

CLASSIC, VINTAGE AND VETERAN MOTORING FOR OVER 70 YEARS

# Beaded Wheels

No. 361 December 2019/January 2020

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE \$7.95



HOW TO ENJOY YOUR CLASSIC CAR

BMW ISETTA | HUMBER  
SCOTT MOTORCYCLE



MAGAZINE OF THE VINTAGE CAR CLUB OF NEW ZEALAND



Mt Cook Motor Company Leyland bus. The photo is taken after 1921 as it has the White Star symbol on the front, but before 1925 judging by the old number plate. Photo and information supplied by Hugh Scofield.

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

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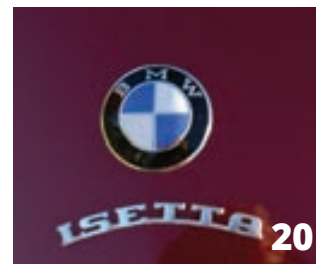
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## COVER

Canterbury Branch bar manager Gill Stevenson displays other skills at the helm of the Austin special with the guidance of expert navigator Heather Glenday at the Canterbury gymkhana. Photo Peter Barnett



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



## PRESIDENT'S MESSAGE

The observant among you will have noticed that my last column was in fact written by Kevin Clarkson who stepped in at the last moment after I was laid low by a medical emergency. Kevin did such a good job that I suggested that he might like to continue writing my columns for me, but for some reason he declined. Anyway, as a result of my health scare, I have been on light duties in terms of the VCC and my day job but am now well on the way back to good health. For those of you that were aware of my situation, I thank you for your kindness and concern.

I am pleased to advise that at the November FIVA General Assembly meeting held in Cyprus, our Club Registrar Rod Brayshaw was re-elected as a full Technical Commission member. The retiring FIVA President, Patrick Rollet, in his opening speech acknowledged the support from New Zealand and also named Rod as a valuable contributor. The high regard in which Rod (and the Vintage Car Club of New Zealand) is held

throughout FIVA, and the valuable contribution that the VCC makes to the world-wide scene cannot be down-played. I cannot emphasise enough how fortunate we are to have Rod, with his knowledge and expertise, advocating on our behalf both in New Zealand and overseas. Congratulations Rod.

Rod presented a very thought-provoking report at the VCC AGM in Greymouth, based primarily on a presentation by Patrick Rollet, which I believe has also been sent out to branches. Patrick posed the question that in years to come, even if we are still able to use our historic vehicles, will there actually be drivers to drive them. He said we must target and encourage the young, and while we might only be interested in vintage Bentleys, don't criticise a younger person's passion for the kind of vehicle they are interested in as they are all an important part of our history, our culture and the rich diversity of classic vehicles on our roads. He also said that we must target the young but "we won't renew our numbers

waiting patiently for them to come to us because, like the dodo, they will not come."

What is the VCC doing to attract younger members? At a national level our National Day, the Daffodil Rally for Cancer, is proving very successful in gaining both public profile and new members. We have also put our support behind both the Targa Rally, which is an event attracting a younger age group, and a new event for the North Island next year The Highland Fling (based on the very successful Irishman Creek Rally in the South Island) which again attracts younger people. We can do our bit, as individual enthusiasts to communicate to others the enjoyment we get from owning maintaining and using our historic vehicles.

As mentioned in my previous column, the Management Committee was given approval by members at the AGM to develop a new VCC logo with the tagline "Driving our History". This would also give branches the flexibility to add a by-line of their own if they so wished, for example "catering for vintage and

classic motoring". Our old logo has served us well for 70 years but we now need a new brand to take us forward for the next 70 years. Members will have a chance to look at, and comment on, proposed designs next year. There seems to be some confusion amongst members that we are proposing a name change – that is definitely not the case.

I wish you a happy festive season and safe motoring.

**Kevin Clarkson**  
VCCNZ Management Committee  
on behalf of Diane Quarrie

## AS WE SEE IT

I must be feeling a bit grumpy today, or maybe it's the hay fever, but I'm going to have a rant today and if you don't like it there is no need for you to tell me because I don't care!

