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

LVVTA CERTIFICATION

The Vintage Car Club of New Zealand (Inc.) is a Council member of the Low Volume Vehicle Technical Association (LVVTA). Rod Brayshaw is the VCC representative on the LVVTA Council.

Most modifications to a historic vehicle will need to be certified by the LVVTA.

The following list contains some items that *do not need* LVVTA certification. These are included in the document *LVVTA Low Volume Vehicle Certification Threshold Schedule - issue # 4, August 2012* which can be downloaded from the LVVTA website.



- **Towbars**
- **Rear Seatbelts** but in-service requirements for condition and performance must be met
- **Steering Wheels** provided that a direct substitute does not need shaft modification, a non-OE item of a reputable brand, or an OE item from another vehicle
- **After-Market Brake Rotors** must be to the OE size and can be of the crossed drilled type
 - **Anti-Sway Bars** providing no cutting, heating, welding to the vehicle structure or suspension components when fitting
- **Differential Ratio Changes** provided only the differential centre of gear set is changed and the OE axle housing is retained
- **Axle Housing Replacement** providing the housing fits the vehicle without adaption, no suspension geometry is changed and the OE driveshaft is unmodified, and no changes to the OE brake system
- **Minor Modifications to OE Engine** not more than 20% more power than the OE engine.
 - May fit extractor or free-flow exhaust manifolds, big bore exhausts, changed or multiple carburettors, modified fuel injection systems.
- **Gearbox Changes** provided the OE gearbox cross-member has not been heated, cut or welded, and the mounting to chassis is un-changed.
 - No replacement cross-member is used, the OE driveshaft is un-modified, and the floor or tunnel has not been substantially altered, with the exception of gear-shift clearance.
 - The fitting of **superchargers and turbochargers or wastgate etc will need LVVTA certification**

An 'historic vehicle' must meet the safety requirements applying at the time it was manufactured.

HISTORIC RACING LICENCE



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

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

please complete the Historic Race Licence Renewal Form and forward it, along with the payment and a new one will be issued.

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



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

Julie Cairns-Gee
National Office
Manager



MAILBAG

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STAINLESS STEEL VALVES

Stainless steel valves are not quite all they are cracked up to be in certain situations. I have an 1928 BSA 500cc ohv sloper motorcycle which had two stainless valves manufactured and installed into two new cast iron valve guides about four years ago with probably only 1000 to 1400 miles riding. A very low usage bike. The BSA has absolutely no lubrication provision for the valves so they run dry except for a smidgen of oil applied before a ride. The lead additive I use supplies a little lubrication, as witness the inlet valve having barely any guide wear after this mileage. The new piston installed quite a while ago had two compression rings and an oil ring, and solved the slight blue haze that used to follow the bike. The original piston only used two compression rings with no oil control ring - now I know why. The slight blue haze was probably oiling the exhaust valve guide and stem. This presumably allowed the original steel exhaust valve and guide to last 10 to 20 years before bad wear occurred. However, in four years and about 1400 miles the stainless exhaust valve wore the cast iron guide by about one millimetre - I kid you not. This wear encouraged the exhaust valve to lose its head and damage everything in sight. It appears that cast iron valve guides and virtually non-lubricated stainless steel exhaust valves are a very expensive problem just waiting to happen with this incredible wear pattern compared with original steel valves in a similar situation. There is a bit in Google about incompatibility of cast iron guides and stainless steel exhaust valves in this quite common situation of virtually non lubricated exhaust valves

found on lots of motorcycles of this era.

From advice I have received from various people, here is what I am going to do-

- 1/ Remove the oil ring so hopefully the slight blue haze will help lubricate the exhaust valve and guide.
- 2/ Replace both exhaust and inlet valves with suitable steel valves running in their cast iron guides.
- 3/ Run it with an upper cylinder lube, as I should have done with the stainless valves, but after riding the bike for nearly 50 years old habits die hard and I have never done this.

The bike is now assembled and has had a few low mileage test runs, so if you follow me on a run early next year please excuse the light blue haze as I am trying to preserve its status as fun to ride, comfortable and normally a very reliable machine.

Trevor Lightfoot
Canterbury Branch

UK MORRIS OXFORD CLUB

I am the History Officer for the Morris Oxford & Cowley Branch of the Wolseley 6/80, MO and Morris Oxford Club in the UK. We cover 1950s models of Morris Oxford series II to IV, Morris Cowley and Morris Isis.

Previously these cars were catered for (worldwide) by the former Morris Cowley & Oxford Club (MCOC) but sadly three years ago the Club Secretary died suddenly and a relative disposed of all the club records before the anyone could get in touch with the family. As a result the club folded - a salutary lesson in keeping accessible backup records for those held on computer (the secretary's was password protected and

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*.

Older issues of *Beaded Wheels* are available for download at vcc.org.nz

no-one knew the password) and ensuring paper records can be protected and retrieved in circumstances such as these.

The club has reformed as a part of the Wolseley 6/80 & MO club - there is some logic to this as the MO is in fact a Morris Oxford series I. Only some 20 former members of the MCOC were identified and since that time we have tripled the number of owner-members in the UK, but are still some way short of the former membership of well over 100.

The records lost included details of member and non-member Oxfords, Cowleys and Isis in New Zealand - bits of history; owner details; chassis, engine and body numbers; colour details; replacement engines; photographs and so on. I've spent the last year trying to re-build the UK database with some success and am now turning my attention to our "cousins" overseas. I have seen recent pictures of saloons, Travellers (wagons); pick-ups (utes) and vans at classic car meetings in New Zealand posted by Facebook friends so I know they're out there.

I'm hoping that they will contact me to provide information about their vehicles. If they want to join our club (as well as the VCC, obviously) they'll be most welcome. We have the largest body of detailed knowledge for these vehicles, some of the best technical advice, and the largest stock of remaining second-hand and some new parts in the world. Club membership is around \$45 per annum (prorata). The Club Website is: <http://www.680mo.org.uk/> The Club Facebook page is: <https://www.facebook.com/groups/1258113167609222/> (free to join)

Martin Hamilton
martin.hamilton23@gmail.com

LOOKING BACK

In November, 1999 the Canterbury branch of the VCC was a partner in a fantastic millennium show at Dudley Park, Rangiora, called the "Car Show

of the Century". I was the show organiser, for an organisation called "Our Town Rangiora" - I had the privilege of being able to organise such events for the town, and people paid me to do it. Wonderful. (These days I am living in Wellington, and I'm a member of the Wellington Branch.)

I recall my main contact with the VCC for this event was Peter Barnett - a lovely chap who was great to work with.

The main draw card for the show involved a time line of cars beginning in 1900 and ending in 1999, plus there were a whole bunch of additional vehicles provided by other clubs that were assembled in the centre of the park. The following day (a Sunday) was a rally day for all the participants, who came from far and wide.

As it turned out, this show was possibly the first car show in the world to span three centuries. This suggestion was put to me afterwards but I never followed up on it. The timeline included two vehicles from the 19th century (1899 and 1897?) and one from the 21st century, so covered three centuries. How many others had ever done that?

The car from the 21st century was a Toyota Prius hybrid. These are now common but this was the first in New Zealand. We learned that it was doing a

whistle-stop nationwide tour of the Toyota dealerships before its public release in 2000. Through the dealer principal at Rangiora Toyota, we arranged for this car to be at the show. How we presented it was a little unusual. We inserted it into one of the environment-controlled storage bags that were on the market at the time. These bags were inflated by a compressor and the inside was climate controlled to care for the contents - a vehicle. It looked like a giant condom! Being made of clear plastic, the vehicle could be seen, but not touched. Our Toyota Prius was "next year's car - you can see it, but you can't touch it".

I recall the winner of People's Choice that day was Brian Black's gorgeous Unic London taxi.

We arranged for the late Dave Moore from *The Press* to attend and select Moore's Choice. But I do recall approaching him. When I told him the concept of the timeline I think he was quite blown away, and asked me all the right questions. "Do you have a Volkswagen Beetle?" Yes. "A Model T Ford?" Yes. "A Porsche 911?" Yes. "An early Zephyr?" Yes. Mmmm - then he asked if we had an EB Civic? Yes. I think that was the credibility barrier for the show broken through and Dave came along and gave it a great write-up.



▲ Brian Black's Unic London taxi, now owned by Duncan Grant in Ashburton.

Sadly I have no photos of the event that are accessible. But I know *Beaded Wheels* published a marvellous write-up with lots of photos - maybe it is time for members to reminisce?

John Stokes

1948 HUDSON COMMODORE

Just reading mailbag from a back issue #346 June/July 2017 under heading 1948 Hudson Commodore (don't know whether you had any later correspondence in other issues). Anyway, this caught my eye because a few years ago on a private tour through the Craw collection at Maungatapere a Commodore badge got my attention because it wasn't attached to any Holden. It was indeed a Hudson. I cannot recall whether it was ever registered in New Zealand as some of the collection, particularly their Packards, were brought in just for collection sake rather than to drive in New Zealand. I have not seen the collection for a while now so not sure where its at currently.

Rex Carmichael
Whangarei

THE WAY WE WERE

Andrew Anderson's memories of the ANZCC conference recalls the strong personalities that shaped our motoring movement - and very positively so.

Percy Lupp later became full-time ANZCC secretary. Perhaps he took the photo? The MG club was also a member, and Sybil, or Percy, may have had an MG Club proxy as well as representing the Otago Sports Car Club.

Hoare and Brewer were a formidable force for sanity. As Andrew implies, they formed The Motor Racing Club, mainly to continue to run the Wigram event as a scratch race to the highest professional standards.

I greatly respected Hoare as a driver. As the 1950s passed, very few kept pace with rapidly rising speeds. Roycroft and Gibbons were exceptions. Pat Hoare actually moved up from an enthusiastic mid field runner to become New Zealand

champion. Of course Pat had very good equipment.

I have never fathomed his alleged connection with Enzo Ferrari. I suspect it did not exist until Hoare turned up with a big cheque for a Ferrari to race in our 1958 season. On the strength of his success, Ferrari was happy to recognize Hoare as a Ferrari agent. How many cars he sold I do not know, but I did ask for a catalogue. And got one!

Can an Auckland member fill in some more about Reg Grierson? My knowledge is second hand but I suspect he continued to encourage Seabrook's interest in the sport, up to support of the Austin- Healeys run by Ross Jensen, Les McLaren and others.

I was told that Grierson could be very persuasive. He played a part in the Gloucester Park track in the 1930s and some felt Henning's Speedway (which was not as conveniently situated) got a raw deal. What part he played in the ANZCC crisis over who ran the Ardmore Grand Prix, I can't say. That was sorted out by Dean Delamont from the RAC. Grierson seems to me to have been a man who always grasped the next opportunity, and maybe ruffled a few feathers in doing so.

Two more things. Andrew's article prompted me to turn up *Beaded Wheels* 351. In this he mentions races going back to pre WWI on the beaches at Christchurch. I have never seen any details of these. They are scarcely mentioned in Messenger & Wood. Can some of you Christchurch folk get on to this please? It is an important part of our heritage. Until we have it, there is no real history of why VCC, and big time New Zealand racing, grew up in Christchurch and around the South Island. Wigram, Mairehau and Dunedin were all pre-Ardmore, with Southland and Waimate not far behind. Is it too late?

Oh yes, the other thing. I think Andrew has confused two Singer engine cars. As I understand it, Logan's car

SPORTS TWENTY SIGHTING CONFIRMED

Congratulations on yet another superb magazine, and what a pleasure it was to see William Hearne's letter (BW 359 page 8) about the handsome Austin his wife, June, encountered during her recent travels in UK. Her photo confirms that the car is indeed a Sports Twenty, as produced in small numbers from 1921 to '23.

The Austin Twenty, as produced between 1919 and 1929, was a 3.6 litre side-valve four. A beautifully made but heavy car, the standard tourer could cruise comfortably at 50-55mph, whereas the more finely tuned Sports, with lowered rear axle ratio and narrower, lighter body, was capable of sustained cruising at well over 70mph.

One of only two known to have come to New Zealand, (the other was imported and raced by Otago Austin agent Sammie De Beer and broken up years ago). This Sports is believed to have been ordered by former New Zealand Prime Minister Sir Joseph Ward and used during the '20s by his son, Vincent. Other than that its history is a mystery yet to be solved.

This photo of the car's bones as found was taken in 1968 on a farm at Opiki, near Palmerston North where it had obviously mouldered for some considerable time.

I had been told about it by Manawatu VCC stalwart Rob Knight, a Buick man but savvy enough about Austins to realise this was a rather special pile of ferrous oxide.

As you can see much was missing, but the three-piece raked windscreen and Rudge-Whitworth knock-on wire wheels, features unique to the Sports Twenty, were evidence enough to make those rather sad remains desirable as a future restoration project. So, with the farmer's blessing and a meaningful nudge from Gordon Routledge, I assumed ownership and within days my prize was safely tucked away in a chook house at Ohau.

Some months later another good friend, Bryan Deighton, secured the Sports Twenty's electrics and other irreplaceable treasures which had been removed and stored by a couple of Wellington members for a Sunbeam rebuild, but found unsuitable.

Sadly for me, even with that stroke of luck, I was then in no position to undertake a restoration myself and, to cut a longish story short, the Sports Twenty was eventually re-built by Canterbury Austin guru, the late Ross Haynes and motored enthusiastically by him for some years.

Just how enthusiastically I would discover one fine summer morning when we set out for a burn on one of the long straights out of Rolleston. Down went the little man's boot, off shot the Austin, and as crossroad after crossroad whizzed by I found myself wondering what the hell we could do if



something hard got in the way. Vintage Austin stoppers weren't exactly amazing, even with one on each wheel, which there wasn't, and here we were rocketing along at..... well, who could tell?... the speedo was missing. I glanced at the tachometer and shouted in Ross's ear., "How does 2500rpm translate to mph?" The guru grinned: "Eighty- five-ish!". I took the wheel for the return journey and despite Ross's urgings, our progress home was rather more sedate.

Eventually illness and Anno Domini forced Ross to part with his pacey Austin which ended up back in the land of its birth, where it was re-restored, and loved for many years by David Cantor, then Secretary of the Vintage Austin Register (VAR).

In the 1990s I was privileged to take the wheel again, this time en route to the VAR's annual rally at Ashover in Derbyshire, but...."No more than seventy, if you please, Peter!"

It's nice to know this remarkable motor car, one of just two of its kind known to survive anywhere, is still in loving hands. Maybe it even gets a chance, now and then, to show a few moderns a clean pair of.....tail lamps?

Peter Fry
Founder/Patron, Vintage Austin Register (NZ)

(illustrated in *Beaded Wheels* 351) was constructed in Nelson and had no connection with Hec Green. Green built first his own Wolseley engine car and then, secondly, the initially Singer engine car for Pat Hoare. That became the RA Vauxhall and much later the 260M Zephyr.

Scott Thomson
Masterton

RE: TREVOR PRICE'S MOTOR CARAVAN (MAILBAG, AUGUST 2019.)

New Zealand Railways Road Services (NZRRS) bought a number of early 1930s Cadillacs from the United States in the middle of that decade - presumably they would by then have been of low value due to the Depression.

The bodies were removed before shipping to New Zealand. On arrival they were lengthened and strengthened and bodies with full-width seating were built for them by railways workshops in Petone, and by Munt Cottrell in Wellington. They were known as service cars, could carry about eight passengers and

their luggage and were used for what we now call inter-city services.

The photograph from page 19 of *N.Z.R. Road Services* by Alan Bellamy (Southern Press, 1981) shows a 1930 Cadillac so converted. It appears to have heavier-duty rather than standard Cadillac wheels, as does Mr Price's motor caravan. The photograph on p.26 shows another Cadillac service car, with a body by Crawley Ridley of Wellington. Its grille seems somewhat similar to the slightly damaged one on the motor caravan. NZRRS had a total of 130 Cadillacs in service cars, all were sold in the late 1940s and early 1950s.

My (uneducated) guess is that the motor caravan was built on a Cadillac V8 chassis of about 1934, its wheels, however, are definitely not original Cadillac!

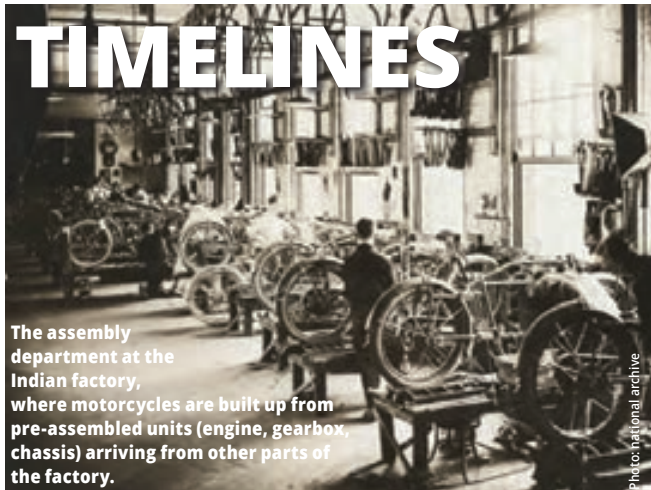
Ronald Mayes,
Member, Rotorua



▲ Interior view of a Cadillac service car.



▲ A Cadillac service car, built on a Model 353 of 1930.



The assembly department at the Indian factory, where motorcycles are built up from pre-assembled units (engine, gearbox, chassis) arriving from other parts of the factory.

Photo: National Archive

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

100 YEARS AGO
OCTOBER NOVEMBER 1919

After 21 years, Indian motorcycle bosses claimed their products were built nearer to perfection than any other motorcycle. Indians were the product of the largest motorcycle factory in the world and where other makes have three of four strong features, the Indian had a hundred of them, in fact, the makers claimed, there wasn't one weak point in its construction!

Oldsmobile, also celebrating 21 years, were no less boastful, claiming their Model 37 was a gasoline saver and more economical to own, maintain and operate, than other makes.

50 YEARS AGO
OCTOBER NOVEMBER 1969

Datsun's stunning new 240Z coupe left the world's motoring enthusiasts perplexed by how the Japanese had built such a splendid successor to the late, great Healey 3000.

Marketed as the Fairlady 240Z in Japan, Nissan's marketing chief in the USA decided a ladylike name wouldn't endear the car to the American male so the Fairlady badges were removed leaving the masculine 240Z label to arouse mystique

75 YEARS AGO
OCTOBER NOVEMBER 1944

Despite the urging of the Superintendent of the Wellington Free Ambulance Board, the Commissioner of Transport declined to allow Ambulances to use sirens when attending an emergency. His opinion was that the feeble warning bells might be modified as present regulations allowed only the Police, Fire Appliances and Traffic Inspectors to use sirens.

Drivers continued to report delays in attending urgent calls using the bells so the board resolved to approach the Minister of Transport.

30 YEARS AGO
OCTOBER NOVEMBER 1989

Jaguar, having narrowly missed out on being driven to extinction by mis-management at British Leyland was partly rehabilitated under Sir John Egan but needed a wealthy partner. Rumours abounded GM was bidding but at the last minute Ford stepped in and offered \$2.5 billion for the legendary company. The deal was done by November 1989 and by February 1990 Jaguar's listing was removed from the London Stock Exchange.

GM executives might have had the last laugh however as by 1992 Jaguar was losing \$1 million a day.



Graeme Rice

A column for those who like to stir the pot ... just a little.

Like a lot of folk, especially us petrol heads, young and not so. I've been following this latest attempt at helping to save the planet from being overwhelmed by pollution, et al. I refer to the electric vehicle that has been promoted by the captains of the motor industry, anti pollution campaigners and to some extent – politicians.



FUEL FOR THOUGHT

Words The Major

AUDI E-TRON
PHOTO audi.co.nz

Now don't get me wrong, I don't want to be labelled a negative grumpy old fart, but I would like to add hopefully a couple of comments of enlightenment, for and against electric verses fossil fuel.

Five years ago Rose and I went to a local new car franchise and took for a test drive a hybrid vehicle. I was impressed with the vehicle, with the Star Ship Enterprise consul, almost total silent petrol electric drive system.

But after lots of questions and answers I came to the opinion that it would be alright round town, but not much advantage long distance. The new price also, comparing apples with apples, is excessive at the time. Now there is total electric, which is even more limiting.

Did you read Kevin Clarkson's sobering As We See It column in July's *Beaded Wheels*? Bloody hell – if that's not a wake up call on promotion of electric vehicles, what is!

To cope with the increasing

demand for recharging electric vehicles in NZ alone the demand for electricity would require a hydro dam building program, recommissioning coal powered electricity stations. Oh yeah some boffin may even suggest a nuclear power station or two. One thing is clear, if the current fossil fuel fleet is replaced, something has to change and quickly if we, are to meet the governments predicted dates and cater for power demand and outages.

Remember last century the great minds of the world stated that the world would run out of fossil fuel by the turn of the century. Can you remember that? That's odd here we are 20 years on and still no sign of the well pumps sucking air.

Of course there is nothing new about electric vehicles. Over a hundred years ago both electric and steam tried to foot it with the convenience and practicality of the petrol power.