On page 11 you will find a rather worrying Police Report article taken from *The Guardian*, a local newspaper covering the Motueka, Tasman, Golden Bay area. It talks of a vintage car holding up many motorists by refusing to pull over and let other cars go by. Not stated is whether the driver was a VCC member or not but he/she may well have been. Some years ago I was in my

modern vehicle and stuck away back in a long line of traffic following a slow car for mile after mile. I was returning to Christchurch from an Irishman rally and this was on the road between Burke's Pass and the coast. When I finally got my opportunity to see who was holding us all up imagine my dismay when it was a fellow VCC member in his vintage car. Shortly after I managed to get past him a traffic patrol car came towards us and it seemed as though he was looking for the culprit. I hope he got him good. By not pulling over to let traffic pass we are alienating

the public that we may well need to be on our side in the future. To put it bluntly those who motor along at around 70 to 75kph with traffic banked up behind them are stupid, selfish, unthinking, boorish, irresponsible and very poor drivers to boot! How hard can it be to keep an eye on your rear vision mirror? If our members can't behave properly on the roads they should sell their cars to those who can. Get off the road if you can't obey the road rules. It is not hard to pull over when there is a couple of cars behind you to let others pass. Sometimes all it takes is to

slow down and pull as far to the left as you can. It can provide an opportunity for following vehicles to pass.

Ideally all VCC members should be friendly, polite and helpful to other motorists and I'm sure most are.

On a happier note, the *Beaded Wheels* committee wish you all the best for the holiday season and 2020.



**Kevin Clarkson**  
Chairman  
Beaded Wheels

## NATIONAL EVENTS

### April 2020

10-13 National North Island Easter Rally hosted by Horowhenua Branch

### September 2020

10-13 National Vintage Rally hosted by Hawke's Bay Branch



**Waikato Branch:**  
The Rambler gets a workout. Barry Walker, 1966 AMC Rambler, holds his line at Kairangi Hill Climb.

## DECEMBER

7 Far North Christmas Rally  
7 King Country Christmas Parade  
7 North Otago Windsor Rally  
7 Taupo Christmas Dinner  
7 Wellington Johnsonville Christmas Parade  
7 Canterbury Children's Christmas Picnic (at Kaiapoi Festival)  
8 Gore Christmas Run  
8 Nelson Club Run  
8 Northland Gymkhana & Xmas Lunch  
8 Otago Christmas Barbecue  
8 Waikato Christmas Run  
10 West Coast Morning Tea at Shantytown  
11 Auckland Mid Week Tourers  
11 Bay of Plenty Mid Week Run  
12-17 Ashburton Oakley Pre Christmas Tour  
14 Manawatu Sunday Picnic Run  
14 Taupo Christmas Parade  
14 Wanganui Christmas Parade  
14 Wellington Lake Ferry Run  
15 Marlborough Motorcycle Short Ride  
15 Nelson Christmas Celebration  
15 North Shore Club Run  
15 Rotorua Club Run  
15 Wairarapa Christmas Rally & Barbecue  
15 Wanganui Christmas Party Rally  
15 Wellsford/Wkwith Christmas Lunch  
15 West Coast Christmas Club Run  
17 Wellington Christmas Barbecue  
17 West Coast Morning Tea at Shantytown  
18 Waikato Wednesday Wander  
22 Auckland Motorcycle Christmas Barbecue  
22 North Shore Pot Luck Dinner  
26 Canterbury Boxing Day Run  
29 Marlborough Christmas/New Year  
29 North Shore Caffeine & Classics

1 South Cant Fairlie New Year's Day Parade  
1 Wellington New Year's Day Picnic  
2 Canterbury Motorcycle New Year Run  
5 Canterbury Picnic Run  
8 Wanganui Club Picnic  
11 Wellington Kapiti Mid Week Run  
12 Otago Jackson Rally  
12 South Cant Ladies Rally  
12 Waikato Blue Smoke & Pedals  
12 Wairarapa Coastal Run  
15 Waikato Wednesday Wander  
17-19 Wellington Monte Carlo Rally  
18 Ashburton Back Country Excursions  
18 Banks Peninsula Back Country Excursion  
18 Far North Keri Keri  
18 Nelson Club Run  
18 Otago Brighton Run  
18 South Cant Open Day  
18-19 Gore Overnighter  
18-19 Waitemata Lochinver  
19 North Shore Club Run  
19 Rotorua Lakefront Car Show  
19 Waikato Gymkhana  
19 Wanganui Burma Rally  
25 Ashburton Annual Rally  
25-26 Southland Edendale Crankup  
25-26 Wellington Biennial M/C Rally  
26 Canterbury Veteran Picnic Run  
26 North Shore Caffeine & Classics  
30 Otago Midweek Run  
31 Banks Peninsula Skope Race Meeting

8 Wellsford/Wkwith Leigh School Summer Festival  
9 Wellington British & European Car Day  
15 Canterbury Boot Fair  
15 Far North Hokianga/Far North  
15-16 Waikato Motorcycle Weekend Away  
16 North Shore Posh Picnic  
16 Otago Ladies Run  
18 West Coast Morning Tea at Shantytown  
19 Waikato Wednesday Wander  
19 Hawke's Bay Art Deco Festival  
22 Canterbury Commercial Annual Rally  
22 Gore Festival Rally  
22 Nelson Swap Meet  
22 North Otago All British Day  
22 Wairarapa Stretched Gymkhana  
22 Wellington Twilight Rally  
23 Canterbury Clipon Run  
23 South Cant Chairman's Rally  
23 Waikato Open Day  
26 Wellington Kapiti Mid Week Run  
29 Wellsford/Wkwith Swap meet  
29-1 Canterbury Annual Rally

## MARCH

1 Gore Clearwater Capers Run  
1 North Shore Brits & Euro Show  
1 South Cant Motorcycle Rally  
1 Wanganui Gymkhana  
3-21 Ashburton Veteran Run To North Island  
7 Canterbury Back Country Run  
7 Southland Veteran Rally  
8 Canterbury Rear Wheel Brake Rally  
8 Gore Frank Robson Run  
8 South Cant Mid Island Rally  
8 Waikato Ladies Rally  
14 Canterbury Moped Rally  
14 Taupo Lake Taupo Rally  
15 Gore Swap Meet  
15 Waikato Vintage Venture  
16 Otago Vintage/Post Vintage Rally  
18 Waikato Wednesday Wanderer  
20-22 Canterbury Jim Toohy Motorcycle Run  
22 Wanganui Blue Smoke Pedals & Posh

## JANUARY

1 Ashburton New Year's Day Run & Barbecue  
1 Banks Peninsula Little River picnic

## FEBRUARY

1 Southland Southland Rally  
1-2 Banks Peninsula Skope Race Meeting  
2 Wellington Sunday Run & American Car Day  
6 Marlborough Heritage Day, Brayshaw Park  
6 Waikato Club Run  
6-9 South Cant Weekend Away  
7-9 Banks Peninsula Levels Race Meeting  
8 Auckland Veteran Rally  
8 Nelson Top of the South

This column is compiled from the VCCNZ National Calendar of Events, and events as listed in each branch newsletter. Any deletions, additions, alterations need to be notified to *Beaded Wheels* by the Branch Secretary before 10th of the month prior to magazine publication.

**While Beaded Wheels makes every attempt to check the accuracy of the dates published in this column we advise readers to confirm all dates with the individual branch concerned.**

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

# NATIONAL OFFICE

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

## MEMBERSHIP CARDS

Membership cards were distributed early November to all members who had paid their subscription by 31 October 2019.

## VCC VERO INSURANCE SCHEME

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

## NZ FEDERATION OF MOTORING CLUBS (NZFOMC)

Did you know that the VCC is a founding member of the NZFOMC? Management Committee member Tony Bartlett sits on the executive of the Federation and is their current vice president.

## HISTORIC RACE LICENCE

It is compulsory for any member entering a VCC Speed Event to hold a current VCC Historic

Racing Licence and a VCC Logbook 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 payment, and a new one will be issued.

## CHANGE OF ADDRESS/PHONE NUMBERS/EMAIL/VEHICLE OWNERSHIP

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.

## CHRISTMAS HOURS

I wish to take this opportunity to wish you all a very Merry

## HOW TO RENEW YOUR VEHICLE'S IDENTITY CARD

All Vehicle Identity Cards (VIC) have an expiry date. This expiry is upon change of ownership or 10 years from the issue date. Your vehicle must also be as described on the VIC. The renewal process is as follows.

- 1 Three months prior to expiry a renewal form for your vehicle is sent to current financial members by the National Office.
- 2 This form must be checked, current mileage noted and signed (*even if your vehicle has had no changes*).
- 3 Completed form and either
  - existing VIC (if appearance is unaltered) **or**
  - two new photosshould be sent to your branch for validation.
- 4 The VIC will be reissued for a further 10 years. Major changes or change of ownership affect card validity.

It is compulsory for all vehicles entered in National or International VCC rallies to hold a current VIC.