Steam cars, whose boilers were powered by fossil fuel had the

inconvenience of waiting 10 minutes or more to get going. The electric car of the day, just like today, had a stand down to be recharged, dragging their power source from the national grid.

A time limit was put on the transition from fossil to electric in the near future.

Now I wonder has anyone actually asked those who produce our fossil fuel what they think. Look on google, it's astounding, there's hundreds of countries throughout the world whose economies are propped up by fuel production. Are they going to sit on their butts and watch the world routinely be polluted by the new electric vehicles contaminaters, while their industry goes down the gurgler. I don't think so.

I was chatting to our scrap metal buyer recently and was amazed to learn that the batteries of electric cars are not recyclable, because of their construction material. What? Can this be true, surely not. As if we don't

have enough problems, such as disposing of old tyres.

As Kevin said, our style of transport and our hobby is going to be around for the foreseeable future. I agree.

Electric vehicles will not help the worlds pollution problems one iota. That's a fact.

A bit of gossip to add to the scene, but you didn't hear it from me. Two blokes apparently got into a bit of aggro and a punch up over the right of way at the sole charging point at Tekapo. Oh, I love it!

In 1900 the world population was 1.2 billion, at the present time the world population is close to 8 billion. That's obscene! And there lies the problem.

Now who's got the gonnads to sort that lot out?

This article represents the opinion of the author and in no way reflects the position of the Vintage Car Club of New Zealand. Contributions up to 800 words are very welcome to soapbox. Email beaded.wheels@vcc.org.nz

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OBITUARY

Edgar (Ed) Boyd



Vintage Car Club Management Committee since 2012 and was awarded the John L Goddard trophy in 2012.

Ed was an active club member and an involved member of the Whanganui community through his interests and business, H&A Print, which he ran with his wife Hinemoa.

In Whanganui, whenever there was an event needing participation of vintage vehicles organisers would always ask Ed. He would arrange for branch members to participate and usually had several vehicles from his museum on show as well. This has lifted the profile of the branch within the community.

He has been an active supporter of associated vehicle clubs including one-make and motorcycle clubs. Many times arranging for the clubs to use Wanganui clubrooms for meetings and events. He was often a driving force in the organisation of many successful events and rallies in Whanganui including a highly successful Easter Rally, a national Model A rally and several large motor shows.

While Ed was branch chairman he saw the opportunity to promote the Wanganui Branch and the region to New Zealand and overseas should Wanganui

host the 2012 International Rally. He designed the initial proposal to present to the Vintage Car Club Executive which was successful and became an active member of the Rally 2012 committee with direct responsibility for promotion and advertising. This took up a great deal of his business and personal time over the five-year planning and implementation. His knowledge of local community affairs enabled the Rally 2012 committee to gain help and support throughout the city over the rally period.

He established Boyd's Auto Barn museum with help from Wanganui Branch members. The museum contains vehicles belonging Ed and other members. Vehicles are loaned out to members for wedding and other family occasions and also to members who, for one reason or another, are temporarily without a vehicle for rallies.

Ed started the organisation of a scrap metal collection on behalf of the Wanganui Branch in association with Rotary Clubs in Waverley and Whanganui. Over \$100,000 was raised and Wanganui Branch benefited to the sum of over \$50,000. This has made a huge difference in the financing of the branch new parts shed.

Another typical example of Ed's generosity is a car raffle he organised after the earthquakes in Christchurch. He donated a car, arranged for a repaint and repairs. The raffle raised over \$16,000 which was allocated to Vintage Car Club Branches in the Canterbury region to assist members who had suffered damage and stress.

Ed had a huge reputation as a philanthropist donating time, business services and money to support and enhance many civic activities.

He had also been a funeral celebrant and always found the time to provide support to the community and to Wanganui Branch members in times of bereavement.

More than 1000 people gathered at the Whanganui War Memorial Centre to farewell a man who has given so generously to his community and to the Vintage Car Club. His ongoing input to our Club will be sorely missed. The Vintage Car Club Management Committee, Executive and members extend their condolences to Hinemoa and family at their loss.

Management Committee member, Ed Boyd of Whanganui passed away peacefully at home on 10 September 2019 in his 67th year. Ed was recently diagnosed with Motor Neurone Disease.

Ed has been involved with the Vintage Car Club since 1972 at a local and national level. He held many positions within the Wanganui Branch including; committee member, Newsletter Editor, Club Captain, Vice Chairman, Chairman and Executive Committee member. He has been a member of the



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THE WAY WE WERE



▲ AAA at Ridder's Halswell fixing the Renault.

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



ANDREW ANDERSON
VCCNZ
FOUNDING MEMBER



Looking ahead to the Canterbury Centennial Rally & Procession.

A SCOUTING OUTING

For some years, Canterbury organisations had been preparing for suitable celebration of the coming 100th anniversary of the arrival of the first four ships, *Cressy*, *Sir George Seymour*, *Randolph* and *Charlotte Jane*. A central committee of councils and societies of every shape and sort already had a full programme established. Rob Shand and the Motor Racing Club had the 1951 Wigram and a motor show from 10-24 February already listed. A grand procession covering every aspect of that 100 year story was set down for the actual centenary day of Monday 18 December.

At our committee meeting of 1 June there was uncertainty as to Wigram dates and motor show possibilities. Rob invited Ted Beckett, publisher of *Sportscar* to attend. Ted mooted the idea of our running a veteran rally to Christchurch from all over to coincide with the procession which, like Otago's in 1948, would certainly involve many cars.

This idea really took off with yet another subcommittee to pursue it and Rob was authorised to hire the King

Edward Barracks at £15 per day for the motor show. The Retail Motor Trade Association was, of course, one of the members of the Centennial committee. Rob at once approached them for substantial support for the motor show for which they evinced not the slightest interest. In an era when they all had endless waiting lists for barely existent new cars, no one was remotely interested in spending money on promotion. They did however, find a good way of avoiding the tedium of looking after the motoring side of the procession and smartly passed this whole aspect over to us. We kept one of their members on our selection panel for form's sake.

The Rally Committee had fleshed out suitable regulations and a primitive age/mileage points system. The selection committee decided on a procession comprising two cars for every five year period from 1895 to 1950 and now faced the problem of finding them. Our new member Bill Cockram with three cars, self with Panhard, Ken England with the Fairbairn De Dion and other trade people like Auto Parts and Crozier's provided a good base.

From college days, we remembered our woodwork instructor had a 1909 type AX Renault. This resided on his farm in Halswell and was pulled out every hay making season from under some sheets of iron to tow his hay rake. I duly approached Mr Edward Ridder as to the possibilities and got a guarded OK and set to work.

By the November meeting there were still gaps in the procession and Bob Blackburn suggested a scouting outing to North Canterbury. We duly set out on the 19th with Bob, self and Frank Blandford mounted in the Grieg 6½ Bentley (now on its correct Smith carb) with John Burdon and Dave Kay in a Ford Prefect for company. At Amberley we confirmed the 1906 Unic and found a 1912 Siddeley Deasy too incomplete. In the Weka Pass Cave Archer's FN needed more work than he was prepared

to do, so on to Leslie Hills and Duncan Rutherford, to find he was already getting to work on the family Alldays & Onions and his WWI DR Triumph. In the end we made it with all five year periods as next issues will demonstrate.

▼ Duncan Rutherford's 1909 Alldays & Onions and his 1915 WWI DR Triumph motorcycle.





MOTOR RACING HOW IT USED TO BE PRE-1960 RACE SERIES

Words and photos Tim Hill

Wouldn't it be great if there was a race series where an 18 year-old in his grandmother's D-Type Jaguar could have a race-long battle with an 80 year-old in a Formula Junior Elva, while further back in the field a supercharged Austin A30 is swapping places with a Prefect 107E, an 850 Mini, an MG TC and a Jowett Jupiter.

Well, this is typical of what does happen every season at Hampton Downs, Pukekohe and Taupo racetracks when the Vintage Car Club pre-1960 series comes to town. Any VCC eligible vehicle from 1960 or earlier can compete and if you are not yet a member of the VCC then all you need to do is join the club and you could be out on the track joining in the fun.

The races are held under a VCC permit with VCC officials and to VCC regulations, but run within events such as the Icebreaker and the Tasman Revival, organised by the Historic Racing Club Inc. The Pre-1960 races are possible thanks to the enthusiasts of the Waitemata Branch, but are open to any VCC member from any branch.

Any vehicle can take part provided it was manufactured before 31 December 1960 and has a Vehicle Identity Card (VIC) and VCC Log Book. However, there is a "continuation clause" in the rules which allows vehicles produced after this date so long as they are to exactly the same specification. For example, the 848cc Mini and 997cc Ford Anglia continued in production for several years after 1960 with few changes, which means there are plenty of eligible vehicles still around for very little outlay.

The range of cars which has competed over the last three seasons is mind-boggling, from the Roycroft Bugatti Type 35, C-Type and D-Type Jaguars, a 1938 V12 Lagonda Le Mans and the V8 Northland Special, to the more humble saloons mentioned above. Another less humble saloon which has won several pre-1960 races is the actual Humber 80 in which Harold Heasley won the 1960/61 NZ Touring Car Championship. But in

terms of race wins, the most successful car to date is also one of the smallest – the amazingly quick (and amazingly noisy) 1931 twin-cylinder BSA special built by New Zealand legend Ralph Watson. The whole idea of the pre-1960 race series is to re-create circuit racing the way it was back in the 1950s and early '60s when everyday cars were driven to the track, raced all day and then driven home again.

Modifications are strictly limited to what was available back in the day, and the series organisers can exclude any vehicle not within the spirit of the rules. Wheels are limited to a maximum of 4.5 inches wide, and tyres must be regular road specification, which means that a set of tyres will last at least five seasons on most cars.

This all helps to keep costs down and ensure close, and above all, safe racing. There is a great camaraderie among those taking part and to date there has never been any contact or damage to bodywork. New competitors are always made welcome and there is plenty of advice available on car choice and preparation. Competitors must have a VCC Historic Race Licence which costs just \$23 and is readily available from the VCC National Office.

If all this sounds like your idea of fun and you would like to find out how to join in, contact Tim Hill at the Historic Racing Club Inc on 021 614 600 or tim@hrcevents.co.nz

|BW





AWARDS

Congratulations to the following members who have recently been awarded their 50 and 70 Year Awards.

50 YEAR

- Cleaver, William Wanganui
- Withell, Lynton Canterbury
- Henderson, John Canterbury
- Rooney, Martin Canterbury
- Shadbolt, Stewart Canterbury

70 YEAR

- Clements, Thomas Canterbury

CAPTAIN'S LOG

When I was young and proceeding through the process of that institution called 'school,' I had absolutely no interest in the subject of history, not even a spark. As Henry Ford once said "history is bunk."

It wasn't until my mid to late twenties, that my curiosity was piqued as to the origins of the auto industry and all the different people behind it. Coming from a family with some history in the industry; my Mum's grandfather was Ransom Eli Olds who went over to America; that seemed to be a good place to start. My first vehicle was a 1929 Rugby 401 truck so the initial interest was in the formation of General Motors and onwards from there, and as they say, "the rest is history."

Since becoming South Island Club Captain I have noticed that I have developed a much stronger interest in people and their past.

These people are the bricks and mortar of the VCC and as such need to be given due care and attention much as you would a nice stone wall or something.

One of my roles is to visit branches and present fifty year awards to their deserving recipients. It never ceases to amaze me everything these members have done over the years not only for the club as a whole but for their respective branches in every way. They have toiled in all sorts of ways, not only in positions on committees, steering meetings and administrating both locally

and nationally. Often just working in the background purchasing land for clubrooms, some on the clubrooms themselves and maintaining them. Some plotted rallies, mid week and local runs, and still others worked tirelessly with the copious quantities of parts generated by our hobby and many other things.

Needless to say, all of these people have worked for the history of our club and for that I take my hat off to them. Because of that history we can work with law makers and bureaucracy to enable us to continue to drive our history.



Alon Mayhew
South Island Club Captain
sicc@vcc.org.nz



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VCC ARCHIVE

During the last year, my efforts at the VCC National Archive have been directed at converting our inventory records into searchable, and easily editable, digital databases. After finding suitable software for the task, I am extremely satisfied with the result. So far have I digitised the Archive library books, DVD, CD and VHS tapes. Over 2000 historic motoring photos have been scanned (some going back to the early 1900s). These photos can be searched using 10 searchable fields, such as the make model, owner, registration number. This will save hours of sifting through boxes of photos, as well as protecting them, in the event of fire.

The last database that I have started, is the main reason for writing. In nearly every issue of the *Beaded Wheels* or other car magazines, there is always someone who has just bought a car, motorcycle or a commercial and would like to get in touch with an owner of the same make and model vehicle. Often looking for help with questions and advice on their new acquisition and to help guide them to a successful restoration. I have had many requests from members wanting

this information. Everyone who has restored a vehicle could be called a knowledgeable person of that marque. I have started a database called: "Enthusiasts of Certain Marques," containing the following information, The enthusiasts first and surname names, email address, optional home and mobile phone numbers, VCC branch, optional address and of course the vehicle or vehicles and what years, you are knowledgeable about. One person in the database has listed 11 cars that he knows well. So if you would like to use your expertise and help a fellow member share some of your wealth of knowledge, please email me at: archivist@vcc.org.nz. If I receive any inquiries about your make and model of your vehicle I will put them in touch with you by email. At this stage, my "Enthusiasts of Certain Marques," database is small, but in time will grow and hopefully be of assistance to members. In 1974, a gentleman from the UK placed an advertisement in Australian magazine. *Restored Cars*, wanting to get in touch with someone who had owned a 1927 Essex tourer that he was in the process in restoring. I had nearly completed a restoration of the same make and model



Don Muller
Club Archivist
archivist@vcc.org.nz



car but I was unaware of his advertisement. Unbeknown to me, a friend of mine had given him my contact details. I was able to help him with his restoration and we have been friends ever since.

Thank you to the following for donating items to the Archive; Alan Meredith for his large collection of the Australian Veteran Car Club magazine, *Brass Notes* and the British publication of *The Automobile* magazines that I have the index for, so if you require any information from these please call. Michael Voice donated 12 hard bound copies, including the index of the *Packard Cormorant* 1976-2000. This would be the best produced one-make car magazine I have seen.

I have recently completed copying 24 interesting 1930s 12 inch and rare 16 inch 33 1/3 rpm Ford Motor Company vinyl records to digital format. These range from 1934 to 1941 Ford V8 cars and trucks, sales, technical and promotion records

with music. There are also twelve, 12" 1950s Rootes Group vinyl records, all on technical subjects. If anyone is interested in these, although they are very large files, I can transmit them electronically. archivist@vcc.org.nz

I have mentioned before about the 500gb Touro hard drive, with its 260 files of rallies, photos, historic footage of motoring history. The hard drive was sent out from the VCC National Office in late 2014, followed by an index in early 2015. Indications from the August AGM were that only delegates from four branches were aware of it. I spoke to Barry Birchall from Auckland and he was suitably impressed with the content on the hard drive. Please inquire to your local branch secretary of its location, you will be pleasantly surprised.

If you are passing through Christchurch, you are very welcome to call at the Archive, but please call me first on 03 385 6850.

|BW

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SCOUTING AROUND WITH BSA

Words and pictures by Bob Hayton and David Nordell

A few years ago the late Snow van den Broek was scouting around for a suitable pre-war classic to complement his Model T. He was delighted to eventually come across and purchase a rather unusual, but pretty looking English sports car from the well-known but predominantly motorcycle manufacturing BSA Group (Birmingham Small Arms Ltd), a 1938 Series 5 BSA Scout.

Sadly Snow is no longer with us, but when his wife Judith wanted an unusual and scarce splined front hub repaired, she entrusted the job to David Nordell of Vintage and Veteran Restorations in Kihikihi. David is a well-known Riley and Bugatti aficionado and a new splined hub and half-shaft was well within his comfort zone. Being, unusually for the time, front wheel drive (fwd), this little car puts quite a load on the splined drive resulting in significant wear and hence scarcity of NOS components.

BSA were not the only manufacturer in the English market to go fwd in the pre-war period, think of Alvis and British built Citroëns, but for a small four-wheel light car with sporting pretensions it was rather special. There were, of course, many other manufacturers vying for a share of the sports car market at that time, including



at the top end Morgan, MG and Singer to the offerings from the likes of Morris. BSA set about trying to fill the middle ground with an attractive car utilising an existing water cooled four cylinder 1075cc 9hp side-valve engine which had powered so many of their successful three-wheelers. A rear mounted 10 gallon slab tank and spare wheel, as well as stylish cutaway doors, a two-tone paint job and sporting a set of wire wheels, gave the car an appealing low slung and rather rakish appearance.

Early attempts by BSA to capitalise on their successful three-wheel fwd light cars by adding a dead axle at the rear had been rather disappointing, so in 1935 a new range of light four-wheelers was announced, priced initially below the £150 benchmark. No doubt much of the three-wheel heritage was retained as well as the 9hp engine, but over time many of the previously awkward

three-wheeler necessities had been updated, such that by the time Snow and Judith's Series 5 car was produced in 1938, features like the handbrake and gear change positions had been rationalised to suit the wider bodywork. It was still about as snug as a Morris 8 Sports but with better legroom. An engine enlarged to 1204cc (10hp) gave improved performance. The bonnet is longer than some of its contemporaries to provide room for the front wheel drive arrangement, whilst the original single differential brake drum had been upgraded in this series to two outboard drum brakes on the front wheels complementing those at the rear wheels. Originally brakes were conventionally rod operated but by 1938 had been upgraded to Bendix cable controlled self-servo type, together with the change to more effective 12 volt electrics.



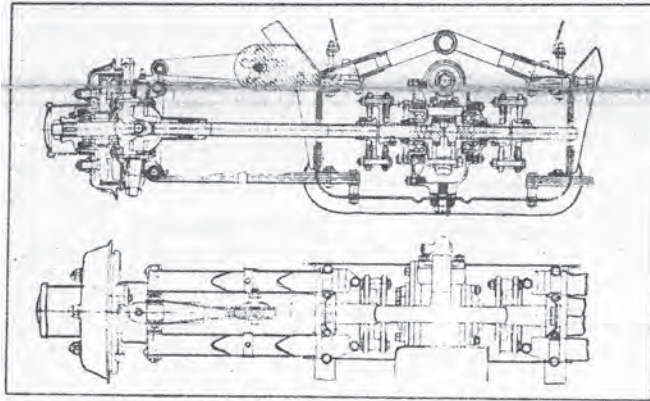
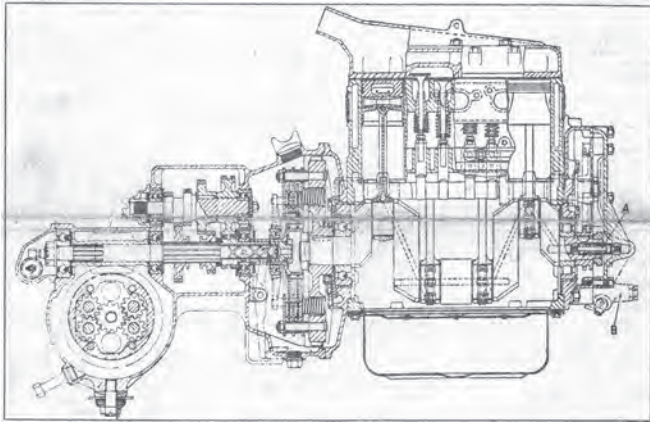
Early two-seat versions sold quite well, with four-seat and coupé body styles available in 1936 on a slightly longer wheelbase but still retaining the differing track front and rear. The following year saw peak production, with nearly 1000 examples shipped, with open versions being more popular than the coupés. A small number of Tickford type four-seat drop-head coupés built by Mulliners were also produced for Series 6 in 1939, anticipating 1940 Series 7 production which never went ahead due to wartime needs.

This particular car has been nicely restored in the past, with aluminium body panels over a wooden frame and retaining rear hinged suicide style doors. It is in a slightly non-standard open two-seater drop-head style with 'Tickford by Janes' plates appearing on the door sills.

Once the splined hub replacement had been completed, David suggested a drive out in the rolling Waikato countryside to see how the car would perform in the type of environment for which it was built. A lovely bright late autumn afternoon allowed us to enjoy top-down motoring and the throaty engine note as we pulled away. First impression was of some feedback through the steering wheel as we turned at slow speed while transitioning from the gravel driveway onto a tar-sealed road. As the suspension became influenced by the transition there was a flow-on effect due to the Hooke double fabric-universal couplings (as opposed to a universal cross used in modern vehicles) and split bearing housing locating the universal yoke journals. As you turn the wheel under power, the 4½" x 18" cross-ply tyres feed back a slight rhythmic movement to

the steering wheel. Whilst obvious, it is not untoward if you have an understanding of why it occurs. At normal road speeds this wheel movement is not noticeable and the steering is surprisingly light. Replacement of the Hooke joints and yoke type universals by true constant velocity (CV) joints would eliminate this response, as in the front wheel drive cars of today. First gear seems very low, more of a creeper really, giving you little choice but to put on some revs before making the big step-change into second. Hill starts definitely need a thoughtful approach, but once away the change to third is quite comfortably achieved. If ever a car cried out for four forward speeds, this one is it.

I guess one could say the car's looks belie its performance – adequate enough given only two passengers are possible and there is little space for luggage under the tonneau cover. This example seems to have a speedo ratio error, but by estimation 100kph (63mph) is reached without difficulty. However there is not too much left after that without adding some downhill assistance, although continuous 75-85kph cruising is effortless up hill and down dale through the charming Waikato countryside. Whether the Solex twin carbs on this particular car are retro-fitted or came new as a five guinea optional extra is open to question, but they perhaps suggest a bit of tuning may have been attempted in the past, resulting in enjoyably brisk acceleration. Despite having only two crankshaft bearings the engine is acceptably smooth and responsive enough once the revs are in the fun zone. A rather strange fascia mounted gear shift for the three-speed 'H' style



Elevation and plan of front suspension and transmission



New hub and universal assembly.



Original and replacement half shafts.

gearbox selector takes a bit of getting used to and access to the handbrake down to the right, under the dash and behind the steering wheel is a little awkward.

Three thousand Scouts in six series were produced from 1935 to 1939 making it one of the best selling cars of its type, but post-war production was never initiated because of the then British austerity and material shortages. A shame really, as with the planned improvements it may have given the likes of MG a good run in export markets.

While being put through its paces on Waikato country roads the Scout's ride was very stable. By 1938 cars drove rather smoothly and were also more comfortable to ride in anyway, but the handling of the BSA is additionally impressive being of front wheel drive configuration via trans axle. Cornering is precise without any noticeable racking or body roll. Suspension consists of ordinary semi-elliptical springs and beam axle at the rear, with four quarter-elliptic springs on each wheel at the front, giving a type of independent suspension. The car tracks true unless affected by any significant road surface irregularities and pulls up adequately well for its age without any noticeable dipping, even if not in the same league as a modern sports car. Finished in the original colour scheme of black paint with red upholstery and a varnished wooden dash, this is a very pretty little car with sporting attitude, well suited to New Zealand country road touring and giving a great sense of well-being to its lucky occupants. |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 Kevin Beesley and Peter Fry.

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MIKE GLENDAY'S 1926 GRAHAM BROTHERS TRUCK

Words and photographs Greg Price

“Get out of Dodge” – a reference to Dodge City, in Kansas, which was a busy cattle town in the late 19th century. Bought to life in the radio and television series *Gunsmoke* (1952-1975), starring James Arness as the city’s Marshal. Surviving villains were often told to “Get out of Dodge”. In this instance however, owner Mike Glenday was asked by Editor Kevin to “Get out THE Dodge” so I could pen another *Behind the Wheel* tale. (Well, he actually said “get out the Graham Bros truck”, but it didn’t fit with my Wild West link, so we’ll run with my version.) More importantly, Mike is still an active member of the local constabulary, here in

Christchurch, hence the significance of the link to James Arness (okay, so it’s a bit of a stretch – get over it.)

A quick review of Dodge on wikipedia comes up with the following information:

“Dodge is an American brand of automobile manufactured by FCA US LLC (formerly known as Chrysler Group LLC), based in Auburn Hills, Michigan. Dodge vehicles currently include the lower-priced badge variants of Chrysler-badged vehicles as well as performance cars, though for much of its existence Dodge was Chrysler’s mid-priced brand above Plymouth.”



Founded as the Dodge Brothers Company machine shop by brothers Horace Elgin Dodge and John Francis Dodge in the early 1900s, Dodge was originally a supplier of parts and assemblies for Detroit-based automakers and began building complete automobiles under the “Dodge Brothers” brand in 1914, predating the founding of Chrysler Corporation.” (See? There’s the Dodge reference.) “The factory was located in Hamtramck, Michigan, and was called the Dodge Main factory from 1910 until its closing in January 1980. The Dodge brothers both died in 1920, and the company was sold by their families to Dillon, Read & Co. in 1925 before being sold to Chrysler in 1928. Dodge vehicles mainly consisted of trucks and full-sized passenger cars through the 1970s, though it made memorable compact cars (such as the 1963–76 Dart) and midsize cars (such as the ‘B-Body’ Coronet and Charger from 1962–79).

The 1973 oil crisis and its subsequent impact on the American automobile industry led Chrysler to develop the K platform of compact to midsize cars for the 1981 model year. The K platform and its derivatives are credited with reviving Chrysler’s business in the 1980s. One such derivative became the Dodge Caravan.

The Dodge brand has withstood the multiple ownership changes at Chrysler from 1998 to 2009, including its short-lived merger with Daimler-Benz AG from 1998 to 2007, its subsequent sale to Cerberus

Capital Management, its 2009 bailout by the United States government, and its subsequent Chapter 11 bankruptcy and acquisition by Fiat.

In 2011, Dodge, Ram, and Dodge’s Viper were separated. Dodge said that the Dodge Viper would be an SRT product and Ram will be a manufacturer. In 2014, SRT was merged back into Dodge. Later that year, Chrysler Group was renamed FCA US LLC, corresponding with the merger of Fiat S.p.A. and Chrysler Group into the single corporate structure of Fiat Chrysler Automobiles.”

Right, so now that you know everything about the history of the firm we can tie it all together because back to the '20s Dodge continued making trucks, some under the banner of the Graham Brothers name and using Dodge main components. Mike’s truck is such an example so let’s look at its history.

As far as Mike has been able to determine, this Graham Brothers truck was reportedly sold new in Culverdeen (North Canterbury) to a local farmer. Rumour had it that a local Culverdeen garage was the agent for Graham Brothers’ vehicles, so it was a safe assumption that this was where the truck originated from. Some 27 years later, in 1953 the farmer sold the truck to a builder who lugged (or should that be logged?) timber around Christchurch for the next four years. He then sold it to a market gardener in Nelson, but just

SPECIFICATIONS:

Engine:	Four cylinder petrol
Transmission:	3-speed 'Crash' (non-synchromesh)
Differential:	5.1:1 ratio
Tyres:	6.00 x 20inch



Overlooking Blueskin Bay

five years later, the builder bought it back again, this time keeping it until the early 1990s. The next owner sold it in 2004 to Mike.

What Mike acquired was (to put it politely) a basket case. Mike already owned a 1929 Graham Paige 612 sedan and had hankered for another vehicle from the same manufacturer.

The truck had no rear deck, some rotten timber in the cab, and one door was missing – and it had a seized motor. Mike's original intention was to simply stash the truck away for a future restoration, but as is often the case with 'projects', it wasn't long before he decided to at least sandblast the chassis and paint it. To facilitate this, the truck was completely dismantled and again, as many an enthusiast has discovered, once you start attending to one thing, the project rapidly becomes a full restoration. And, with these types of restorations, one cannot just wander down to the local parts supplier and buy a new door, and aside from Horopito Motors in the central North Island, I seriously doubt if any other New Zealand wrecking yard would still have such a vehicle, let alone have had the required replacement door in good condition, so Mike opted to run with a C-cab configuration – which he'd always fancied. He was able to locate another radiator surround however.

The Dodge motor has a 4-cylinder 5-bearing crankshaft with a starter motor and separate generator and distributor. It got a new set of rings, and was reassembled. (Mike had previously poured some diesel into the cylinders and with the aid of a mallet and a hunk of wood had freed up the engine. Upon disassembly it was decided that a new set of rings would suffice). Graham Brothers used Dodge engines, running gear, radiator and surround, along

with some panels on their trucks. Dodge and Graham Brothers were connected until the mid-1920s and Graham Brothers went on to name their vehicles Graham Paige from 1928, once they had bought the Paige Corporation. Mike enlisted the skills of a professional panel-beater and a friend to assist with the project. The new deck has multiple coats of marine varnish with the framing painted in grey and the intention is to install a small wooden ridge around the edge of the deck to stop things sliding off. Future plans are for some sort of sides and maybe a canopy to facilitate overnight stays of VCC events – thus making it a vintage version of a modern motor home.

I'm sure it would have been a bit of fun back in the day to drive the truck into a service station (you know, the ones where someone actually came out to fill your tank) and say "Fill 'er up", and then watch while the poor attendant circles the truck while looking for the petrol tank – which happens to be under the seat.

Under the bonnet / hood is an up-draught carburettor, and an oil can for emergency oiling. On the other side of the engine, the air filter (which looks like a cheese grater) sits above the manifolds – this may have even been the earliest version of the 'cross-flow' head set-up? There is also a Mike-patented gadget for holding the power cables away from the moving parts. (see picture)

The interior is pretty basic really – just the seat is upholstered in plain vinyl, and heating is afforded by a vintage-type woollen car blanket pulled over the knees or as high up as the neck, depending on the outside temperatures. Air conditioning is dependent on how far you want to lean out of the cab. Which

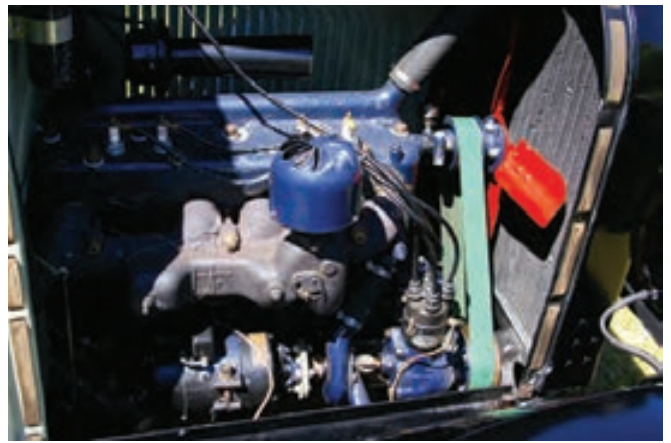
makes it pretty amazing when I learned that while Mike and Heather had trailered the truck down to Dunedin to participate in the Vero International Festival of Historic Motoring in January 2016, just one month after the restoration was finally completed, the truck was driven on all the medium and long-distance runs. Consequently Mike took some great photos of the truck high up on the hills above Waikouaiti on Ramrock Road, – which can be damn cold in the wind, even in summer.

I would have described the main colour as greyish, but it is purportedly green. Mike's other two vintage cars are blue and black, (the Graham Paige, and a 1924 Dodge tourer) and rather than have yet another blue vehicle, and even though much of the original truck was blue, Mike opted for a change of colour scheme, hence the green/grey hue. The inside back of the cab is presently a large uncluttered space ideal for all those rally plaques – and already plaques for the Canterbury Branch Commercial rallies of 2016, 2017 and 2018 are affixed thereto, as is a 2018 Rear Wheel Brake Rally plaque for 2018, AND the Graham Owners Club 26th International Meet held in Washington in 2013, which Mike and Heather attended, albeit without their truck. Air New Zealand wouldn't let them take it as cabin luggage. (But hey. What a great way to fire up the enthusiasm for the restoration.) Having said that however, it is evident by the number of rally plaques collected since the restoration was concluded, that this truck is definitely a go, as opposed to a show, vehicle. And in case you were wondering, the name Braemyle Cartage is derived from Mike's parent's farm in Waikari, in North Canterbury – it was the name of their farm. The truck is kept company in the huge workshop /garage with not only the other two cars, but a couple of classic motorcycles as well, namely a 1956 Triumph and a 1930 Ariel.

THE TEST DRIVE

Once again I was allowed to get behind the wheel of someone else's pride and joy, even though it had one of those horrible crash 3-speed gearboxes. Years ago when I owned a 1926 Austin 12/4, the seller gave me a fully reconditioned gearbox, with the instructions "Learn to change gears with the existing box, and when you've perfected the gear changes, put the reconditioned box in". Over the years I forgot the technique required, but Mike still consented to a brief drive down the road – but I made him do the rally-cross manoeuvre to get the truck off his front lawn.

Once down the road I climbed into the cab and familiarised myself with the controls. The instrument panel is centred in the middle of the dash. It has an 'Amperes' gauge (ammeter), and oil pressure gauge, and a speedometer/odometer. It is one of those tumbler speedos where the drum rotates. The petrol gauge is on the top of the tank under the front seat. The foot pedals required extra attention as the accelerator was in the middle between the brake and clutch – which is important to remember in case of panic stops. The ignition switch was a combined key/light type. The handbrake lever was ginormous and was located almost on the passenger's side. Mike suggested I just start off in second gear, and as first gear was very low, the truck would pull away quite comfortably in second anyway. Having made sure that the road was clear from Cheviot in the North to Ashburton to the South (well, almost.) I gingerly pulled out onto the road and started to accelerate. It was easy to understand how trucks became such an integral part of the transport system, especially the early ones



as they were pretty basic but got the job done. Interestingly the manufacturer's plate warns that the warranty is voided if one exceeds 25 miles per hour. Unfortunately during the test drive I accidentally voided the warranty when I got the truck's speed up to 35 mph. However I'm sure that Mike would have also voided the warranty several times over during his participation in the 2016 VCC rally, especially coming down off those central Otago hills with only rear brakes to aid stopping.

I did manage to change into third/top gear with only a mild graunch, and it was the same for changing down into second gear for the corners. For a while there I got quite excited when I happened to check the oil pressure gauge and noted it was reading 30psi, only to be reminded by Mike that it was actually only 3psi. (which would explain why the gauge reads from zero to four). Seemingly anything above zero is adequate for lubrication.

I can't remember the last time I drove a rear-wheel-only braked vehicle, but the truck slowed down sufficiently at the intersections with reasonable foot pressure. Steering on these old trucks is the patented 'Armstrong' brand and its effectiveness is totally dependent on the size of your forearms. (in other words, quite heavy.)

Having got it back to Mike's place safely with the majority of the gearbox's teeth intact it was time to bid adieu. On the drive home I reflected on what it is about commercial vehicles that attracts a not insignificant number of followers. If you are not already a commercial vehicle owner I suggest having a read of Steve Reid's book entitled *Vintage Trucks & Commercials Kiwi Collections* which contains write-ups and pictures of at least 45 other trucks and vans located in New Zealand. Having owned a 1980s Bedford ex-Ambulance for carting my racing motorcycles around in, I can understand the attraction of driving something a bit different, but whether or not I'd want to tackle such a restoration as Mike has done, I'm not so sure. However we need people like Mike et al to preserve our motoring history for as long as we can as there are forces at play that would like to see all old cars (and trucks) off the road. I wonder though how one would get on if the vehicle to be restored was an early vintage electric vehicle?

In the meantime, Keep on Truckin'. And the old adage "If you can't afford a Ford, dodge a Dodge" doesn't apply here. **|BW**



Greg Price



Cars were flagged off from Hickling Park by Taupo District Councillor John Boddy and headed south to Turangi.



One hundred and twenty cars and 400 participants took part in Whanganui's scatter run that involved VCC members, local car clubs and members of the public.

DAFFODIL RALLY SUCCESS

Our members have done it again ... raising \$75,000 from the Club's National Day for the Cancer Society. In its third year, the Daffodil Rally for Cancer is now a firm fixture on the Vintage Car Club's annual calendar. This event is rising in popularity every year and is generating increased awareness of the Vintage Car Club, while raising money for a very worthwhile cause.

When the first event was held in 2017, it was thought just a few thousand dollars would be raised for the Cancer Society. However the first year blew expectations out of the water and in the last three years we have raised an incredible \$175,000. All of this money goes back to the local Cancer Societies in each of our Branch regions.

This year 29 Branches took part in the Club's 'National Day' which saw hundreds of vehicles and thousands of people take part on Sunday 26 August. Each Daffodil Rally for Cancer event is locally driven which means every branch did something different, something unique that suited their region.

While the event in its most basic form could be a simple run, many branches did more and saw the rewards both in participation and fundraising. Some held car displays which were interesting for club members and the general public, as well as having the opportunity to sell food, beverages, raffles, and auctions. Others held runs such as scavenger hunts, scatter runs or scenic drives, many finishing at local Branch clubrooms for sausage sizzles or afternoon tea, which promoted our branch facilities to the general public and other special interest motoring groups.

Long term partnerships have been formed which can only benefit everyone

involved. Many Councils provided venues for free, local service groups manned barbeques or helped with parking and many other special interest groups showed their support. This event isn't just for cars as evidenced by one Branch who had a Bren gun carrier from WWII come along.

Many branches reported a bigger turn out of general public this year and signed up new members on the day. The Daffodil Rally for Cancer is not only raising money for a wonderful charity, but also raising public awareness of the VCC.

Put next year's date in your diary now, Sunday 23 August 2020.

|BW



A sunny day saw the Hawke's Bay Branch club rooms bursting with people who enjoyed the hospitality as well as a run.



Manawatu had a successful event which saw them gain some new members for the Club.



A perfect day resulted in 350 vehicles attending the Canterbury event. Cars ranged in age from a veteran Model T Ford, right through to a brand-new Aston Martin.



Otago and South Otago Branches worked together and both had their runs meeting at the Waihola Domain where there was an amazing selection of vehicles to look at.



Nelson's event was a local motoring enthusiast's mecca! A wonderful display of vehicles from pre WWI through to the late '80s took part with about 1000 people.



Hundreds of cars, bikes, boats, stationery engines, vintage farm machinery, wood workers, miniature railway and models, live music and food all contributed to a very successful event for the Marlborough branch.



Entrants in South Canterbury got to visit Longbeach station - a large farm complex beside the Canterbury Bight with a long history in sheep farming, dating back to the later 19th century.



Whanganui's scatter run.



Central Hawke's Bay had almost a couple of hundred people for its car display and run out to the historic Chapelwick Homestead.



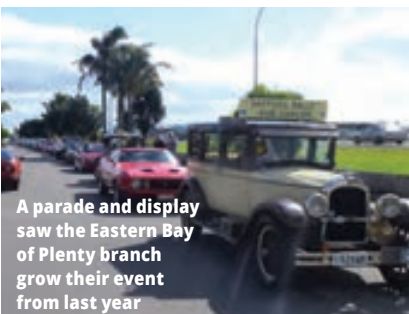
Starting at Smale's Farm in Takapuna, 117 vehicles took part in the combined Wellsford/Warkwarth and Waitemata tour.



The Ashburton Show & Shine was a great success. The perfect weather bought out a good number of vehicles, 125 in total.



Despite the wind and cold, many people came out to see the public display as part of the Waikato event.



A parade and display saw the Eastern Bay of Plenty branch grow their event from last year



Cars came from all around Gore and surrounding areas to travel along back roads to Lumsden and further on to Winton.



The West Coast branch was thrilled with the public support for the Rally.

RALLY SNIPPETS

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



▲ Leon Salt's Model A crests the ridge with Riley and Talbot in trail.

THE R'OILCAN 2019

Waitemata Branch Words Kevin Beesley

Mile on mile of gravel road, a lengthy section on forestry access ways, and a jaunt over a farm track through a swamp, all within two hours drive from Auckland via the main road. Yes, there is still great motoring to be had nearby, notwithstanding the inexorable spread of the queen city.

The 2019 R'Oilcan, Waitemata Branch's premiere annual touring event held, as tradition demands, in the depths of winter was organised by Stan and Gilly Smith. In pitch darkness around 6.30 am on a Saturday morning 31 vehicles assembled at the North Shore Aero Club, Dairy Flat. It was a line-up in keeping with R'Oilcan standards: Rileys 15/6, 12/4 and 9, Sunbeams 20/60, 20 and 16.9, M Type Lea Francis, Triumphs 14/60 and TR4, MGs Midget, J2 and C Type, Buckler Mk6, Talbots 70 and 90, DI Delage, Hotchkiss AM80, Austin A7 EA Sports, Bugatti 35A, C type Jaguar, Mazda MX5s, Daimler SP250, a Borgward and three Model A Fords, representing a 100% increase in the usual attendance of this worthy make.

Leaving their steeds in the gloom, 66 intrepid drivers, navigators and passengers proceeded into the club rooms to enjoy a slap-up breakfast.

Gilly gave the pre-run briefing. "No hoods" she announced, in a tone that brooked no dissent. And no dissent there would be, because the R'Oilcan is for open cars only. Whatever the weather. No tin tops, no hoods, no exceptions. "And remember, it's not a race," she continued. Well, not exactly. The pace of the R'Oilcan is always brisk, as befits the quality of the vehicles it caters for, and making way for faster cars is a time-honoured event courtesy. Finishing high up in the bunch has no bearing on your risk of winning. The winner is chosen by the organisers, often well before the event itself, based on mysterious and infinitely variable considerations such as who may have recently upset who, or who hasn't won yet.

An orange tinge to the eastern horizon hinted at the imminent sunrise as the cars departed the Aero Club. A short burst up the Hibiscus Coast then soon onto the metal, past Puhoi and Kaipara Flats, then through a pleasant forestry section with narrow but excellent road surface. Early morning atmospheric conditions resulted in some exciting flash frosting of windscreens en route. Windscreen wipers waved valiantly outside, navigators wiped vigorously on the inside and drivers craned their necks above and around opaque glass

to locate the road ahead. Strike from the rising sun added further interest.