If you have sold your vehicle, please notify the National Office.

Christmas and happy and safe New Year. The National Office will close on Friday 20 December and reopen on Monday 6 January 2020.

## VCC OF NZ AND BEADED WHEELS FACEBOOK PAGE

Did you know that the Club and magazine have a Facebook page?

## VISITING NATIONAL OFFICE

The National Office welcomes visitors, with the Archive being open most Friday mornings (see Archivist). Limited parking is available for those people who are members. Please do not

assume you can 'park and shop' as parking is required by staff, visitors to the office/Archive and all the parking is often needed when meetings are taking place.

## CALENDAR ERRATA

All VCC members will have received the long term calendar of events inserted with their October issue of *Beaded Wheels*. Please note there is an error regarding the Auckland Veteran Rally for 2020 due to incorrect information supplied - this event will be held on Saturday 8 February 2020.



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Julie Cairns-Gee  
National Office  
Manager



## LVV CERTIFICATION ERRATA

We have been advised of an error in the information published in last issue. Please note: the installation of rear seatbelts does require LVV

Certification unless the specific set of circumstances noted in the threshold, or in NZTA's WOF VIRM, are met.

# 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

# MAILBAG

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

## ANZCC MEETING

Just a few follow up remarks on Scott Thompson's letter in issue 360 covering my ANZCC meeting photograph. Percy Lupp certainly wasn't at that meeting and was a continuous 'thorn in the side' of that and the next Executive. Rob and I had been delegates to the previous year's meeting in Dunedin, and were surprised and horrified at the continuous hostility to Pat's team taken by Percy at that meeting. Bill Cope was the Hon. Sec in 1950 and 1951 at which meeting I was elected to the Executive, working mostly with Jack Kennedy who replaced Easterbrook - Smith as the Wellington delegate.

There were no one make club members at that point in time so no MG Club. I had to resign in early 1952 when my opportunity to work my passage to my great OE opened up and I swapped the ANZCC for the care and attention to two 3500 hp nine cylinder Sulzer diesels. On my return in late 1953 the VCC had resigned from ANZCC. It was in the Ron Frost era and Percy was Hon. Sec.

Now in 1967 as I was researching the series of articles I wrote for *Beaded Wheels* on the first foreign invasion to the NZ racing scene, I met up with Reg Grierson again in Auckland. Still running a used car business and most helpful he was.

My references to pre WWI beach racing in *Beaded Wheels* 351 is very fully covered in *Beaded Wheels* articles by both Leith Newell re Scott's Y2 and Coupe de l'Auto Vauxhalls, and by Geoff Hockley on motorcycle/ car competitions there. Kevin's DVD as mentioned in his "As we see it" in issue 360 will get you all that and it would certainly bear republishing.

And finally, re Singer-engined racing cars, Hec Green and Jack

Brewer's Grenley Engineering built a number of cars to order. They were numbered RA (for racing automobile) 1 to 3, then finally the RA Vanguard that appeared at the 1952 Wigram. RA 1 was the Singer-engined car that Pat Hoare raced first. It was basically a slightly stretched Fiat 500 Topolino chassis. RA 2 was the Vauxhall engined car for Pat and it was on a modified Fiat 1500 chassis. Meanwhile Pat sold RA 1 to David Owen (seen in my first Kiwi Hillclimb article in a PA MG). Young David was the son of Wilfred Owen, our own very first manufacturer of women's cosmetics, with a factory in Victoria Street, Christchurch and a huge mansion on the Sumner waterfront, scene of many parties. David sold RA1 to Halsey Logan and I understand that was just before that beach meeting and it only went up to Nelson after the meeting.

I don't know any thing about a Singer car actually made in Nelson and I doubt it would be by Halsey.

Nelson members, kindly scratch your memories and or archives.