Then it was inland heading north, skirting Mangawhai to strike the coast at Langs Beach, the sudden waft of sea-laden air fresh and invigorating. Through Waipu, inland up to Maungakaremea and lunch, whether we needed it or not, at the local recreation centre.

Passing through Maungatapere after lunch, heading for Hikurangi we were directed offroad onto a farm and an interesting traverse along the crests of stop banks through the Hikurangi Swamp, then through Hikurangi itself and a circuit south-eastward to our destination, a motel complex near the Whangarei Town Basin. 185 miles of predominantly back country roads, no untoward incidents and everyone made it, which, it must be said, is unusual for a R'Oilcan.

A scrub up and dress for dinner, then into the bar where the tales grew taller in proportion to the intake of the Publican's fine products. After dinner, the prize giving. And the 2019 winners? Steve and Megan Cranch in 15/6 Riley Special. Lucky them.



▲ Waitemata: R'Oil Can Rally 2019.



▲ Waitemata: Sarah Bradley navigates her Triumph TR4A through the countryside.



▲ Waitemata: David Adams and Marcus Ling in the Sunbeam.



▲ Waitemata: R'Oil Can Rally 2019.



▲ Waitemata: Mike Stuart and Pat Bren in the mighty EA Sports Austin 7.

WAIKATO SHED RAID

4 August 2019

Words and photos Bryce Strong

We wouldn't normally feature a branch shed raid in *Beaded Wheels* but Bryce Strong was so taken with these destinations we thought it worthy of a wider audience.

What a dismal Sunday. Cold, intermittent showers – and surprise, surprise – over 22 cars from Bay of Plenty Branch met at the Mobil Service Station on SH 1, Tirau Road. Because of the weather there was a good mixture of vintage and modern cars. Jim and Kaaren Smylie braved the elements in their Model A.

Our first stop was C & R Developments in Hautapu in Cambridge – a section of which is the Ross Brothers Muscle Car Museum. Here we joined up with the Waikato Branch who had organised the run. Look it up on their Facebook page. What a deceptive, fantastic place to visit. Initially it looks like a great collection of mainly USA muscle cars, but then you pass through a portal (which is a very large bulldozer bucket) into another huge shed with a vast amount of earthmoving and

construction equipment. The centrepiece is undoubtedly a ginormous Komatsu D575A-2 bulldozer. Used in Australia, then bought to New Zealand to work in the Reefton Coal Mine to rip and push coal around. When the coal business collapsed, the machines were offered for sale but attracted little interest because of the cost of moving them – they are moved in three pieces, the rippers alone would be one load, the huge blade another, and then the machine itself. Lucky for us C & R Developments bought and moved this one here for our viewing pleasure. Judging by the number of people trying out the driver's seat, this machine was indeed a great attraction (Ron Elton complained that driver's visibility was poor – I think it doesn't matter, as everything would get out of your way or get pushed). Much other equipment and machinery was on display here, but personally I would love to smuggle a nicely restored International pick-up truck home. There were also some fully restored International logging trucks and dump trucks.

In the adjoining shed the muscle cars were in beautiful condition, with an eclectic variety of cars, including an

American police pursuit car guaranteed to hit 137 miles an hour. There were lots of Fords including a few Mustangs and a 1975 Falcon XB GT coupe, and many GM products such as Camaros, a Holden Torana SL/R 5000, a Walkinshaw Group A Commodore, Monaro 350 coupe, a Corvette, and other brands including an Aston Martin DBS V8. There were many motorcycles, petrol pumps, a unique Camaro Z28-based pool table, and a great American style milk bar café. It would be very hard to list a favourite, but I loved the Falcon XY GTH. I highly recommend you make an effort to see these collections.

We then drove-through the APL/Fosters building site alongside the Cambridge expressway. A huge building 500 metres long by 142 metres wide, clear span with one row of support beams down the middle. A \$50 million construction site, with a further \$50 million of machinery to be installed, this is a very big project. Glass products will be manufactured here, with 75 new jobs being created in Cambridge.

After a drive across Hamilton towards Raglan, we visited Ken Haines' workshops where we had lunch. He has many tractors and several Hudson cars, a circa



1919 Albion truck, a Rugby car and other vehicles.

From there we went towards Horotiu and visited Mark Potteron's shed and viewed his restorations in progress. We saw a 1923 Courier 4 seater tourer (I had never seen one before), a couple of Buicks (one a very smart fastback two door art deco model), a Chrysler saloon under repair, and an Overland. He also had a large model aviation collection, including both rotary and fixed wing models.

Back to Hamiton to view Waikato Engine Restorers, who have a wide range of engine repair equipment. A huge truck head with four valves per cylinder impressed me. I think Don Wade was ready to roll up his sleeves and start work there.

And finally we went to Murray and Anne Ashby's home to view his Model A collection, both finished vehicles and the many being repaired (or awaiting repair).

Murray said that he has owned over 40 Model As, so I suppose he can be regarded as a Model A fanatic. There was also a great opportunity to meet many of the Waikato Branch members over afternoon tea.

Despite the earlier wet weather the run home was in bright sun – a great end to a very interesting run.

THE BALCAIRN 2019

**Banks Peninsula Branch
Words Michael Williams
photos John McDonald**

July is always a tense time for the doughty organisers of Balcairn, the Banks Peninsula Branch annual trial of skill and daring. Sticky, muddy and slippery surfaces are needed, so the amount of rain that falls upon the Flemings farm at Balcairn is crucial for a competitive event. With three days to go, the farm was a parched wilderness, but

the heavens opened the day before the big day, and the organisers spent a suitably devious time in steady rain, setting up the six courses.

Came the dawn however, and even steadier rain overnight had transformed the parched desert into a tropical rainforest, and continuing rain in the morning meant that many of those who had entered elected to stay home by the fire, leaving a much smaller field than usual to battle for that coveted trophy, The Old Boot. There were the usual group of optimistic entrants, with Avon Hyde determined as always to defend the trophy, and Dave Palmer with his rebuilt Hillman Special, looking quietly confident. It did have a pre war Hillman instrument cluster and a Minx motor, but the rest of it was, as Dave said, made up from bits he found at work. Pothunter Peter Thwaites was feeling very positive, because his Morris Special, known as the E Type

Cockroach, had finally qualified to be in the long wheelbase class, (over 90 inches). Last year only one side was, but this year with the use of washers, wheel angles and low animal cunning, it had stretched, so he could challenge the Dawber boys in their Pontiac Special for dominance in the big boys category.

Balcain is a traditional event in that we usually do the same six courses, but after some constructive criticism from last year, we had two new ones, just to keep everyone focused. However we always start with Flemings Flanders, which generally sets the tone for the day. Dave Palmer in the Hillman scored 20, a significant achievement given the conditions, and the gauntlet had been thrown down, with Damon Rose, Austin 7, and Avon Hyde, Austin Special, looking suitably peeved.

The hardest thing about events two and three was getting there. The overnight rain had turned the track up the hill to thick mud, and some of the 4WD support vehicles couldn't manage it, including a spectator in his V8 Jeep Cherokee. Sympathy was in short supply. Most of the competitors could make it up the track, but long tow ropes were still needed for some. These were two

new events, and the tension was palpable as Rhys Jones in his Austin Big 7 chugged off first into the unknown. The unknown was in fact a clay lined dam which had been fairly dry when we set up the course the previous day, but was now fairly wet and sticky. This was a technical course, more about navigation and care than lots of revs, so inevitably the more revs brigade had low scores because they hit markers. Avon Hyde got 20 of course, mostly by going very slowly, as did Brad Govan in the A7 Hawke. A very popular course which will become a fixture.

Event three, Scotlands Joy, had also changed overnight from a slightly boggy course to driving through a flowing stream. The first few cars did very well indeed as they crossed it numerous times, but as the ruts became deeper, the mud got thicker, the scores got lower and the crowd got noisier. The high point for many, considering that it was raining steadily, was when Kevin Tucker, in an A7, all the way from Greymouth, and thus used to driving rain, got stuck in a particularly deep rut. The experienced SWB Land Rover driver attached the tow rope and began to pull the A7 out. There was movement but it was vertical, as both

vehicles sank even deeper. Another land Rover was attached, LWB this time and it too sank into the primeval ooze. The jeers from the crowd at this stage were of World Cup intensity. Finally a Range Rover, on firm ground, was attached to the procession via a very long rope, and the combined might in excess of 7,700cc managed to extricate a measly 750cc from the mire. Mercifully it was lunchtime, so we all slithered down the hill for a much needed rest.

But the organisers had no rest, because event four, Fendalton Road, was partially under water. The markers, which are about 90cm high, started on the edge of a damp pond, carried on through and up a steep exit and into a swampy bit. However, overnight the markers in the pond had become submerged, and although tempting to observe a massed lemming-like drowning of Austin 7s, the sporting organisers found a new slippery starting point. The swampy bit was much deeper, so all was not lost and the steep climb at the end meant that no one got 20, so it was worth the inclusion.

Event five, Jeffs Shelf has been used for 26 years, so the ruts are deeper than the lines on Winston Peters' face, and were filled with so much water that once again,



the sympathetic organisers took pity on the Austin 7s, and found a new route which was still challenging, and not about revs, but navigation. It culminates in a very steep climb up a slippery bank which yet again, Avon Hyde mastered, but he had zigged instead of zagged en route to the summit, and scored 7. The Hillman Special got to 19, so scores were very close going into the final event.

Newell's Nemesis, like all the other courses was very muddy and slippery. Usually, the hardened professionals get an easy 20, but this year in spite of generous allowances being made for the conditions, 15 was the top score. As with all the events starting order is vital, and is of course what makes Balcairn so wonderfully unfair. If you start in the first three or four, you are mostly guaranteed to get a good score. Start in the last three or four and of course the opposite applies. It's a great leveler for all concerned.

So as the competitors slithered back to their trailers the organisers huddled muddily to work out the results. The Spirit of the Day award went to Allan Giles from the West Coast. Although he finished mid field in his very tidy Austin 7 Special, he was easily the best dressed competitor. Clad in an immaculate white shirt, bow tie and top hat, with matching braces, he cut an impressive figure, at least initially, until

the crisp white shirt took on a muddy hue. Peter Thwaites did indeed achieve his life long dream of winning the LWB class after three years of trying. However, the overall winner was Dave Palmer, in his Hillman Special. A first time winner at Balcairn, he scored 109 points, followed by Damon Rose, A7 with 102, and Avon Hyde with 96. So the Old Boot goes to Nelson until next year.

**THE MAD IRISHWOMAN'S RALLY
16/17 MARCH 2019**

Words Trevor Appleby

To be closer to my family and grandchildren I moved to a Waikato farm from the South Island in June 2018.

I had previously bought a 1928 Ford Model A to enter Irishman Rally and completed two of these events which I have thoroughly enjoyed. The North Island has nothing that matches this Canterbury rally. The more I looked into organising this style of rally here in the Waikato and getting my son-in-law (Nathan) involved, plus a friend (Colin Dray), the more it looked possible. Nathan like myself is a hunter and knows the area, plus many farm owners, so we cased all the farms around the area, and came up with two days of suitable tracks. I ran this as an independent event.

One venue was via Rangitoto Station to the Abandoned Farm which is looked after by Forest and Bird. They were receptive

to what I wanted to do, I had to lock in 16 March, so we were the only ones to have access on the day. From the tarseal to the top of the range is 33 km, up through bush to the woolshed and house and open country, on to the airstrip, and then to the trig at the top which is at 1000 m above sea level. Terrific views. All we needed was a good day. The last 2 km were steep and loose metal on three sharp corners which could be too much for pre 1931 vehicles.

I couldn't use the Irishman name, so called it The Mad Irishwomans Rally, (Sunday 17 was St Patrick's Day). I spent much time planning the two day's routes which I felt were good. The end result was six cars, coming from Auckland, Waikato, and myself. A mixture of cars, De Soto 8 cyl, Dodge Six, Austin, Standard, Oakland and a Model A and people got together at my place on Friday afternoon. Game on!

DAY ONE

An 8.30 am start next morning at the Wharepapa South School grounds, three back up vehicles with fuel, water, lunches, and ropes. I gave out instructions and we were away. Due to a breakdown at the Rangitoto Stn turn off, a horse float got mixed in the bunch and two cars got off on the wrong road. We got them pointed in the right direction and carried on. There were

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Stunning countryside took us all off the beaten track.



▲ Entrants in the inaugural Mad Irishwoman.



▲ Day 2 - Lunch stop at the woolshed.

six gates to go through, so Nathan was marking all the gates that we had to shut in the back up vehicle.

We arrived at the Woolshed for lunch, then carried on up the Zig Zag to the Airstrip. A beautiful day with great views as we headed back to the main track and on up to the trig.

Allan in the DeSoto was the first to tackle the steep bit to the top. Clutch slipping, loss of oil pressure, many revs and shingle from the rear wheels he made the top. The rest of us cheated and went up on the 4x4 vehicles.

After photos we retraced our steps back to the woolshed, and took a different road back home to the Wharepapa South School for our debrief.

DAY TWO - SUNDAY 17 MARCH

We met at the school at 8.30am. Pieter Ebeling's Standard drove in and then refused to start, no fuel, fuel pump had packed up. Pieter and his wife jumped in the Austin of friend, Peter and we were away. No instructions today, follow Nathan in the lead vehicle 4x4, this worked well and nobody got lost.

Followed on and through another farm. Bush covering both sides of the road, nice. Away again up and over the hill and down on to another farm and up to a hut for morning cuppa. No way of getting hot water and Peter Alderdice to the rescue. In the box in the back of Betsy he fished out a brand new Thermette, great stuff. We soon had our boiling water.

Up to a viewing point and back to the main road, to then tackle a track which is a public road, but is closed. This road was cut out by prisoners through rock. A few creek crossings, through more gates and back to the main road to Wharepapa South School. A challenging drive and great scenery. A debrief and people headed back home.

Everybody seemed to enjoy the two days and will be back next year. I already have more tracks to explore. I would like some enthusiastic people to join me. There is definitely a place for this type of rally in the North Island and two days of fun motoring. Thanks to the six cars that attended and the people involved. |BW

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LET THERE BE LIGHT

WIRING AND ELECTRICAL ISSUES

Words and Photos Stuart Francis

Good wiring should discretely blend into the background of the vehicle however we have all seen wiring that doesn't.

The psychedelic spaghetti that seems to have been strewn around the engine bay or frame by a partially sighted colour blind chimp. The excess cable bulging behind a cover, cables so tight you could play a tune on them or, horror of horrors, household wiring cable. To add to the eyesore; modern coloured crimp connectors, badly made splints and splices, tap splices (Scotchlock) and my pet hate, chocolate block connectors. The final indignity is these abstract wiring looms are usually held together by multi-coloured vinyl tape (invariably starting to unwind), masking tape, sellotape and in one instance butchers string.

It doesn't take that much effort or skill to tidy up a wiring loom so that it blends in and is more reliable; the following are some practical pointers that might help. Included are some thoughts on how to improve the performance and reliability of a wiring loom and electrical systems.

Most vehicle wiring looms were built down to a price (copper costs money) and were adequate for their original intended use. Each joint, connection or switch contact is a small resistor that consumes power and drops the voltage, even the cables themselves have a slight resistance. The effects of aging

and abuse (like fitting oversize headlamp bulbs) have eroded what margins there ever were. A good test of a machine's electrics is to turn the headlamps on full beam without the engine running and check the voltage across the battery and then check the voltage across the bulb contacts. Even on a good system there will be slight difference, usually some millivolts. However if the voltage difference is nearer a volt or more there is a significant problem. It is then worth checking the voltage drop from each side of the battery. Always give the battery terminals and connectors a good clean.

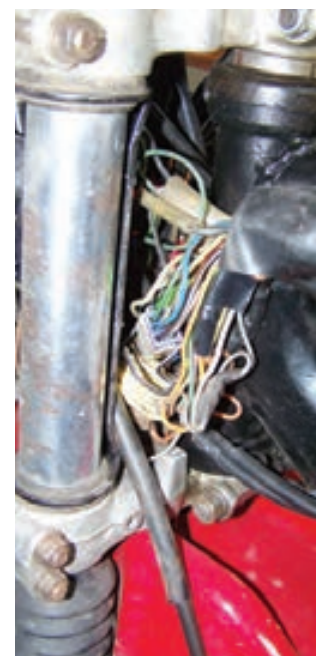
The most common cause of voltage drops in older machines is earthing issues. To save on cabling costs manufacturers used the chassis or frame as the earth conductor. This worked well when everything was new and shiny, however years of rusting, road grime, corrosion, and painting gradually take their toll. Riveted or bolted up chassis and frames are particularly vulnerable to this type of slow degradation. The main problems are with the high current drains. You can go through the tedious process of cleaning all the earth connections but there is a better way. Run dedicated earth cables from the battery to the headlamp, taillight and



▲ Neat unobtrusive wiring.



▲ Not perfect but tidy.



▲ Too much wiring in too small a space

dynamo (or alternator/rectifier earth), especially on a 6v system. You may be surprised by the improvement.

Another way of improving a headlamp is to use the existing supply to switch a relay connecting the bulb directly to the main battery supply, eliminating a number of switch contacts and connections (common practice on modern vehicles). Always give the bulb contacts, metal body and housing a good buff up with Scotchbrite and WD40. Substituting modern LED bulbs that take far less current is a good way to go.

A more subtle effect of poor earthing is starter motor issues. Several hundred amps flow through the earth when the starter is engaged, more than enough to find any weaknesses. If your starter seems sluggish connect a heavy duty jump lead from the battery earth to the starter earth and see if it makes a difference. Run a dedicated cable if it solves the problem. Wire braid earthing straps beloved of 50/60s British cars can cause problems, gradual fatigue fractures of the strands (probably due to decaying engine mounts), which finally overloads and burns out the remaining strands when starting. When the earthing strap burns out the current then flows through any wiring and metal connections between the engine and chassis, incinerating most things in its path (my Morris Minor's choke cable glowing bright red was the first indication I had a problem!) Replace the wire braid earthing strap if it is showing any signs of fatigue and give the chassis connection a good clean up every couple of years.

If a cable is being added or replaced, or a wiring loom is being made, the first consideration is the size of cable required. High current loads, like headlamps, need a larger cable than say sidelights, also 6v systems require heavier cables than 12v systems for the same load. Cables are defined by the size and number of copper strands that make up the cores and the number of cores in the cable, however most automotive suppliers helpfully also state the maximum current rating.

Modern PVC wiring is very durable, its only real limitation is the insulation can melt at higher temperatures. PVC sheathing is a great way of bundling the cables up in a neat enclosure and protecting them. Small holes cut in the sheath allow cables to emerge close to their connections, easily sealed with heat shrink sleeves. Early machines used cloth covered rubber insulated cables which are difficult to source but cloth covered modern PVC cables can look the part, with the cable ends disguised with heat shrink or rubber sleeves.

Every cable has a minimum bend radius below which the core or insulation will be damaged. It is always worthwhile making bends as easy as possible. Most automotive cables are so small it is not really a problem, however it can be an issue for starter motor, ignition (HT) and cloth covered cables. The size of starter motor cables means they should be routed with easy bends and should allow for the engine moving on its mounts (good quality starter cables use a large number of fine strands for flexibility). The smallest crack on a HT cable can allow the spark to short to earth and let moisture

TOOLS OF THE TRADE



Crimp pliers - inadequate DIY pliers on the left and professional pliers on the right.



Not to be used for stripping wires.



Decent sized soldering iron.

CONNECTING FOR CONDUCTION



Crimp connector

with plastic removed and disguised with heat sleeving.



Disguised crimp connectors

L to R, outer plastic removed with rubber sleeve, outer plastic removed and heat shrink and heat shrink over a crimp.



Bullet connectors

and Lucar bullet & sleeves.



Soldered

Lucar bullet connector

in, modern carbon string conductors can fracture if bent too tightly. Replica cloth covered cables are modern PVC cables with a cloth sleeve glued or doped on the outside, this process makes them stiffer and more difficult to bend into tight spaces.

It takes skill to strip the insulation off a cable, and individual cores, without damaging them. To remove the cable outer sheath, lightly score it with a sharp blade being careful not to cut all the way through, lightly score at right angles where the cut ends and cut all the way through at the very start of the score. The cable sheath should then, with a bit of force, peel apart like a banana all along the score, the peeled sheath can then be trimmed leaving the cores intact. The best way to strip a core is to use a heated stripper that melts the insulation and doesn't mark the conductors. The next best is to use sized (or adjustable size) strippers, set so they only just cut through the insulation. The sized strippers on DIY crimping pliers are surprisingly good and trial runs should be undertaken with adjustable strippers to ensure they are set correctly. The worst way is to use a knife which will almost certainly nick or cut the outer layer of strands. Using a knife or incorrectly set stripper will damage or remove the outer strands of the conductor reducing its current capacity and making it more liable to damage.

Raychem invented heat-shrink sleeves in 1962 and they have been a wireman's best friend ever since. Available in all kinds of sizes, colours and types, their uses are innumerable, from sleeving a single connection to holding a bundle of cables together or tidying up cable ends. There are different grades of heat shrink sleeves from flexible to the rigid, most of our applications can be tackled

using the more flexible types found in automotive suppliers.

Rubber sleeves were widely used on older wiring looms and are still available, the proper sleeves (like Hellermanns) are a very tight fit on the joint and require a special three legged pair of pliers to stretch the sleeve over the joint.

Crimp connectors are widely available in a variety of types and sizes, simple to make, and properly made are very reliable. However their colours and shape do look out of place on older vehicles. The bubble packed crimps at automotive stores are invariably low quality items, source them from a proper automotive electrical supplier. The only way to make a proper crimp connection is to use a set of crimp pliers incorporating two sets of dies for each size. The smaller die compresses the conductor sleeve and the larger die compresses the plastic/metal sleeve around the cable insulation. DIY crimping pliers are wholly inadequate as they only apply a crimp to a small section of the conductor sleeve. Crimps work best if the conductor sleeve is full of conductor, if the core size is at the small end of a connectors range try doubling over the core to take up the space. If they will be seen, try disguising them with black heat shrink sleeves. Another approach is to cut the coloured insulation off and use them as non-insulated crimps with heat shrink and/or a rubber sleeve covering the crimp.

Lucas bullet and sleeve (Lucar) connectors were widely used on post war British vehicles. Properly maintained they are good connectors that look right. However years of exposure to road grime and corrosion does cause problems. If the connector comes apart cleanly, then a quick clean with

... my Morris Minor's choke cable glowing bright red was the first indication I had a problem ...



▲ Female spade connectors



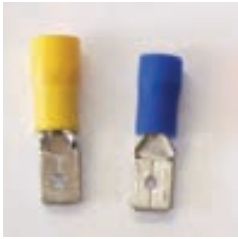
▲ Hellerman pliers



▲ Larger crimp - ideal for battery connection



▲ Scotch lock

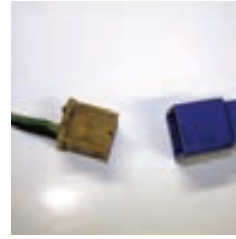


Male spade connectors.



Male and female pins

released from connectors with flattened welding wire or watchmakers screwdriver.



Male & female connectors



The anti-christ

chocolate block connectors!

Scotchbrite and WD40 usually works, (a miniature bottle brush is great for cleaning sleeves). There will always be one connector that won't come apart or breaks the core. Try sliding the metal sleeve out of the insulation or in "extremis" cut open the insulation, the metal sleeve usually has a slot that can be sprung with a screwdriver to release the bullet connector.

The quality and cost of new Lucar bullets and sleeves are very variable, the best sources are the major suppliers in the UK. Some Indian sleeves are very poor with no spring in the metal sleeve. The bullets come in crimped and soldered versions, the crimped bullets require a special hexagonal crimping tool that squeezes part of the connector. The sleeves come singularly or as multi sleeve blocks, watch out for double sleeves that are connected electrically. Make sure the bullets are pushed all the way home, special pliers are available for this.

Crimped bullets and sleeves come in a variety of sizes and the Japanese use a smaller sized bullet and sleeve. It is not unknown to find sleeves adjusted to accommodate the wrong sized bullet. Similarly there is a variety of male and female spade connector sizes.

Cable ties are a great way of holding the cables together whilst assembling or repairing a wiring loom. Leave them fairly loose until the final cable is definitely in place. Discreetly placed cable ties are a good way of tying the wiring loom to the chassis or frame, coloured cable ties can blend in with the surroundings. Also learn how to undo a cable tie by releasing the little internal ratchet with a watchmaker's screwdriver. Duct tape is a good way of securing loose wires to body panels before they are hidden by door cards or other trimmings.

I always feel uneasy when I spot a chocolate block connector on a vehicle as they are invariably trouble. Although acceptable in benign domestic applications with no vibration and single thick conductors, the screw point contact can cause problems with multi-core conductors in a dirty vibrating environment. Open to the elements they are prone to corrosion. The screw contact can gradually separate the cores or indent them,

gradually loosening the grip and in extreme cases cause arcing. (No doubt somebody will write in claiming they have used them successfully for the last 100 years. Good luck to them but I would not touch them with a barge pole!)

Do not confuse chocolate block connector with proper electrical terminal strips. Terminal strip screws push down on a foot or bar that clamps the whole conductor in place. Some terminal strips are designed to be used with finger like pin crimps on the core ends.

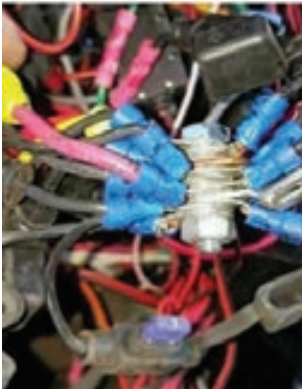
Male and female connectors in a connection block are locked in place by a sprag that engages in a recess in the block. The connectors can be released, for cleaning or repair, by pushing the sprag back and pulling on the connector's wire. There is usually a groove or channel down which a watchmaker screwdriver blade or shaped wire (a piece of hammered welding filler rod) can be pushed to release the sprag. Initially it can be a fiddly process but once mastered becomes second nature. The beauty of good connection block is with a bit of



▲ Always use a grommet when running wires through a panel or mudguard



▲ Motorcycle battery with Japanese standard male and female bullet connectors



▲ Bolt Bar



▲ Modern crimp connectors do stand out, fortunately hidden behind a side panel.

silicon spray they are very well sealed, considerably reducing the possibility of corrosion. They also take up far less space than individual connections and significantly reduce the risk of incorrect connection.

If you go online there are techniques for splicing and splinting cores that look good when done on a workbench. However it is a very different matter when your head is stuck in an engine bay or a motorcycle headlamp shell, you seem to need three hands and the dexterity of a lace maker. Nowadays I cut a metal sleeve out of inline crimp, shorten it to half its length, insert the two or three cores into the sleeve and crimp using the “uninsulated” dies, then cover with at least two layers of heat shrink.

Books have been written about how to solder a joint, so the following is just a couple of practical pointers that might help. Cleanliness is essential, always lightly rub the copper conductors with a piece of fine wet & dry until bright. Clean them with brake cleaner if there is any doubt about contamination. I still use flux paste, it is more effective than the flux in the solder. Always tin the individual cores before bringing them together, preferably with some kind of sleeve

holding them together. The main reasons for solder joints failing is lack of heat (I use a small gas torch or large soldering iron) or the cores moved just as the solder solidifies, both of which produce “dry joints” (with a dry, dull, grainy appearance) that will eventually fail.

There are a number of physical hazards to wiring. Keep cables well away from exhaust system, fans, fan belts, battery acid and tyres. Use a grommet or heavy duty sleeving when passing wires through a hole. I recently found a starter cable that had been sawn half way through by a fibreglass body panel. An HT lead melting onto a motorcycle cooling fin once stranded me in the middle of a UK motorway. A collapsing rusty seat base cutting a cable once left me without lights.

Metal tags and wiring clips holding wiring to the chassis or frame are a good idea but they need sleeves to prevent fretting. Be wary of any wiring under the carpets or floor mats. Route cables well away from where they could be stood on and put them in a strong PVC sheath. Sidecar wiring seems particularly vulnerable to damage, perhaps because it is so exposed. So take extra care, always put it in PVC sheathing, make sure there is a good earth and a good inline connector so the sidecar can be removed without disturbing the rest of the wiring.

Contrary to popular belief the primary purpose of a fuse is to protect the supply from overloads. A secondary benefit is that a correctly chosen fuse can reduce damage to wiring and components if there is a problem. Modern blade type fuses and holders are good but look out of place on older machines unless they can be hidden away. Some manufacturers used the traditional glass tube fuses. Just be wary as these come in a variety of subtly different lengths, diameters and electrical properties (slow blow, fast blow, anti-surge...). A friend had an intermittent electrical problem that seemed



▲ Motorcycle dip switch mechanism



▲ Motorcycle dip switch and horn



▲ Miller motorcycle dip switch



▲ Rotary switches



▲ Dissembled rotary switch

to be vibration related, eventually traced to a fuse that was slightly too short, just making intermittent contact. Bosch for years used end contact (torpedo) fuses. A squirt of WD40 and rotating the fuse a couple of times, can clean up the contacts.

Dodgy switches are a perennial issue, poor action and poor electrical contacts both lead to problems. Unfortunately a lot of more modern switches are sealed and unless you can find a way of getting a squirt of WD40 into the mechanism it is best to look for replacements. However older switches are simpler and may be amenable to repair. Probably the simplest switch is the motor-cycle dip switch, a spring loaded over-centre arm that contacts two brass pillars. A rusty spring and tarnished contacts can make them unreliable, a quick clean of the contacts with fine wet and dry followed by a quick squirt of WD40 can transform them. Slightly more complicated is the multi position switch where a roller or plunger makes contact between adjacent brass pillars. Carefully taking them apart, remembering the sprung loaded roller or plunger before it shoots across the workshop. The pillars and roller can be cleaned up with fine wet and dry followed by a quick squirt of WD40 and reassembled.

Lucas and others introduced a form of wafer switch in the late 1950s, usually with the wafer crimped to the main body of the switch. It is sometime possible to tease the crimped edge away and release the wafer, at which point all the little springs and contacts fly out. Nowadays I disassemble them inside a clear plastic bag to catch all the bits. Give the copper tracks a good clean with brake cleaner and fine wet and dry. Then look for cracks and areas where it may have worn through, these can be repaired with solder but it is a delicate exercise, too much heat and the tracks can start lifting away. Burnt or lifted

tracks are usually beyond repair. Reassembly and re-crimping can be a delicate juggling act that requires patience.

The next generation of classic vehicles will present some new challenges. Wiring has improved no end but the sheer number of ancillary circuits, for modern creature comforts and far more model specific components will cause some headaches. Potentially the most challenging issue is mutual interference with digital engine management units (EMU). Digital circuits are very susceptible to interference and although the manufacturers go to great lengths to defend against it, age can erode these defences. There are four main ways interference can creep in: screening, bonding, signal lines and power supplies. EMUs are well protected inside metal boxes but some of the connectors have metal shrouds (that provide screening) that should be kept free of corrosion. EMU cases, and electrical screens on sensitive cables (usually a braided wire covering), are usually bonded to the chassis. Signal lines to EMUs are well protected by input filters but can act like aerials, be wary of re-routing these cables closer to the ignition system. Batteries are great at absorbing interference on the power lines but some remains, however the power lines to EMUs can pick-up interference from poor connections and earthing. Mutual interference is notoriously difficult to diagnose and detect without specialist equipment, but good electrical housekeeping will eliminate most sources.

I cannot claim this is a definitive list of possible problems and solutions, just many years' experience of working on vehicle wiring. Do you have any other problems and solutions you would add to the list?

|BW

Unfortunately a lot of more modern switches are sealed and unless you can find a way getting a squirt of WD40 into the mechanism it is best to look for replacements. However older switches are simpler and may be amenable to repair ...

TO SOLDER OR NOT TO SOLDER

I soldered virtually every joint up until 1978 when I found a UK Ministry of Defence report that challenged this approach. I was working on new warships that had hundreds of miles of cables and tens of thousands of joints and connections. As the ships went to sea for the first time wiring defects would emerge, most of which were down to poor workmanship or poorly routed cables. However there were persistent failures that could not be explained and

continued to emerge in-service. A study revealed a group of failures where the copper core had separated from the soldered connector, usually with what looked like a miniature floret of copper strands.

At the time all cable ends were tinned with solder before being crimped or soldered to the connector, with a rubber sleeve covering the joint. Analysis of the broken joints revealed metal fatigue failure of the

copper strands where they met the solder. The results were replicated on a testbed where vibration was revealed as the key factor. Under vibration the copper strands were work-hardening where they met the solder and eventually failing.

The study looked at ways of reducing failures; heated insulation strippers that left no fatigue inducing marks and stiffer heat shrink sleeves improved the situation. However

the biggest improvement was achieved by not tinning the conductors on crimped joints.

The study struck a chord, my motorcycles certainly vibrated, I had seen joints fail at the solder junction and I had also occasionally seen the miniature floret of copper strands. Since then I have used crimped joints where possible. However if a joint has to be soldered, I use at least two layers of heat shrink sleeves to protect the joint.



RALLY UPDATE

Words Greg Terrill



▲ 2011 NZVCC National Veteran Rally

I am privileged to present this report as the Festival Director for the Festival of Motoring in New Plymouth 2021. Tony Haycock and I have swapped roles within the committee, so Tony is now the Management Committee representative.

So who am I?

I joined the VCC in Taranaki in the early 1970s. My dad and I had half shares in an Army Indian motorcycle.

Some years later Gaynor (my wife) and I moved our family to Hamilton and cars were added to the fleet. We became involved in the Waikato Branch with me joining the committee there and thus began a long association with the Branch, where I served as Branch Chairman and have organised and helped with many Double Fifty rallies and Easter rallies.

I have had considerable involvement at national level and was appointed Rally Director for Royal and Sun-Alliance Rally 2000. I spent a number of years on the National Management Committee, and also spent time on the Technical Committee as chairman. I was National President of the VCC for three years.

All of these tasks I have enjoyed and couldn't have done them without the support and levelling influence of Gaynor which allows me to indulge in this passion.

Our current vehicles include a 1906 Cadillac, 1930 Chrysler 77 roadster, 1966 Mustang, 1971 Mini nearing completion, Formula V Racing car re-construction and a future project 1902 US Long Distance car.

I look forward to the challenge of the Vero International Festival of Motoring. The change in format, shortened duration and relaxed motoring will I'm sure be a winner.

The checking of some of the Festival Routes has begun, although recently we were hampered with some very inclement weather while checking a route. The format of all vehicles going to one place each day is obviously new for us, however I think this will prove to be really great as we will all be together as a group.

So how will this work.

On Monday, Wednesday, Thursday and Friday there will be a set of instructions that will take you to the lunch stop (destination) and another set which will bring you back to Festival HQ in New Plymouth. In both the morning and afternoon runs there are route options available which will best suit the performance of your vehicle.

For each of the festival routes you will be given an expected time that you need to be at the lunch stop and a recommended time that you need to leave by after lunch. The instructions will point out places of interest that you may wish to stop at on the way to your destination. You will not receive a specific start time in the mornings as a consideration of alleviating any possible traffic congestion. If you want to be on the road at 7.30 am and visit somewhere in particular you can. Overall there will be plenty of time to see the sights and scenery of Taranaki.

One such place that is highly recommended for a detour is to take a trip up Mount Taranaki. There are several options available, Dawson Falls which is reached via Kaponga (South Taranaki), Stratford side (Central Taranaki) or North Egmont. Each of these routes is readily accessible by all except for really underpowered vehicles.

It might be a good idea to Google "Taranaki Attractions" and start sifting through the myriad of attractions which may be of interest to you while visiting Taranaki.

MOTORHOMES

We have received some requests about accommodating self contained motorhomes. The committee is investigating the possibilities and we will let you know the outcome as soon as we are able.

TRAILER STORAGE

For those who will be trailering vehicles to the festival, we are please to announce we have available storage for trailers and tow vehicles if necessary at Egmont Village which is about 10 minutes south of New Plymouth. The storage area is off the road and out of sight of anyone passing. The area is uncovered and secure, however you will leave vehicles there at your risk.

There is no area available at the Festival HQ for storage so this is a pretty good option. |BW

For further information please contact our festival Secretary Mark Masters: festivalsecretary@vcc.org.nz



17 - 22 January 2021 ● Taranaki ● Festival Director Greg Terrill

Amazing collection of

Classic Cars

National outcry auction
Saturday 2 November 2019 at 12pm

Turners Christchurch is running a Classic Cars live online auction at 1 Detroit Place, Christchurch.



We are now calling for entries. If you have a classic car or motorcycle and would like to enter it into the auction, please contact Carl Williams on 021 672 327.

Entries close 25 October 2019.

This will be a live outcry auction held at Turners Christchurch at 1 Detroit Place or you can bid online from the comfort of your home using Turners Live (details to setup your account at turners.co.nz/turners-live).

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or call Carl Williams on 021 672 327.

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AGM REPORT 2019

Words John Coomber

The National AGM was hosted this year by West Coast Branch in Greymouth. Delegates enjoyed a very enjoyable weekend on the Coast as well as an interesting and positive meeting looking towards our future. Once again we were privileged to have our founder member Andrew Anderson present and his very good introduction set the tone of our discussions and gave the delegates a few things to think about looking to the future. At 90 years, Andrew has not lost any of his fire or enthusiasm for our club, and it is always a treat to hear him speak. He challenged the complacency which has crept into our ranks and reminded us that the club was formed by the equivalent of today's "boy racers," and implored us to make our events and organisation attractive to the young vehicle enthusiasts who are often frowned upon by many of our older members instead of being supported and encouraged to participate in our events. A presentation by Gaynor Terrill on the future direction of our club pointed out that 66% of our members are over 67 years of age and 34% are under that age. Our aim has to be to reverse those figures in the next five years otherwise our membership could shrink by a third over the next decade. Forget about what we used to do decades ago, and start thinking in a positive and forward thinking fashion, encompassing the views of our children and grandchildren, and support and encourage those members and potential members who suggest new ideas or ways of doing things.

Our Registrar Rod Brayshaw gave an interesting presentation on the global view of the old car movement from the perspective of FIVA. Rod is an elected member of the FIVA technical committee and attends international meetings in Europe twice a year. He highlighted the following comments from Patrick Rollet, the President of FIVA.

Patrick Rollet called on clubs to embrace technology to reach a new and younger audience. "Many clubs ostracise youngsters, both



▲ 2019-2020 Management Committee: L-R Back row: Rod Brayshaw, Julie Cairns, Michael Lavendar, Kevin Clarkson, Ed Boyd, Alon Mayhew, Don Muller. Front Row: Tony Barlett, Diane Quarrie, Tony Haycock, Kaaren Smylie, George Kear.



▲ Club Founder Andrew Anderson addresses the AGM.



▲ Arriving at the AGM in style.

2019 JOHN L GODDARD AWARD



▲ Murray Thoms and Joy Nowley, pictured at Aitamuri In Murray's words - "they just told us the Desert Road was closed and it was jolly cold!"

The recipient this year was Murray Thoms who received this award for his memorable motoring journey in his well-used 1917 Dodge Bros M30 roadster.

On 3 November 2019 Murray and his partner Joy Nowley departed Tauranga in the roadster without backup support or accompanying mechanic.


They motored down the less travelled roads including the Forgotten Highway through rural Taranaki arriving at the Cook Strait ferry terminal several days later. After the ferry crossing they proceeded down SH1 to Christchurch and then to Ashburton. They joined the Prince Henry Tour

and motored through Oxford and the Lewis Pass finishing at Reefton. The next leg of the journey took them to Richmond to participate in the National Veteran Rally and on completion of that, and looking for more challenges, they motored over Takaka Hill to Golden Bay. This was followed by a trip down the West Coast.

The only major trouble they struck was at Franz Josef when some rivets fell out of the crankshaft fan pulley, but Murray fixed that with a "few

vehicles and members,” he said. “We must change our habits: create a ‘young’ section in the club, run by a younger person, to design simple, dynamic and fun outings.” Ensure there are several under-40s on the main committee. Clubs around the world are arguably in the last throes of a golden age, seeing a sad decline in new members because of the lack of younger people. Young petrol heads still exist, but all they need to organise a gathering are a few Face book messages: no road book, rally plates or fuss. Likewise, they use their informal network to find a mechanic or surf the web for parts, so why join a club? Too many clubs ignore these profound technological and sociological changes, mismanaging their efforts to attract young people, to welcome them and satisfy their desire for informal, fuss-free events

Other issues of note from the AGM were a proposal to change the logo and branding of our club to better reflect our activities today, and George Kear has been elected to the management committee.



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nuts and bolts”. Continuing southwards, they ended up at Riverton and Invercargill where a few visits to museums allowed Murray to briefly relax from driving duties as Joy is unable to take on that challenge.

The next stage was through the Catlins back to Ashburton to participate in the private tour organised by David Oakley through the rugged hinterland which included the Nevis, Maniatoto, Waikouaiti and back to Ashburton.

After that gruelling escapade they headed back to the North Island but used the more challenging roads of Taranaki and Waikato, arriving back in Tauranga after a month on the road on New Year’s Eve 2018.

They travelled 4886 miles, put a bottle of water in the radiator once a week and used no oil. Quite an achievement for a 101 year old car and two Octogenarians, encapsulating all that the VCCN stands for.

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CHEVY 283 ENGINE PARTS: 8 Hyper-Eutectic pistons +.040", 8 Original pistons +.030", 4 reconditioned heads, original distributor, oil pump, water pump, pushrods, rocker arms, timing gear and chain. Four original valve covers with raised Chevrolet script, sump etc. Ph Noel White 03 448 6368 or 022 323 3498 **MEM CENTRAL OTAGO.**

DOUGLAS VESPA SCOOTER. Mid 1950s, good body, lots of mechanical parts for restoration. No reg or plate. 125cc engine. Ph Gavin 03 308 2297.