**Andrew Anderson**

**PS. With a sneaking mistrust of nonagenarian memory alone, I delved into my *Sportscar* archive to find both Pat Hoare in RA1 and Halsey Logan in Singer Special in the field of that very first 1949 Wigram. So Scott is perfectly correct and my memory of David Owen's sale of RA1 quite remiss. He certainly did sell it and commissioned RA3 to follow it and Halsey had quit his Singer and had purchased John McMillan's "Jackson Special", the Ohakea winning car, for the 1950 Nelson Beach Races. With all due apologies to Scott and further exhortation to Nelson memories.**

## VALVE GUIDE WEAR

Having just read the mailbag letter in BW 360 re premature valve guide wear on the writer's BSA Sloper, may I offer some remedial advice for a similar



Teretonga, 11 June, 1967. Photo Dick Shanks.

occurrence. Many years ago I rode a 1940 Indian Chief and struck a similar problem. The motor was 42 degrees V twin 1200cc capacity. This large sidevalve engine featured equally large components, including the valves. The stems were 3/8 inch thick with huge two inch diameter heads. I have a box of Cat D6 bulldozer valves that with slight modifications make perfect replacements. These heavy valves, running with negligible lubrication, would wear out a set of cast iron guides within a thousand miles. After a couple of guide replacement sessions, the problem required a solution, the thought being that the comparatively easy wearing guide required hardening. This was achieved by the simple expedient of heating the guide on a firebrick (dull red heat), applying Kasenit hardening compound to the guide bore, a further reheat to absorb the carbon compound, then a quick, vertical dip in water or oil (depending on the degree of hardness required) with a swirling action until cool. Check bore hardness with a small round file. The hardening process cured the rapid guide wear. Regarding the other suggestions mooted. I would refit the oil control ring (to reduce oil consumption and top end carbon build up), fit good quality steel valves and disregard the upper cylinder lube.

The Indian valve guides available today are suitably hard, tough and fit for purpose. The hardening procedure worked

well for me 30 years ago, it should still be applicable today.

**Bob Bullock,  
Mem Nelson**

## SPARKING MEMORIES

I enjoyed reading the article on the Nissan Prince Skyline A200GT in *Beaded Wheels* 358 June/July. I was fortunate enough to race against Carlos Neale at Teretonga. I can still hear that beautiful sound his Nissan GT made.

This photo was taken on 11 June 1967, Donald McDonald in 2nd and myself 3rd and Alwyn in the Triumph 2000 4th. McDonald and myself in 1340cc Anglias. Carlos retired with a blown headgasket.

I do enjoy *Beaded Wheels*.

**Dick Shanks  
Queenstown**

## THE DARE DEVIL MOORES

It was while watching America's Got Talent on television, in particular the courageous acts, I was reminded of the outrageous spectacular during the 1950s and early '60s period. I think it was called Wall of Death.

While we had the top single seater drivers from New Zealand in the form of Bruce McLaren, Denny Hulme, Chris Amon, and Howden Ganley performing at top level in Formula One, a decade earlier we had four gentleman from little far-away New Zealand at top level speedway riding in Europe.

These were of course, Ivan

Mauger, Ronnie Moore, Barry Briggs and Geoff Mardon. All coincidentally from Christchurch. (Barry Briggs being the only one still with us today). During the off season here a young Ronnie Moore and his father Leslie, had a world class act on lightweight motorcycles. This was named The Wall of Death. Best I could describe it is a cage in the shape of a complete circle. Like a globe of the world as seen from a long distance such as the moon. A sight first witnessed by Neil Armstrong and Buzz Aldrin on 21 July 1969.

Why was the Wall of Death named as such I hear you ask? While father or son rode around the enclosed cage at middle centre horizontally the other would ride vertically from top to bottom. No, not independently but at the same time. And I think, but do stand to be corrected on this, changed riding positions, while still maintaining their riding speed. Even without the change-over, this father and son act was, in my humble opinion, a world class act then, and would still be today. I recall witnessing it at Lancaster Park, Christchurch. I was probably only about 13 to 16 years of age, and a little Box Brownie camera was certainly not suitable to take a photo of an act at the speed the Moores rode their Wall of Death. Does

any reader have photos or can recall this dangerous and courageous spectacle. I think they toured New Zealand with it. I hope someone can locate an historic photo. It will be in black and white I'm sure.

**Trevor Stanley-Joblin  
Amberley, North Canterbury**

#### **THE MAJOR ....OLD FART.... (IN HIS WORDS NOT MINE)**

I had to chuckle when I read "fuel for thought" words by The Major. I can see why the Major is hiding behind a pseudonym. I'm picking he was born around the 1860s.

In those days the old Farts could not handle change. Old man Starley (Rover bicycles) told his son that he was mad to even think about building a motor cycle! "They will be the death of you...the horses will bolt... no one will ever own one... AND wait for it...You can only get the petrol from the chemist and it won't go far! But like all sons with some go in them, he went ahead and built the Rover motorcycle, of which I have one in my shed 104 years later. It covers about 90 kms (50 mile) on a tank full.