MEM ASHBURTON

PENRITE ENGINE COOLANT

A colourless hybrid-organic non glycol based corrosion inhibitor designed specifically for use in Veteran, Edwardian, Vintage and Classic Car cooling systems. M S Coombes Ltd, 344 St Asaph Street, Christchurch 8011, Ph 03 366 7463, email: info@mscoombes.co.nz

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

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EXTRA LONG TRAILER FOR SALE. Ideal for big loads. Length 3.4m x 1.8m wide. Ph Tom 06 875 8055, 027 232 3225.

MEM HAWKE'S BAY

HUPMOBILE MOTOR 1923 AND PARTS 8x generators - Delco, Remy, Bosch, Lucas. 3x Lucas starter motors, 1 vintage long shaft. 1x Aere magneto 1914. 2x 8 inch headlights. 1x brass honeycomb radiator core. Ph Ivan Hibberd 03 323 8769 ivanehibberd@gmail.com

PAIRS OF LUCAS and cool old school driving lights to suit 60s and 70s classic cars, Smiths gauges and 100mm rev counter. Site 371 at McLeans Island swap meet. Ph 021 0261 5712 **MEM SOUTH CANTERBURY**

SET OF *MOTORSPORT* from April 1963 to August 1996 boxed by year. Missing issues Apr 63, Apr 65, Sep 72 and Jan 96. \$160 ono. Located at Wanaka. Ph Alex 027 565 6696, alrothy2@gmail.com.

MEM CENTRAL OTAGO

TAIL LIGHT MG OR RILEY 4/68 4/72. One complete new RH light and one used RH base, both with new lenses. Offers over \$350 for the pair. Contact Alan 04 232 6862

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

VALVES exhaust quality stainless for vintage engines. Available in blank form or machined to size required. George Calder, 307 Hoon Hay Rd, Christchurch. Phone 03 338 5372 or email gandkcalder@gmail.com



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

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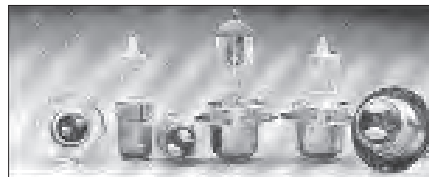
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Phone Grant 341 5100 or 027 223 9474
granttvin@gmail.com

VINTAGE AND VETERAN CAR MARKETING.

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



VINTAGE & CLASSIC QUARTZ halogen bulbs.

Replace your existing bulbs without rewiring the headlamp assemblies. Up to 100% brighter than your existing Tungsten bulbs. Will fit most reflectors fitted to Pre & Post war cars and motorbikes. Also available in single filament 55 watt P22 & BA 15 bases for use in spotlamps and mechanical dip reflectors. Most bases and configurations available in 6v & 12v. Further info: Norm & Jan Sisson, sole NZ Agent. Phone 03 389 0643 Model Boat Supplies, 38 Ottawa Road, Christchurch 6. Email modelboatsupplies@snap.net.nz

VINTAGE ENGINE SHORT BLOCKS

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

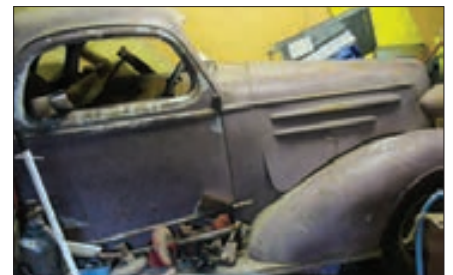
PENRITE OILS We carry a large range from vintage to modern engines. Gearbox, diff, SU dashpot and water pump grease. M S Coombes Ltd, 344 St Asaph Street, Christchurch 8011, Ph 03 366 7463, email: info@mscoombes.co.nz

TWO FOUR SPEED FORD GEARBOXES c/w power takeoff units attached. Period dated around 1941-1948. Need to be picked up if purchased. Open to offers. Ph Jim 027 248 2620. **MEM EBOP**

WAIRARAPA VCC PARTS SHED has extensive spares range including cylinder heads for Singer 9, 1930s Pontiac, Bedford J, Ford 10, V8 21&24 stud, Model T, Hillman, Morris, Chrysler, Holden. Crossply tyres 32 x 4.5, 475 x 21, 475 x 20, 650 x 16, 820 x 15. Ph Frank 06 379 7167. **MEM WAIRARAPA.**



1929 DA DODGE Runs well. Good condition, always garaged, restored in 1995. 12 volt, Reg and WOF. \$20,000 ono. Ph Lloyd 027 282 0200, lloydmurcott@gmail.com **MEM WAIKATO**



1936 CHEV COUPE needs restoration, heaps of parts including spare engine, also some new parts. I don't have time to restore. Had the car 20 yrs. Open to offers. Ph 03 342 9540. **MEM CANTERBURY**



CHRYSLER F58 TOURER, sound and tidy. Recent major motor work, runs well. Trailer and ramps could go with it. \$27,000 inclusive. Ph Wayne, 06 368 5611.

MEM HOROWHENUA



HEADLIGHTS, PAIR OF LUCAS MBL147 Chrome. Estate sale, these look to be original unused Headlights in excellent condition. eBay price over \$1000. \$500 for the pair. Ph Graeme 09 524 9255, gandm.crawley@xtra.co.nz **MEM AUCKLAND**



1994 MERCEDES BENZ S500. V8 immaculate condition. New tyres, battery. Luxury model with 67,000 kms. Collectors item. Reg & WOF. \$12,500 ono. Ph 07 308 2498, 027 271 0094. **MEM EBOP**



1937 DODGE D5 (not Plymouth bodied D6). Restored 2002 by previous owner. Travelled extensively around the North Island. 12v alternator and late-model starter, radial tyres, many spares, WOF and reg. \$18,000 Ph Leigh 027 285 1000, leighthal1977@gmail.com **MEM AKLD**



1947 PLYMOUTH CLUB COUPE only known RHD in NZ. 21,000 miles since 2003 ground-up restoration. Factory radio, clock, heater controls. Converted to 12 Volt. See at McLeans Island Swap Meet if not sold prior. \$55,500. Ph Lindsay 03 437 0809, 021 230 1062, plymouthnut@xtra.co.nz **MEM 5TH CANTERBURY**



1934 CHEVROLET MASTER DE LUXE Flatback 4 door sidemount spare. Located Great Barrier Island. 54,374 miles believed genuine, everything there. Reg on hold last run 2013. Partly dismantled 85% rustproofed & primed for painting. \$22,500 ono. Ph 09 429 0163, artielaven@gmail.com



1965 HOLDEN PREMIER X2. Owned by present owner for 26 years. Excellent mechanical order. Sprayed at assembly with Goldseal so no visible rust. Personalised number plate included in the price. \$21,000 ono. Phone Hamilton 07 847 5632



1955 ROVER 90 Body off restoration completed in 2002, still in beautiful condition through out. Green leather interior. Many awards over the years inc: Fowler cup (best restoration) Best Rover, Best P4, Peoples Choice. Many spares available if required. \$16,800 ono. Ph 03 4876 870, bshalford@xtra.co.nz or



1940 PARKARD 110 DROPHEAD COUPE. An original car. Looks like it has been restored at some stage. Out of Jack Griffiths Collection in Victoria. Exc condition. Orig right hand drive, column change. Engine No F7991. Five brand new tyres, hood & cover, new clutch. Offers over \$85,000. Ph Andy 06 843 31992, 027 627 6803 **MEM HAWKES BAY**



1952 JOWETT Has had a lot of work done on it, reconditioned motor, gearbox, starter motor and wheel bearings. Runs very well, brakes might need a bit of attention. Was selling for \$8,000 but as rego on hold until end of September and needs a WOF, Price slashed to \$6,000 ono. Personalized plates "JAVLEN" cantychap@gmail.com



1928 MODEL A 4 DOOR PHAETON. Do not believe it has been restored. Engine reconditioned 26000mls ago and new diff in 2017, Driven regularly. Has carrier box and period petrol can. Current WOF and Rego. Side curtains. \$30,000 ono. Ph 03 489 2326 or 027 266 11166



JAGUAR MK 2 240. Automatic and fitted with power steering. Fully restored 1999. Low mileage since restoration. Imported to NZ by previous owner. Immaculate condition. Black vinyl upholstery. Current WOF and Reg. Ph 06 348 4914. \$19,000 ono. **MEM WANGANUI**



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



VETERAN PARTS, Vauxhall 30/98 Rudge wire wheels and rear hubs 80mm long splines. Pair Bentley divers helmet tail lights, early klaxon hand driven horn, large American klaxon electric horn, Bosch electric horn, Smiths/Stewart/Jones speedos, Dependence square and Lucas oil tail lights, much more. Ph 07 348 4227. **MEM ROTORUA**



MAZDA GTR COUPE, 1989 2l twin cam, 16v, 289k, power steer, 4 wheel disc brakes electric sun roof, new brake pads, cam belt and battery. Very tidy condition for a 30 year old car eligible for VCC. Reg and wof when sold. \$4,250 ono, p.washbourne@hotmail.com or 027 358 3820 and 03 325 4140.



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. \$13,000. Ph Brent 027 208 3155, brentaclarkson@gmail.com

MEM CANTERBURY



MODEL A FORD REBUILT SHOCK ABSORBERS, as original. With exchange \$210 each, or \$240 outright. Arms and all connecting parts available. Postal delivery extra. 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**



1989 MAZDA EUNOS ROADSTER. Registration on hold, no WOF. Average condition. \$2,500 ono. For further details and more photos contact Bernie 09 426 4713. **MEM NORTH SHORE**



1960 MGA COUPE 1600. Regrettably after 10 years time has come to part company with my much loved MGA hardtop coupe. We are no longer compatible due to my decreasing flexibility. Great touring car in excellent condition. Often admired. \$36,000. Ph Kevin 03 365 1938, 027 365 1938

MEMBER CANTERBURY



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



1938 BSA TICKFORD DROP HEAD COUPE. Front wheel drive. Twin carbs. Ground up restoration. Very rare. Just had major work to front wheel drive so drives very well. New WOF and reg Only 14 made with this body. Many spares. \$27, 000.00. Contact Graham Pate 07 888 0009, gandmpate@gmail.com. **MEM WAIKATO**



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



2001 PORSCHE BOXSTER 2.7 LITRE TIPTRONIC. 82500km Great specification including factory tonneau cover. Current owner since 2006. Full specialist service history. \$22,000. Ph 027 2964590 **MEM FAR NORTH**



JAGUAR MK 7 GRILLE \$200. Citroën grille surround. Hole cut in the lower RH side and there are dings to repair. (1920 ish) \$50. ono. For more details email: northshorevcc@gmail.com

NORTH SHORE BRANCH



1937 LANCHESTER ROADRIDER. 6 cyl, preselect 4 speed. Has had extensive restoration, not yet registered. offers For further information contact Bruce 06 328 8522, b.dyer@xtra.co.nz



1954 DAIMLER CONQUEST. 2½ litre six cylinder. Good runner and reliable, with spares. In regular use. \$4,500. New Zealand new to a Doctor on the West Coast. At that time a good reason was needed to be able to import. Ph Peter 03 313 6501, peter-c@triumph.gen.nz **MEM CANTERBURY**



1928 MODEL A FORD new reg & wof, new battery, new wiring harness, flat head Ted brakes, float a motor, 2 new rear tyres, luggage rack and trunk and spare motor with shell mains. This car has been a driver so has scratches. Tidy, goes okay. \$14,500 ono. Ph or txt 022 435 6500. **MEM GISBORNE**



PAIR OF PERSONALISED PLATES to suit Morris 8, excellent condition, offers. Ph Stan 03 577 5509, consultech@xtra.co.nz **MEM MARLBOROUGH**



1979 TRIUMPH TR7 FHC 2 LITRE 5 SPEED Tidy sound condition, current ownership since early '90s. Ph 03 541 9391 for details asking \$7,500.

MEM NELSON



1920/21 SUNBEAM 16/40 OHV 3 LITRE Light Sports tourer. Older ground-up restoration. Low mileage. Rare model, only 7 left in the world. Good performance. With spares. \$35,000. Ph Bill Janes 07 578 7583, sunbeam@kinect.co.nz **MEM BOP**



1929 GRAHAM PAIGE. Great motoring vehicle. Very original. Well cared for. Rushmore Motors. 027 2245 045 any time. POA.



MORRIS 8 SERIES E 1939 Registration on hold Black Plates. Original Condition. \$1900 ONO. Ph 027 434 5636. **MEM ASHBURTON**



2003 HARLEY-DAVIDSON DYNA WIDEGLIDE, 100 year anniversary model, 1450v, 5 speed, carburetted, USA new, excellent original condition, WOF and reg, \$15,000 ono. I will consider trading it for a classic vehicle or motorcycle. Ph Michael 022 469 9129, usaclassic96@gmail.com **MEM WAIRARAPA**



RUNNING BOARD FENCE 1360 X 30 Good order, also Model T coil. Offers to 07 868 2416.

MEM WAIKATO



RED KOTE FUEL TANK LINER. Email enquiries to peter.alderdice@me.com. **MEM AUCKLAND**



1977 MGB GT, current wof & reg. Four speed gearbox with overdrive. Restored over three year period 2004-2007. Good condition, runs well. Ph 03 217 8278, 022 324 9957. **MEM SOUTHLAND**



1960 AUSTIN A40 FARINA (MK1) 948cc engine. Reg & wof. Mileage 77,120mls. Original interior (good condition). Comes with spares and manual. \$6,500. Ph 06 278 7335 (Hawera).



1948 FORD V8 COUPE. Performs well. Overall a good vehicle. Rushmore Motors. 027 2245 045 any time. POA.



1921 MODEL TT. 6 door tourer. An ideal vehicle for a winery tour business. Fitted with a 'true fire' ignition, plus a water pump, and it never misses a beat. POA. Rushmore Motors. 027 2245 045 any time.



1926 ALVIS TE 12/50 NARROW BODIED TOURER Imported from Australia, new body in NZ built to Cross & Ellis blueprints. Full restoration 2007 inc Auster screen, good hood. Rallied from North Cape to Bluff, wof and reg. Ph Walter or Alison 07 308 7928, wamcfarland@farmside.co.nz



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



1953 MG TD MARK II (TDC) Tidy car with correct chassis/engine numbers. Present owner since 1976. Imported to NZ 1970 following extensive UK rebuild. Mileage 23,000 now 45,000. Always garaged - not used in wet conditions: fully serviced: Rego and WOF. Price \$40,000. Ph Dennis 07 348 8448 evenings only. **MEM ROTORUA**



FORD 10- PLATES ON HOLD. Good body, minor rust. Four new Excelsior tyres. New front exhaust pipe and elec fuel pump. Front window regulator fixed. Spares: gearbox, motor, front axle. \$1,500 ono, located in Oamaru. Ph Ian Bradshaw, 021 0266 4592.



1929 DA DODGE 6, 10,560 miles, since 10 year ground up restoration, completed in 1989, from one basic & two donor cars. Twin side mounts, new door window glass, all new brass door hardware & hub caps, grey velour upholstery and trim. Asking \$49,500, Ph 09 828 7850, 027 2446928, MightyMite@xtra.co.nz for more photos. **MEM AKLD**



1925 BULLNOSE MORRIS. 2 seater. Reg. on hold. Requires two tyres. Comes with a complete spare engine and parts. \$24,000. Rushmore Motors. Ph 027 2245 045 any time.



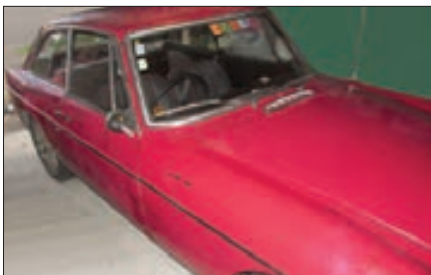
1953 HUMBER SUPER SNIPE 6cyl OHC Reconditioned brakes all round. Reconditioned radiator. Never been fully restored. Current registration and WOF. \$6500 ono. Ph Tony 0274 780 704 **MEM STH CANTERBURY**



1935 FORD 10C in totally original condition Was driven into shed 5 years ago Has original number plates. Only missing wiper arms Asking price \$5,000 ono Located Palmerston North contact randd.rohde@gmail.com



1910 ALLDAYS AND ONIONS. Reduced to \$49,995. Complete with transporter trailer. Great motoring car. Rushmore Motors. 027 2245 045 any time.



1967 MGB GT SPORT. All original, classic chrome bumpers, wire wheels. Export overdrive. 72,658 miles. Twin carbs, 1798 cc. High compression engine. Leather seats. Original handbook, spare wire wheel, jack and tools. One owner. Garaged but not driven or started for 22 years. Surface rust on body panels. Needs renovation work. Ph Keith 027 437 1757 **MEM WELLINGTON**



1925 BUICK. 6 CYLINDER TOURER. Example only pictured. Original and unrestored. \$22,000. Rushmore Motors. 027 2245 045 any time. POA.

WANTED

1930 MODEL A r/h rear fender for sedan or tudor. Ph 027 616 1349.

ANY PARTS FOR A GYS OR CAIRNS MOCYCLIP-ON bicycle motor wanted. Ph Doug Watkins 03 383 1817 or 027 727 4466 or 03 383 1817, watkinsonfam@gmail.com **MEM CANTERBURY**

CLASSIC HARLEY-DAVIDSON LXH/XLCH sportster. Prefer complete, original, good condition 1957-1969 pre AMF model. Are there any out there. Ph Bob 021 146 0578. **MEM NELSON**

FORD MODEL B CARBURETTOR WANTED in good condition. Ph David 07 543 3684, 027 451 0700 **MEM BAY OF PLENTY**

MG TF 1500 XPEG engine or short block wanted. Ph Ian Clements 027 228 5695. **MEM CANTERBURY**

ONE PAIR OF WARNER LENZ Depress headlight glasses (pat. 1912) - diameter 8 7/8 inch - (22.5cms). I have a pair of 8½ diameter glasses of the above type to swap or sell. Please contact Neil 03 434 9470 or neil.nonie@xtra.co.nz **MEM NORTH OTAGO**

RIGHT HAND FRONT DOOR for a Triumph 2500 TC. Must be in good order and rust free. Ph 027 209 7426 **MEM CANTERBURY**

SERIES 5 HILLMAN MINX WANTED. See *Beaded Wheels* 358 page 38 June/July. Must have good body and interior (1600 or 1725 motor). Ph 027 437 6318. **MEM NORTHLAND**

VAUXHALL, 20/60, 20" wheels wanted, to suit 1929 model. Would prefer them to be in good order. Ph Peter White 027 611 9835, peter@chatsford.co.nz

V8 HEAD IN GOOD CONDITION. 21 stud with water pump in the head for the drivers side. Prefer alloy but would consider steel. Ph 0274 733 137 **MEM SOUTH CANTERBURY**

VEHICLES WANTED. Pre 1940s motorcycles; Triumph Renown; veteran Buick; 1929 Model A Fordor sedan; 1952 to '59 Chev pickup; Model A Closed Cab pickup RHD; 1934 International; Willys Whippet roadster; Wolseley 16/10; Chandler; Rushmore Motors. Ph 027 2245 045 any time.

WANTED FOR A 1936 CHEVROLET COUPE: cylinder head part no: 601988, number forged on the head 837981. Oil Pan / Sump - Part Number 837835. Contact -kaumatua@outlook.com **MEM ASHBURTON**

WANTED SUZUKI STINGER T125 CC exhaust pipes and/or chromium stinger tips. Petrol tank etc, parts. Phone Mark 027 357 0481, toycollector10@gmail.com **MEM CANTERBURY**

FORD THAMES 300E VAN (100E VAN) WANTED. Prefer 1957 to 1961 version. Must have a good body and solid floor. Condition of running gear not important. Will travel to pick up. Contact Dennis, ph 021 267 6732 or dennis@binks.co.nz

WORKSHOP MANUAL FOR 1974 TRIUMPH 2500 TC Manual O/D, also (unless included) a detailed wiring diagram clearly showing all O/D gearbox switch/solenoid connections and code colours, contact Stan 03 577 5509, Consultech@xtra.co.nz **MEM MARLBOROUGH**

PACKARD CLIPPER 6 STARTER RING GEAR. 140 teeth. ½" x 14.2" outside diameter. New old stock would be good. Contact barryhoff@xtra.co.nz or 027 443 5479 **MEM TAUPŌ.**



RESTORABLE CAB WANTED. 1964 Leyland 12CIR. Please phone Gordon 027 208 9116. **MEM NELSON**



1968 WOLSELEY 1300 I am after a 12 inch wheel trim ring to make up a full set, same as the ones in the picture. Contact Matt on discoveryv8.mc@gmail.com. **MEM GORE**



ROTAX FT34 switch and starter button panel for late vintage Riley. Complete or parts. Oval NZ vehicle id plate as issued by AA for motorists travelling overseas. Race programmes 1950 & 1953 Wigram, Ohakea 1951, Mairehau 1952. Ph Peter Croft 03 384 9534, bovett.croft@gmail.com **MEM BANKS PENINSULA**



TWO LUCAS P87 PULL-PUSH SWITCHES wanted as in photo. They have a long shaft to go through a thick dashboard (engraved wording on bezels is immaterial) and have knurled chromed screw-on knobs. Please contact Monty 02 -022 61295 **MEM CANTERBURY**



REAR WINDOW BLIND HARDWARE As fitted to Austin 7s and many pre-war UK cars. I need pulleys, tube over driver's door. Ph 06 836 6444, clivedmonds@yahoo.com **MEM HAWKE'S BAY**



WHEELS FOR STATIONARY ENGINE CART. Picture is example. Size 300-600mm diameter. Prefer a matching pair but consider anything. Ph Stephen Caunter 027 270 5980, farmall@xtra.co.nz **MEM NELSON**



FUEL TANK AND EXHAUST PIPE for a Mountain Goat or Farmbyke motorbike wanted. Anything considered. Ph Allan Mollison 027 748 2225. **MEM GORE**

SWAPMEETS AND RALLIES

ART DECO WEEKEND 2020

A SPECIAL INVITATION FROM HAWKE'S BAY BRANCH

FEBRUARY 20 - 23 2020

Kindly sponsored again this year by Euro City Ltd

In 2020 the Featured Group will be an A-Z of Motor Vehicles. We aim to have a vehicle make or model representing each letter of the alphabet. There will be a mixture of cars, commercials and motorcycles and a mix of veterans, vintage and PV's manufactured in UK, Europe and USA.