Also in my shed is a 1898 De Dion. It covers about 40 kms.

How wrong was old man Starley, and for that matter, The Major.

Now we also have an Isuzu D

max. That covers over 900 kms (500 miles) on a tank full towing the caravan. What's more I can fill it up just down the road at any time of the day. Good things take time to develop.

But this was about electric cars. The Old Fart has been listening to some dyed-in-the-wool petrol heads.

To correct a few mistakes in the article.

1. Electric cars can be charged from solar panels on your roof.
2. Kevin Clarkson seems to have misquoted some power usages, 7Kw charger 2.8 houses or 22Kw - 8.8 houses. Really? See further down.
3. Huge power demand and outages, really? Read number 1 again.
4. "...routinely be polluted by the new EV contaminators..."

I presume The Major has a horse to get around. I hope he is paying his "fart tax" and is planting trees to get his carbon credits up. Or if he is advanced enough to have a petrol car, God forbid, how does he get rid of his old oil, spark plugs, filters with all their contaminants let alone the emissions every time he goes on the road. More tax and carbon credits needed.

5. Batteries. Does he not know that lithium is a mineral that is found underground?

So how come I have written this you ask?

Fourteen years ago I converted a Ford Festiva into an electric car for use around town, with the same comments from those knockers "won't work, won't last, batteries won't last, how far will it go". I still drive it every day, still the same batteries, still charged from our solar panels, have never used any charging point other than home. No oil changes, no contaminated filters, no problems.

Our power bill did not alter. I think I would have noticed a 2.8 increase!

Now those who are still reading will be saying but he has solar panels so his power bill won't change.

Great to see some are still reading. But there are times when you arrive home in the dark and need a charge, so that requires the use of the grid.

By the way I charge, on average over 14 years, once every 5.24 days. Not bad for something that will not work. And the answer to the question everyone asks "how far will it go?" About 150 kms depending on temperatures, cold day about 120, hot day over 150 just.



▲ David Dixon and 1919 Stanley.

#### **HUNTING THE WHITE STEAMER**

As a small boy one of my favorite trips was with my grandmother when she visited her two sisters in Matura.

They had married brothers Forrest and Tom Dixon who did contracting around the area with traction engines and an old Vulcan truck on which they had mounted a chaff cutter, I believe a world first.

Now as I grow old I have started to track down the old cars that were in the yard I used to play in. The old Star lovingly restored by Greg Elder, the old Vulcan truck minus the chaff cutter is in a museum in Tapanui, and my old favorite the large 1919 Stanley steamer now restored by David Dixon the grandson of Forrest. I would like to locate the one that I have lost track of, the approximately 1910 White with a Essex coupe body on it.

Can someone supply me a photo of the White that is somewhere in the North Island to complete my collection of photos then and now. My phone number is 027 433 7298. I would be grateful for any information or photos.

**Mel Tapp  
oldcaryard@hotmail.com**



▲ White with Essex body.



But wait there's more

We bought a Nissan Leaf two years ago. All the bells and whistles about the same distance travelled on a charge, depending on temperature, charged from the solar panels but at night from the grid, and yet still there is no noticeable power bill increase. So, according to Kevin (*Beaded Wheels* 258) page 4, we should be paying  $2.8 + 8.8 = 11.6$  times our normal power bill. The last bill was \$37.81. I think we would notice a change in that.

Now you make up your own mind which is best.

**Warwick Stephens**

### GRAHAM BROS CONFUSION

I was intrigued with the article by Greg Price (BW360) on the Graham Brothers truck. A great looking restoration of a rugged old truck, congratulations to the



owner Mike Glenday. It's good to see these old commercial vehicles restored and preserved, the more the better. However I would like to clear up an often misunderstood myth about Graham trucks and Graham cars.

Briefly: Graham Brothers Co was established in 1916 to build truck bodies, later expanding to assemble complete trucks. A deal with Dodge Brothers Motor Car Co in 1921 saw Graham Brothers trucks marketed through Dodge dealerships and parts network. From there on Graham used only Dodge engines and front assemblies. Graham remained an affiliate of Dodge with no official corporate ties and was independent until 1924. It was a very successful arrangement.

In 1926 the Graham brothers sold the business to Dodge and resigned their positions with the company. Dodge continued to market the trucks as Grahams. The Graham brothers then established themselves in the old Paige Motor Car Co of Detroit Mich., thus marketing the Graham-Paige automobile, (Paige being dropped from the title in 1930).