We currently have several cars coming in 2020 that have not been to ADW before. These include NZ's second Duesenberg, our first L29 Cord, and a Stutz.

Help needed: We are still looking for a "Napier" vehicle to represent the letter "N" and are trying to find the owner of the Willys Knight roadster circa 1929-31 era that has the unusual paint design on the doors. We are also wanting get leads on vehicles or vehicle models starting with letters Q, U, X, Y, Z. Please email any leads or ideas to stevetrott@xtra.co.nz asap.

Friday

Our annual rally, we plan to have a touring run plus a picnic lunch at a great lunch venue.

Saturday

Morning tea, car show and popular choice at clubrooms, followed by Grand Parade.

Sunday

events include a breakfast surprise at the clubrooms, the afternoon Gatsby picnic.

Many other ADT events to choose from on Friday and Saturday nights. Come and join the other 180 plus club eligible vehicles.

Entry forms for 2020 are available now from the HBVCC website. (www.hbvcc.org.nz). Accommodation in Napier is already filling up for Art Deco Weekend, book now to avoid disappointment. We suggest you arrive in Napier on Thursday 20th so you can attend the Dinner at the Clubrooms that evening. We have prizes for the best dressed couples again this year.

Contacts: STEVE TROTT stevetrott@xtra.co.nz
STEVE DONOVAN stevedon@xtra.co.nz

BIENNIAL RALLY SUNNY NELSON

8 - 10 November 2019

Enquiries to; Joanne Hoffman
Email joanne.hoffman2@gmail.com
Phone 021 598 876, or 03 542 3982



Join us for a fun and relaxing weekend in the Tasman-Nelson area.



**Wairarapa Branch VCC presents
37th GOLD MEDAL TRIAL**

Saturday 30 November

All classes of motorcycle welcome

Choice of long or short route



Contact Organiser bull.family@xtra.co.nz

Taupiri Automotive

-SWAPMEET-

Hosted by Road Knights Inc

SUNDAY 3 NOVEMBER 2019

Taupiri School, Main Rd. Taupiri

Gates Open 8am
Swappers \$10
Lookers \$2
Under 12 Free
Phone Stuart 027 214 8670



28TH NATIONAL

MORRIS MINOR

CONVENTION



To be held in Greymouth
Easter Weekend
Friday 10 April - Sunday
12 April 2020

All inquiries
Ross McClelland
rossrachaelmcc@gmail.com

Advertising Deadlines Beaded Wheels

Beaded Wheels 361 Published December 2019

Advertisements should be received by 10 November

Beaded Wheels 362 Published February 2020

Advertisements should be received by 10 January

Swap Meet Gore

Swap Meet And Boot Sale
Run by the Gore Vintage Car Club

SUNDAY 15 MARCH 2020
WAIMEA STREET, GORE – 8AM START

Hot Food Available

Admittance Adults \$5 Accompanied Children Free

Sellers' Stalls \$8 (includes one free entry)

(If you have items you wish to sell please come along and set up a stall) Enquiries to Gerry 03 208 5806, 027 233 4634

WAIKATO VINTAGE SWAPMEET



KARAPIRO DOMAIN, CAMBRIDGE
Sunday 17 November 2019

Gates open 7am • Public Entry \$5 • Children under 12 Free Sites \$10 • Commercial sites \$50

Organised by Waikato Branch of VCC and Waikato Vintage Tractor & Machinery Club

Enquiries Ph Jeremy Brook 07 824 1641, George Gardner 07 839 1822

For more information visit www.wvcc.co.nz

WANGANUI BRANCH

Burma Rally

19 January 2020

& Vintage Weekend
17-20 January 2020

As one of NZ's oldest cities Whanganui city celebrates its heritage over Wellington Anniversary Weekend. Enjoy optional Vintage Weekend activities designed to celebrate Whanganui's heritage.

Enquiries to Frank James - wanganuirally@gmail.com

VCC NZ NORTH OTAGO BRANCH

SWAPMEET

Saturday 16 November 2019

A&P SHOWGROUNDS, ETTRICK ST, OAMARU

Seller's Entry: 7.00am Buyer's Entry: 8.00am

Hot Food And Coffee Available

Enter Your Vintage, Classic Car Or Hot Rod In The Show & Shine

Site Holders: \$15-00 Including One Entry Free

Public Entry: \$5-00 Adults, Accompanied Children under age 15 free

All Enquiries to The Secretary, northotago@vcc.org.nz or
John Adamson 03 434 7999

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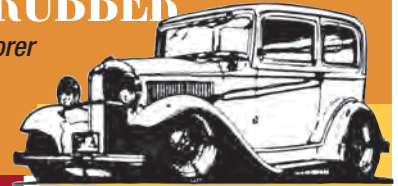


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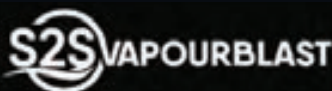
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IDLE TORQUE

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



Bay of Plenty: Good to see some yellow/orange ribbons on the cars this year.



▲ Ashburton: Farmers Family Fun Day at Ashburton Racecourse.



▲ Ashburton: Garage raid L-R Peter Jacob, owner of property Stuart Cross, Milner Jacob talking Ford.



▲ Ashburton: Garage Raid collection of MOT Honda motorcycles at Hayden Tasker's property.

▼ Auckland: Ronnie Simpsons Austin 16/6 at Daffodil Day.



Auckland: Paul Downie's 1939 Norton 16H5.

◀ Auckland: Brian King's 1939 BSA M22.

▼ Bay of Plenty: Chairman of the BOP VCC branch Ken Frew briefs the 150 or so Daffodil Rally participants.



Central Otago: Combined Rally - at clubrooms pre-rally

ASHBURTON OWEN WILSON

We welcome new members Wyvern and Beth Jones with their 1966 Jaguar E Type and we look forward to them joining us in future events.

Thursday 18 July we held our Annual Dinner where Trevor Begg presented the Restoration of the Year. This went to Gavin and Annette Hunt's 1903 Darracq. This car had been in the family since about 1925. The car's engine had even been used to power his Grandfathers blacksmith shop. The competition was tight as the other three cars were of a really high standard. Our guest speaker was Jock Ross who gave us a very entertaining talk about his rugby playing days.

On 14 July we were invited to display cars and promote our hobby at a Farmers Family Fun Day at Ashburton Racecourse. Activities were arranged and this was an entertaining and relaxing day.

On 1 August some members travelled to Timaru for the Annual Quizco with South Canterbury Branch hoping to lift the trophy which Timaru have held for a few years. Unfortunately we had to leave it in their trophy cabinet.

On 10 August it was our turn to arrange the Garage Raid with South Canterbury, Waimate and Oamaru Branches. Six most interesting garages were visited during the day.

AUCKLAND JOHN STOKES

We congratulate Chairman Martin Spicer for dodging a near fatal health bullet.

Motorcycles: New members include Rory King with a 1949 Triumph and 1942 Harley-Davidson, Dick Inwood with a 1929 AJS and Alan Macey with a 1947 Norton. Lloyd Wilson won the Kickstart Rally on his Jawa 350. A successful motorcycle swap meet was held at the July section meeting. The Cecil Light restoration trophy was judged at the August meeting with Paul Downie taking the trophy with his 1939 Norton 16H army bike, the close runner up was Brian King with his 1939 BSA M22 and enclosed sidecar. About 70 bikes and 15 cars went to the mid-winter fish and chip run to Kiaua.

Veteran: John Morrison has brought the late Len Woodgate's 1916 Briscoe. Barry Birchall is working on a book about early Auckland car dealers.

Vintage: We welcome new member Linda Walker with a 1928 Essex.

Post Vintage and Classic: New members are Hank Coenraads with a 1938 Morris Eight and a 1960 Studebaker, Harry Currell has re-joined with his 1955 Citroen Light Fifteen. Roy Sharman has just brought a 1958 Jaguar XK150, and Jim Boag has also brought an XK150 from the Beetham collection. John Stewart has brought a 1934 Ford V8 coupe ex USA. The car has been restored to the highest standard and is the recipient of five Dearborn restoration awards from The Early Ford V8 Club. John and Janice Gardner won the Wellsford Winter Woollies in their Ford Prefect ute and five other Aucklanders won or placed in their classes.

General: 35 vehicles including 16 motorcycles turned up for the combined Auckland North Shore branch run which was won by Ken and Annette Foot in their 1958 Humber 80. June's mid-week tourers visited North Shore's clubrooms. Stephen and Tracey Winterbottom 1930 Talbot, Norm Dewhurst and Ryan Winterbottom Skoda Felicia, and David Adams 1932 Sunbeam all participated in Waitemata's R'oil Can Rally. July mid-week tourers visited a transport and agricultural museum in the Franklin Area. The July club run was won by Glenn and Marion Morris in their 1929 Model A Ford phaeton. August mid-weekers visited Mike and Billie Courtney's collection in Taupaki. Among vehicles and artefacts displayed was the late Don Whites 1909 Sizaire et Naudin.

BAY OF PLENTY DONN WHITE

The Bay of Plenty region has experienced a very soggy winter which failed to dampen the spirits of members who have regularly turned out to events in good numbers. Highlights include a shared Shed Raid with Waikato Branch members, a mid-week run which ended up at a leading retirement complex and of course the annual Daffodil Rally for the Cancer Society

The Waikato Shed Raid was an idea of Jim Smylie's. He liaised with Theo De Leuwn of the Waikato Branch who then teed up the visits to no less than four barns that were chock a block with vehicles and other treasures. Fifty cars and 80 people toured the Waikato back blocks absorbing all of the eclectic treasures and older vehicles.

The August mid-week attracted 40 cars and 65 people to morning tea at the Te Puna Quarry where Ken Frew gave out directions for a quick fire run west

of Tauranga City which culminated at Bethlehem Shores - a leading Western Bay of Plenty retirement complex. Once we were shown around a quality luncheon was available in very pleasant surroundings.

This years' Daffodil Rally for Cancer was popular not only with our members but also by a number of other classic and one make car clubs. A total of 75 cars and many people took part which all helped with the excellent resultant donation to the Cancer Society.

CANTERBURY TONY BECKER

Annual Rural Run in the hands of 2018 winners, Rose and Mick Mariner, has a trophy to die for -not. For the benefit of members lucky enough to be unfamiliar with the thing, I'm told it was made by some wag as a floor standing beer-glass holder. Made from a large Vulcan Railcar piston and engine-rod mounted on a hefty inverted brake drum, this man-sized trophy is festooned with small plaques bearing the names of its unfortunates. This year's winner was Murray Collins. Daffodil Rally for Cancer is now a major National VCC charity event, and managed at Canterbury Branch by Colin Hey. The sunny August morning attracted thousands of people and more than 600 gleaming classic and vintage vehicles old and young together with custom hotrods and multi-wheeled motorcycles creating a feast of beauty at Cutler Park. In fact it was thought to be one of the largest gatherings ever assembled at the Branch. The day strongly elevated public empathy and interest in our hobby too, with membership enquiries a feature. Wagonwheel type fun-runs to car museums and garden venues ran out of the hundreds of prepared direction sheets. Devonshire teas, made on the spot by Shirley Wills and team, together with the Rotary barbecue provided a hectic but extremely well organised morning. Branch committee and member volunteers were busy too and together with loads of daffodils, stimulated donations. Presentations to successful category winners contributed to VCC public relations.

CENTRAL HAWKE'S BAY JOHN FOOT

The July event was a very enjoyable tour from Waipukurau to Norsewood which had a section of very good gravel road through some quite rugged hill country. The tour finished at the New Zealand Natural Clothing facility where we had a picnic



▲ Central Hawke's Bay: Visit Terrace School Waipukurau.



▲ Central Hawke's Bay: Line-up at the school.

lunch before attending a very enjoyable performance by the New Zealand Guitar Group in the old Norsewood dairy factory which has been converted into a popular events centre. On the first Sunday of August a meet was organised for lunch at the historic Patangata Tavern. This was the first time we have had a meet like this and was well attended by 44 members. Mid August and nine vehicles gathered at the Terrace School Waipukurau where the children gave us a welcoming waiata before having a look around the cars after which each member gave a short talk about their car. This event was held in conjunction with the lead up to our upcoming Daffodil Rally for Cancer. Branch events and our monthly meeting/dinners are being well attended. The membership is still growing steadily and bringing a good variety of vehicles into the Branch. Some of the new members are also stepping up to organize events which is very pleasing to see.

CENTRAL OTAGO GRAHAM TAYLOR

I get a bit precious about 'hidden' indicators, it is one time in my opinion where if you venture in to modern traffic, you need to have lighting especially stoplights and indicators that can be clearly seen. If you want to stay original you risk a collision and the excuse for authority to get us off the road. In saying that have you noticed or been caught out by the front indicator light lenses flashing in the sun especially on undulating roads, even though the lights are not actually working on some of the latest vehicles. One of our members put in quite a well thought out submission to the LTSA. He read it out at our last meeting night which led to a robust discussion about some of the stupidity of our modern traffic laws. It really all comes down to the nut behind the wheel, and being prepared to take some responsibility.

We hosted the combined rally which saw a good turn out from Southland, Balclutha, Gore and Central Otago branches. Our Daffodil day run was the best yet with a big improvement in numbers. Coming up is the Blossom Rally, and I think it is time to have a look at where we go with this as the festival is not easy to work around. The future direction of the club is creating some spirited debate and I am convinced that we simply cannot ignore the changing club demographics.

EBOP

We enjoyed an afternoon in the country for our monthly run in July. It took the form of a tour with points of interest and history interspersed with the cruise instructions. Finding out the background and history of the areas we were travelling through added to the scenic interest. Start point was on the western edge of Whakatane through Paroa and out to the single lane bridge at Pekatahi. We then crossed the river to Taneatua and out into the Ruatoki Valley. Out to the south of Ruatoki we recrossed the Whakatane River and explored back country gravel roads in the company of many dogs and horses (both grazing and being ridden). We all saw roads and country not normally travelled through unless on an expedition like this. From Ruatoki we travelled back through Taneatua to Whakatane and out to club members Alan and Lorraine Stock's rural property for afternoon tea. Our club captains planned a route that was enjoyed by all.

Our annual mid-winter social evening at the RSA – Nobby's Nosh which commemorates the member who long ago thought of a way to beat winter cabin fever – attracted a festive group for a dinner in mid-August.

Our latest gathering in August was unfortunately to honour and farewell John Steiner. There was a large attendance of

members and club cars at his funeral. Our condolences to Emily and her family. John was a long term member whose last club run in May was with Phil Leaming in the Model A he previously owned.

FAR NORTH

DAVE DUIRS

It always pays to have a plan B and the Molloy Trophy run needed just that when the planned main attraction was canned at short notice. Instead, a short run took participants to a property of imaginative and tasteful design with expansive views over Doubtless Bay, accessed over a wooden walkway through native bush. A great project of pest eradication and plant regeneration. Run sheet questions on the way to the clubrooms tested the crews before a pot luck lunch sealed a great experience with Mackays the winners.

Our Annual Luncheon and Prize day was at the Mangonui Cruising Club amongst the yachts in Mill Bay, once a busy whaling port. Those who competed and supported the Branch over the past year were duly rewarded with trophies to polish and words of praise for their contributions.

A Sunday drive from Kaeo to lunch at Matauri Bay, prompted with a poker run and quiz was great except for the weather which seems to have decided we will have a winter after all.

The Mackays are sporting a Mustang, the Iltons a Morris 8 and the Pennells a Vespa scooter as additions to their respective fleets. With the added interest to members comes the "tuning and fiddling" which leans on the knowledge of some folk to make the new acquisitions better. There's always someone who knows someone out there who can fix or replace most vintage vehicle stuff, all part of the fun of historic motoring. I see electric conversion kits are available to hide under the old bodies. This



▲ EBOP: Ruatoki country cruise - clearly Harry and Gay Sutcliffe are happy to be off in their Wolseley 1300 for the afternoon. Photo Brian Milner.



▲ Horowhenua: Bob Bartons first real drive.



▲ EBOP: - July country cruise to Ruatoki - Alison and Walter McFarland's 1965 Alvis TE21. Photo Brian Milner.



▲ EBOP: Ruatoki country cruise - two club newcomers - Brian Milner's 1980 Renault R5 and the Taylor's '34 Cadillac Model 355 V8. Photo Brian Milner.



▲ Horowhenua: Initial assembly.



▲ Nelson: A small corner of the Humphries display.



▲ Nelson: a small portion of the very large field of entrants in the Daffodill Rally.



▲ Nelson:



Nelson: Danny and Viki Ryan leave the Clubrooms to start the rally.



▲ Northland: Awaiting the start of the Northland branch August run.



▲ Horowhenua: Winton Cleal's 1956 Wolseley 6/90 on show.



▲ Otago: 2019 Restoration Rally Bruce Murray 1953 A7 BSA



▲ South Otago: Gaynor Falconer emerging from her first drive in the Rover V8.



▲ North Shore: 1928 Austin 16/6 and 1928 Sunbeam - the oldest cars on the Daffodil run.



North Shore: Some of the cars on the August run.



▲ Northland: September run to the refurbished Whangarei Railway Station.



▲ Rotorua: Just a few of the cars in the collection.



▲ Rotorua: Members take a close look at a 1950 Morgan 3-wheeler.



South Canterbury: Members vehicles inside Ashburton Branch's Museum - Garage Raid at Ashburton.



South Otago: We prefer the Rolls in the background. A line-up of Club cars on the July Run.

may well be an alternative to ensure the survival of old vehicles.

GORE

JIM MCFADZIEN

Our Annual meeting saw a few changes at the top table, notably recycled Bill Ainge of local Austin fame has taken over as secretary following Katy Parish's nine years of sterling work. Our club is going well and has a fund running to up-grade our kitchen and toilet areas. We have also recently installed a modern projector.

Our Tuesday Rambles are well supported, we have been to places that the public don't find.

Recently Gerry Kennedy was presented with his 50 year badge. He is a club stalwart and is at the front of all club activities.

August 17-19 was the Combined Rally of the four Southern VCC branches. Held in Cromwell, Gore Branch fronted up with 17 cars to a well-run event with plenty of places to visit. One was Bendigo Station, home of the world famous merino, Shrek. The history of the property was given by the owner John Perriam. Another a world class display of 60 speedway bikes, all looking ready to race, shows what is hidden with relevant talents. Plenty of orchards and wineries to visit around this Otago fruit bowl.

HOROWHENUA PETER NIGHTINGALE

Fifteen keen motorists and crew turned up for the annual Night Owl. This year it was set by foundation member Alton Harrison and the drive took the cars to the Waitare Beach settlement. We enjoyed a scenic drive around the beach to local historic features then back to the clubrooms at round 40 kms.

Our spares department are now loaded with parts donated by Ivan Benge who has elected to go into care at the Masonic village, his family have helped with the sell up and clean out. Two trailer loads arrived at the parts shed with many great old garage tools, equipment and also books for the library

Bob Barton is now up and running in his 1918 Turtle back T. This car is rare with a French body and left hand drive. The motor was overhauled and when the spark plugs leads were attached in the correct firing order it went well.

My 1925 Model T pick up is taking shape. The bits I got from behind a wall have been sorted, some swapped and the rest repaired and assembled.

Again Mike Khull kindly offered to do some wood work and I am again amazed at his skills in this. The motor is running and some of the wiring done. I am looking for a couple of 21 inch tyres for the back to get it onto four wheels.

KING COUNTRY NORMA DOUGHERTY

Over the winter months we have had a couple of garage raids. On 28 May we went to Steve Maunder's to view his collection of vehicles. Steve now has his late father's Jowett, the 1954 Austin truck and a 1969 Landrover. Plus a few more still hidden from view, and ready to be repaired as time permits.