Meanwhile Chrysler Corp purchased Dodge in 1928, and as from 1929 all commercials and trucks were marketed as Dodges.

Therefore, the only link between Graham Bros Truck Co and Graham (Paige) automobiles, was the brothers themselves. Otherwise they were both totally different companies. Because of the similar names it is often assumed they were the same company.

Just trying to add some accuracy in automotive history.

**Neil Lucas  
Manukau Auckland.**

*Ed Note: Thanks Neil - we appreciate you helping us set the record straight.*

### LOOKING FOR INFO

I bought my first car, a black 1935 Ford V8 sedan in around 1960-61. It was a 4 door, with covered spare wheel on the back. The motor put a rod out the side so I put in a Mercer motor and then bought a 1939 Ford V8 and put the brakes from the 1939 into the 1935.

A marriage break-up meant the vehicle was sold from Brightwater, Nelson to over the hill Takaka way.

I'm wondering if the car is still around and would appreciate hearing any information from anyone.

**Graham Ellery  
1 Snowden Place  
Brightwater  
Nelson 7022.**



▲ C P Hunter driving his father Paul in the 1913 Minerva.

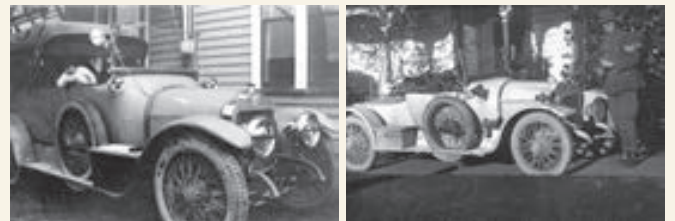
### A PICTURE IS WORTH A THOUSAND WORDS

The Ferner article on the restoration of a 1913 Minerva found at Porangahau in the 1960s rang a bell. My grandfather Cyril, Paul Hunter's father Paul had a farm called Papakihau at Porangahau.

Years ago my grandfather told me that when he finished his final leave before going off to WWI he borrowed his father's 1913 Minerva from Papakihau and drove with my grandmother to Featherston via Akitio where his wife was born.

On the way down he taught my grandmother (Madge nee Armstrong) to drive as she would have to drive home. A good story but I had no evidence ... until recently when my grandfather's photos came to light adding proof to the story.

**Mike Blundell**



▲ A young Trish Hunter (Aunt) in the Minerva, Papakihau.

▲ CP ready to leave Papakihau.



▲ Leaving Akitio, left Frank Armstrong (great grandfather), Madge (grandmother) and CP (grandfather).



▲ Last photo. CP second left (note the spurs) Featherston Camp. Photo taken by Madge prior to heading home.

# TIMELINES



Peugeot 205 cabriolet

Photo: <https://automobileandtime.com/>

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

## 100 YEARS AGO DECEMBER JANUARY 1920

Holiday motoring – what would you choose? An Overland Model S3B with electric lights and starter - £400. One EMF 5-seater just overhauled with good tyres for £225. Maybe a motorcycle? A Henderson with sidecar - £110. Or Indians priced at £57/10/0d for a 3.5hp or £75 for a 7-9hp model. Something more exotic? A 10/12hp, four-cylinder, three seat Delage with electric lights and starter - £315, or a 10/12hp four cylinder, three seat Berliet with electrics - £375. Dearest car was a 40hp six-cylinder FIAT sports with electrics, £1050.

## 50 YEARS AGO DECEMBER JANUARY 1969

1970 was a year of the good, the bad and the cautiously indifferent. Leyland Australia launched the transverse engined Kimberly and Tasman which couldn't compete with the ultra orthodoxy of Holden's finest. Trendiness triumphed over technology with Bond's three-wheeled Bug, AMC did the truncated Gremlin, and Triumph did the Toledo.

Suzuki's evergreen Jimny 4WD broke new ground and we rallied Skoda's convincing S110R Coupe. Both offered the most fun for your dollar.

## 75 YEARS AGO DECEMBER JANUARY 1944

"Three Smart Girls In An Austin Seven" was the AA Magazine's headline about a trip from Dunedin to Christchurch over Mt Cargill, where they sped along past fields of ducks, sheep and cows all destined for Christmas dinner? "It could not be said", they wrote, "that our Austin ate up the miles, but it did tick them off at a pleasurable speed." Annoyingly they failed to catch a trout so had to buy their evening meal noting - "Food very dear!"