In June after our successful AGM we visited Kevin Rule's home at Manunui to view his collection of Chevrolet cars.

Following our short August meeting branch member Nic Watson gave a very informative talk about the clearing up after the fires in Aussie last summer. Nic was a member of a New Zealand group of fire-fighters, who travelled across the Tasman to assist their Aussie counterparts.

Our Journey through Time Rally on 19 October, is now organised. As another car rally group was using some of the same roads, the route for the rally this year had to be adjusted. This is the second time this has occurred over the last few years.

NELSON

RAY ROBERTSON

A visit to the amazing collection of vehicles of Roger, David and Callum Humphries proved to be informative and thoroughly entertaining. To mention a few, they have a military collection from Bren gun carrier, jeep, to 100 year old Dodge and a number of wacky Model A Ford contraptions including aircraft engines, compressors and an A engine with carburetors on both the inlet and exhaust manifolds. The very relaxed and understated but very humorous manner in which these three guys regale the history of the items in the collections belies the enthusiasm they have for them. The chances are if you asked, they probably have one. Thanks for a great evening.

A club run and dinner organised by Jim and Kyra Wareing to supposedly celebrate their retirement involved searching for ten clues to spell the phrase "preposterous event". The qwerky clues and great dinner made for a very enjoyable afternoon. We have no doubts that neither Jim nor Kyra will be too far from the action.

Our Cancer campaign kicked off a fortnight ago with some members taking some cancer patients and their families for rides in a variety of different cars. This was a very welcome interlude for the cancer patients but also a humbling experience for the drivers to be able to talk freely with their passengers about the cancers they have. While the tally has yet to be finalised, Rally director Geoff Golding is extremely pleased with the turnout for the Daffodil Rally for Cancer and the support given by the local community. Thanks Nelson

NORTHLAND

TREVOR REILLY

The monthly Sunday run was plotted for members to answer questions as they drove around Whangarei city and the inner district country roads to finally meet at a restaurant for lunch and prize giving. Getting the correct answers sometimes gives a lot of discussion within the vehicles by the look of the answer sheets. The chairperson's navigator received first prize.

Planning for the Far North Tour in November is well underway and some interesting area roads will be covered.

The parts shed has some interesting pieces sorted ready for sale and is open in the afternoon of the last Saturday of the month. All welcome.

September run had 20 members meet for breakfast catered for in a 1864 homestead on the outskirts of town. Further members in period cars joined later for the run in the countryside to the refurbished Whangarei railway station. This building has been refurbished by the local group called "The Mens Shed" who now use the building as their workspace for community projects. A talk by the Men's Shed coordinator about the work that was needed to bring the railway station building up to a class two historical building standard and the ongoing community involvement, gave our group an insight of the work involved. Parallel involvement to doing up a vintage car was expressed.

A line up of the members cars' in front of the refurbished building made for an historical photo.

NORTH SHORE RICHARD BAMPTON

Our Club Captain and Club Vice-Captain have hit a winning formula. A good run, interesting stuff to see and food somewhere in the mixture seems to work.

A great scenic route, including some gravel, took 16 club eligible cars (plus 6

moderns) and 39 people to the impressive premises of Matakana Motor Sport Workshop and Museum. The museum contained some BMW track cars, a McLaren Can Am, a 1978 Lotus partly dismantled, and a Sierra rally car among others, together with some race motorcycles, and in the spotless workshop more cars were being race prepared. After the visit the members overwhelmed the Sandspit Café for a good and sociable lunch.

Even this visit paled into insignificance when, in August, about 50 people and 25 club eligible cars were allowed through the security checks to visit RNZAF Whenuapai. We were impressed by the size of the Hercules and Orions, the scale of the workshops and the incredible attention to detail of the engineering work going on. Lunch in the officers' mess may have helped the attendance figures.

Previously the North Shore Branch has combined with Warkworth and Wellsford Branches to hold the Daffodil Run together, starting on North Shore's patch at Smales Farm. Circumstances prevented North Shore from using Smales Farm and the Committee took the correct decision to avoid competing with W and W and Waitamata Branch who were operating together in North Shore territory and not organise a run of their own. A number of North Shore vehicles supported the Daffodil Run along the now familiar route up the Kaipara Coast Highway, turning east along East Coast Road and Woodcocks to arrive with the other 140 cars at Warkworth Quay. A North Shore vehicle was joint oldest car, (1928 Austin 16/6, and a 1928 Sunbeam).

ROTORUA RONALD MAYES

Two members passed away recently: Jeanette Thorne, wife of Panther Kallista enthusiast Mike and, at the age of 96, Roy Bowditch. He and Molly were long-time members of the branch and he had held several official positions. Their last car was a fine 1955 Humber 80 and this writer vividly remembers hearing the tales of his war-time adventures in Catalina flying boats in the Pacific theatre. Members attended both Jeanette's and Roy's services with their club cars.

We welcome new members Mark McKee and Nathalie Descat, who have a 1930 Chevrolet coupe. We look forward to seeing them on forthcoming runs.

A midweek run to Taupo was organised by Rocky and Rebecca Fiske, a highlight being a visit to a collection of classic cars in absolutely immaculate condition. Tightly parked in a storage facility were an AC Aceca, Porsches of many models and Morgans, to name but a very few.

Members' "Cars in the Room" continue to be a feature of monthly meetings, with always a vehicle of interest on show. David Philps recently told us about his 1966 Ford Mustang and in August we had Jim Gordon's immaculate Ford Cortina Mk II 1600E, probably a car in a much better state than when new.

Entries for the annual Sulphur City Rally, to be held on 31 August, are arriving in good numbers from far and wide as this report is being written. Organiser Doug Green says there will be no touring option as it will be an easy 80 mile run on sealed roads in great scenery, with just enough questions to keep everyone on course.

SOUTH CANTERBURY

SHANNON STEVENSON

At our AGM new committee members elected were Pauline Young, Oliver Irving, Ross Parker and Ross Walkinshaw. Neil Manchester has been appointed club captain, with administrative support from Ross and Delwyn Luscombe.

Trophies awarded were:

- Restoration of the Year – Russell Dale (1927 Indian Scout)
- Best Branch Performance – Neil Manchester
- Chairman's Trophy – John Campbell
- Parts Department – Andrew Tallett
- Navigator – Delwyn Luscombe

A night trial took place on 22 June. At the July Noggin evening, Oliver Irving showed video footage of the Irishman Rally, and Gordon Handy gave a presentation about the St Johns Health shuttle bus.

Mid-week runs are proving popular over the winter months, often attracting more than 15 vehicles. The June run took participants to the Barkers distribution centre, while the July run was to Geraldine.

The Quiz evening with Ashburton took place at our clubrooms on 1 August. Questions were organised by Alan Ferguson and stretched the brain-cells of many. The Ashburton Branch was visited by a number of our members in inclement weather on 10 August for their Garage Raid, the various locations and vehicle collections taking interest of many.

SOUTH OTAGO MARTIN DODGE

Our August Wednesday Run was an echo of the first run six years ago, over the hills to the Wild Walnut Café in Lawrence. Snow affected roads were avoided. Tree clearing workers slowed our pace while stop/go persons were surprised by our convoy of 18 mostly 30-60 year old vehicles. Members were delighted to witness Gaynor Falconer pilot the V8 Rover P6, previously driven by her late husband, for the first time. Bill was the driving-force behind the Wednesday Runs, six years of popularity, attracting members, partners and friends in a variety of club cars and moderns. A bonus that first time was an impromptu visit to a large Tokoiti shed to view a 40 foot steel hulled yacht.

The July Run took in the Fulton Finch Collectibles Museum near Milton with many fascinating objects to interest our diverse group of 35.

Recently, a contingent of our members joined with Central Otago, Gore and Southland members at the Combined Rally based in Cromwell. An informative visit to Bendigo Homestead and challenging laundry pegging field test were two weekend highlights.

Our well attended July AGM saw all positions filled except club captain, though a member (this reporter) is currently apprenticed in the role.

TARANAKI COLIN JOHNSTON

Our End of Rego run attracted over 20 vehicles with 48 people sitting down to lunch at the Stratford Mountain House. This run starts with the North and South Taranaki members winding their way up through mountain bush-line roads and meeting at this beautiful venue.

We warmly welcome two new members to our branch. Geoff Dixon from Bell Block has an Austin 7 Ruby and John McNeice who owns a rare 1950 Bradford station wagon.

A shed raid in Inglewood brought ours and two kindred clubs together for a visit to Kevin and Christine Fabish's Inglewood property and home of the famous Essex Motor cars. Our club was joined by Morris Minor and Egmont Classic Car Club members. Kevin had on display a 1928 and 1929 coupe, three sedan models of 1929 and 1930 and a, very rare in New Zealand, 1919 4 cylinder Essex tourer in complete and unrestored condition. Kevin recently found the 1928 coupe in a shed which was covered in creepers and had been stored



▲ Taranaki: Four of Kevin Fabish's Essex motor cars on show for our August shed raid in Inglewood.



▲ Taranaki: 1928 Essex coupe after a clean up found by Kevin Fabish after 43 years in storage on blocks in a creeper covered old shed right in the heart of New Plymouth.

▼ Waikato: Muscle Car Museum based in Cambridge.



▼ Taupo: Photos of Daffodil Day flower deliveries.



Waitemata: Kaipara Wings & Wheels.



▲ Waitemata: Kaipara Wings & Wheels.



▲ Waikato: Model A in the drive of Murray and Anne Ashby's residence in Hamilton.

▼ Rotorua: Jim Gordon's Ford Cortina 1600E - it just needs a proper bonnet stay to be complete!



Wairarapa: Gravel Challenge winner Ian Lambess in the 1925 Morris Cowley.

sitting on blocks for 43 years. A speedo check revealed 52,500 miles. The hood lining and seats were all in very good order considering the state of the shed. This was no ordinary barn find, this was an unbelievable find, right in the heart of New Plymouth in a broken down small shed with the car covered in dust and with rubbish all around it. Kevin has now checked over the mechanicals and given the original paint work a good polish up and it is now back on the road in its very original state.

TAUPO

NEIL CHAVE

At our AGM the current committee were re-elected, it was also very pleasing to see some additional members join them.

The Navigation Run in May was well attended on a cool but sunny autumn day. The route was entirely straight-line navigation and was through some great local country roads finishing at the Kinloch Golf Club.

The annual Mid-Winter Pot Luck Dinner was held in June and 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 to celebrate mid-winter. Also in June the Brass Monkey run was held. This year set by Joe and Beryl Ridley and ably assisted by Janice Maxwell. The run starts late in the afternoon and took members on an extensive tour of Taupo with various question asked on the way. As the light disappeared into the darkness finding the clues became a very difficult task and perhaps made even more challenging due to the light rain and drizzle. Once the run had finished we all assembled at a local Taupo café, Fine Fettle, for a top up of mulled wine and a meal. The winners were Marty and Lynne Sutherland who will now have the honour of setting the 2020 Brass Monkey run.

WAIKATO

HUGH MCINALLY

August started with another very popular Shed Raid organised by Theo De Leeuw. The Bay of Plenty Branch joined us for the day which resulted in over 45 cars participating. The treasures that sit in backyards still surprise me. Our first visit was to C & R Developments in Cambridge to view a Muscle Car Museum that any town or city would be proud of. A big thanks must also go to Ken Haine and Eileen Raynel, Mark Potterton and Murray and Anne Ashby for opening their sheds also.

A few ladies of the branch organised a visit to the Hamilton Museum to see a magnificent display of costumes from the movie industry in the USA. We left the museum to go next door (Artpost) to be given a presentation on Victorian attire by Sue and Reece Burnett. The day was finished with fish and chips and a movie back at the clubrooms.

Our Kairangi Annual Hill Climb in October is looming fast with the organisation well underway. The club has been notified that a large contingent from the Waitemata Branch will be attending this year due to the fact that they have lost the use of their Chelsea hill climb track.

WAITEMATA

IAN GOLDINGHAM

Our AGM on 6 June was a well-oiled and buffed affair with a few vital roles being settled with new heads either by default or a dose of time-honoured coercion. We now have a new Chairman, Secretary and Treasurer what more could you ask for!

This Machiavellian streak flowed through to our premier mid-winter event, the R'Oil Can Rally for suitable open cars. See report on page 30.

Sadly, the morning of Daffodil Day dawned as it had for the last few weeks, cold and dull with showers. Still a very good turn-out of interesting vehicles and owners registered for this combined Waitemata /Warkworth/Wellsford event. Once again, just after 11am, the human Daffodil from the Cancer Society started waving the convoy of 115 vehicles away from Caffeine & Classics at Smales Farm, Takapuna. The run to the pretty village of Warkworth, took the convoy through a more scenic route rather than driving directly there on the motorway. The skies cleared but remained cold and arriving early afternoon the wharf parking area very soon became crowded with vehicles and as many of the interesting art and craft style shops and cafes remained open, the large crowd of both entrants and spectators were able to enjoy much for the afternoon. The Scow *Jane Gifford* was tied up at the wharf awaiting visitors and the Warkworth/Wellsford Branch had the trusty sausage sizzle cranked up. People's choice was a beautifully presented Packard.

WAIRARAPA

KEVIN BALL

A hectic period, culminating in the Daffodil Rally for the Cancer Society. We had hoped to improve on last year's 100

cars, but in the event we got 95, which was still pretty impressive, with many marque clubs supporting the event. Each entry cost \$10 and the total handed in was \$950. After weeks of wet weather, which may have deterred some entrants, the day was brilliantly fine, perfect for the occasion. The following day the rain resumed. All the cars were magnificent, but a standout was a locally-owned 1997 Aston Martin DB7. Owners George and Lesley Sanderson, from Martinborough, celebrated with fish and chips eaten off the straight six super-charged engine. Local hot-rodders again supported the event, with a big turnout of street rods. The oldest club car was a 1925 Cadillac V8 tourer. VCC members came to the party with 32 entries.

The other major event was the Gravel Challenge, organised by Francis and Gaye Pointon. The object of this event is to do as much touring on gravel as possible. The Pointons, in their Chev Special, set a route that totalled 25 miles, a figure that was matched exactly by Ian Lambess in his 1925 Morris Cowley. That earned him the task of setting next year's run. He was closely followed by Barry and Linda Wells' 1973 Rover, 24.8 miles and Jeff Percy and Colin in a 1966 Vauxhall, 24.7 miles.

Past president Willie James has just returned from a motorcycle ride from Mumbai to the Himalayas. He came off the bike twice, and no doubt has a remarkable tale to relate at a future club night.

WANGANUI

TONI JENKINS

Our AGM was a successful evening and it was a pleasure to have three founding members of the Wanganui branch in attendance. All the committee positions were filled except one, and with the wealth and depth of experience, we can expect the club to continue improving in leaps and bounds.

All club members were invited in June to support a working bee on the outside area of the clubrooms. We actually had more people come than have turned up to some Sunday runs, so work was completed in double-quick time.

Dave Mcdermid's Sunday run 21 July was a very hilly affair. There was a good turnout of about 20 cars and no breakdowns which showed excellent maintenance of these older cars.

Whanganui has the only underground elevator in the southern hemisphere, and our branch was invited to support the celebration of its 100th year of operation.



A drone's eye view of Daffodil Day Show - Wellington.



▲ Wellington: Three generations of Ewings at Wellington prize giving.



▲ Wellington: Miniature railway display.



▲ Wairarapa: Mike Blundell prepares his 1925 Cadillac for the Daffodil Rally.



▲ Wairarapa: "James Bond" George Sanderson and wife Lesley with their Aston Martin.



▲ Whanganui: President Bruce Ardell with founding members Ian Drummond (above) and Peter Williamson.



West Coast: Daffodil day.



West Coast: Daffodil day.



Cars were provided for people to use going up or down Durie Hill – we had cars and our banner on TVOne News. Community support like this gives us a lot of visibility and helps us attract new members.

Keith Thomson from Whanganui Police gave a very informative presentation in August on security of cars, sheds and tools. Our security at home has improved thanks to his useful advice.

We welcome new members: Haydon and Diane Meade, 1936 Morris; Colin and Tracey Matthews, 1927 Studebaker; Steve Hibberd; Geordie McGregor (Junior), 1959 Bedford bus.

WELLINGTON RAY BETTERIDGE

We again held over the Colonial Cup judging until Daffodil Day and John and Deirdre plotted a course starting at Pataka Museum and driving around the Titahi Bay area with a visit to Onehunga Bay before we tiki-toured through Whitby with our eyes peeled eventually arriving at the clubrooms. Elsie Ewing and daughter Kirsty Walker took the silverware in their Mustang. Altogether a great outing

People met at the Kaitoke Café to travel over the hill to Featherston Cemetery for the Remembrance Rally. The die-hard members felt a certain connectivity here. Further along the road they stopped at the country church at Wairongamai where the stained glass windows and lake views combined to great effect. A blazing fire and

good food at the Lake Ferry Hotel provided a convivial atmosphere for lunch before returning home.

The Sunday group visited Greg Haines' house to see some of his cars, then proceeded to Naenae to see the balance of his collection. A man of taste, they are mainly Fords, with an MG and a Corvette to remind us why we appreciate Fords.

July clubnight we had a visit from our neighbours, the Miniature Railway Society who gave an interesting talk about their hobby. They brought along a selection of their more portable projects and we had a wee Rocket driving under our feet and a selection of stationary engines pattering away on the table. You could not but admire the skill and patience of these people!



▲ Wellsford-Warkworth: The Wellsford-Warkworth Daffodil Day show brought out a huge crowd and generated interest for our club.

STOP PRESS – We have just had our Daffodil Day Car Show at Queen Elizabeth Park. The sun shone, the people shone and the cars shone. Roger and his team planned a great event with plenty of willing helpers from the branch. We had about 300 cars ranging an F1 McLaren through to a motor scooter and everything in between. Military vehicles, miniature railways, tramcar and horse rides. All combined to produce about \$5400 on the day, but more importantly we had close interaction with the public.

WELLSFORD-WARKWORTH

CHRIS HARVEY

On 7 July we held our Winter Woollies Wander with 42 entrants from many branches as far afield as the Eastern Bay of Plenty. After days of heavy rain we were fortunate to have a fine but cold and crisp day, and after lunch several cars had their hoods down to enjoy the warm afternoon. From the start at the clubhouse the route took the cars through Waiwera and the forests around Puhoi, Ahuroa and Kaipara Flats then up SH16 for a short distance before turning west to Tapura where the local school provided a very welcome lunch in the Community Hall. Much of the route was on unsealed roads – some better than others - and one could be forgiven for thinking that the roading authorities had mined their territories with vicious potholes especially to keep drivers alert. After lunch we headed back to the finish at The Wharf in Warkworth via Wellsford and then over the steep hill at Matakana. The Warkworth Golf Club laid on a fine dinner for our prize-giving and, as usual, the main trophy was carried

off by visitors, this time John and Janice Gardner of Auckland Branch in their 1953 Ford Prefect. The winners of the vintage section were Graeme & Raewyn Fenn of the Bay of Plenty Branch in their 1929 Graham Paige 612.

On Sunday several parties visited the Morris & James Pottery at Matakana before a very social barbeque lunch at the clubhouse fuelled up the visitors for their trip home.

WEST COAST JUNE CAMPBELL

We welcome new members Vanessa Wallace from Reefton who is a joint member with Guy Stewart; Trevor and Lois Evans who have transferred from Nelson Branch and reside in Westport; Michael and Janet Leslie have transferred from South Canterbury to take up residence in Hokitika; Viv and Betty Sheehan from Greymouth have also joined us, having purchased a 1939 Chev coupe that Viv used to own some years ago. We are quite excited about the influx of new members to our branch recently.

Our July Club run attracted a good number (50) to come along and we took to the back blocks around the back of Lake Brunner, no dust this trip, meeting up at Kumara for lunch and a get together. We had members from Westport, Hokitika and Ruatapu join in for the day.

We hosted the National AGM with great support from our members in Greymouth and Hokitika coming together to provide assistance with hosting, manpower and transport duties over the weekend. We also received generous support from various businesses and members of the community which all added up to a

successful weekend and we really enjoyed meeting up with members from all around the country.

National Daffodil Day attracted good support from VCC members, the Hot Rodders and a local classic car group as well as the public when we gathered for display in Greymouth and Hokitika, once again receiving a generous donation for the West Coast Cancer Society.

ERRATA

In the August issue of *Beaded Wheels* one of the West Coast Branch photos was subtitled under the Wellsford/Warkworth Branch. The very last photo of a beautiful silver Riley belonging to Mike Stanley was a new member to our Branch. Apologies to Mike for moving him to the other end of the country.

PASSING LANE

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

Information is supplied to
Beaded Wheels by
VCCNZ Branch Secretaries.

♦♦♦

Baird, James (Jim)	Wanganui
Boyd, Edgar (Ed)	Wanganui
Brice, Tony	Taupo
Vernon, Rob	Northland
Porteous, Howard	Waikato
Porter, Norm	Horowhenua
Steiner, John	EBOP
Van den hoven, Jacobus, (Jack)	Bay of Plenty

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