## 30 YEARS AGO DECEMBER JANUARY 1989

With the influx of new convertibles, or cabriolets if you were born with a whiff of Bordeaux, people realised the downsides of open topped motoring. Whether piloting the new Aussie Ford Capri, the very Elan-ish MX5 or the delightful little Peugeot 205 Cabriolet by Pinin Farina through Auckland traffic and weather, there were sun-burnt foreheads and underarms, wet seats after a tropical downpours and chapped lips from the windrush. All very vintage.



Graeme Rice

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## SOAPBOX

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



## COMMON COURTESY

Police Report Reprinted from *The Guardian*, community newspaper for Motueka, Tasman and Golden Bay

**This article was sent to Beaded Wheels by a concerned reader - it provides a vital reminder for all our readers as we head into another busy summer on our roads.**

I've just returned to work after 10 days off. My wife and I drove to Christchurch for Easter and saw some bad driving on the way back.

An elderly couple were in a vintage car travelling at between 60-70km/hr between Waipara and Hurunui and they refused to pull over and let anyone pass even at a sign-posted lay by.

There was a lot of on-coming traffic and one driver got frustrated and did a reckless overtaking manoeuvre. When we finally managed to pass we decided I should stop them and up-skill them about looking for following cars and pulling over. I stopped them at Hurunui and while we were there my wife counted 40 cars behind now passing! People were tooting and going past giving the thumbs up obviously thankful this slow car had been stopped. Despite their assurances they were doing their best I told them they weren't and that people were getting frustrated and starting to put everyone at risk by doing dangerous overtaking.

I tell you this story to remind you all - if you have to drive slower for any reason make sure you don't let a big line of traffic build up behind

you. You don't have to physically stop, just indicate left and pull over when you can.

Sometimes other people have a meeting or plane to catch and they want to drive at 100 kph and a towing vehicle or slow vehicle doing 85-90kph ends up really annoying if it doesn't make an effort to let them pass.

I have stopped many drivers over the years who haven't been good at doing this.

A simple courtesy and awareness are all that is needed and it keeps our roads much safer and a happier place to be.

Take care out there  
**S/Constable Grant Heney**

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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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# WE NEED TO LEARN, BEFORE WE CAN TEACH THE DIGITAL ERA, GEN Z AND HISTORIC VEHICLES

Words **Natasa Jerina Grom**  
FIVA Vice President Culture and Youth

I'm writing this article at the beach bar. It's summer and I've brought the kids to the seaside. On the beach is a group of teenagers, sitting together for hours on end without talking – their communication is entirely focused on exchanging phones and showing each other what's going on in the world via the small screen. The most physical effort they've made is to stand up, pull a face and take a picture, probably to be published on social media as a #nofilter photo, which my 11-year-old daughter has explained is a must on Instagram.

If we thought millennials were addicted to technology, Generation Z teens put technology in the same category as air and water. They can't imagine living without being permanently 'connected'.

As a parent, I've seen for myself that kids do have something worth being conscious for, despite all the technology that embraces them from the first day of their lives. They are born with curiosity, the desire to understand and to feel – and it's vital that we encourage these instincts.

It can be difficult but, if we want results, we need to accept the defining characteristics of a generation and approach them using their language and their 'way of being'. Preaching to them, telling them they are wrong and we know better, will not help at all. We must educate by using their chosen methods. After all, each generation doesn't just represent the future, it creates it.

Life experiences influence the way we will feel, the way we will react to a situation, for the rest of our lives. Smells, shapes, high-adrenalin driving, irritation at mechanical breakdowns, impatience when searching for a spare part. All these create memories to take into the future.

By actively using historic vehicles to display our automotive heritage, we are telling the story that these objects also carry within themselves: the story of their origins, their role and their meaning in our world. They offer a unique interpretation of the past that fascinates both active participants and external observers, showing them a world full of charm that might tempt them to become protagonists in this magnificent story.

Generation Z wants to be independent and without boundaries, to live through experience and become part of the stories. Simply

showing them a vehicle on display will not be enough to entice them – they need to feel free and alive. Personal, adrenalin-rich experiences are what count. Forget organised touring events and static exhibitions – the Facebook, Snapchat, Instagram generation prefers ad hoc meetings and communication via social media, or events that represent a challenge (speed, treasure hunting, charity events...).

"Touring is for old people," my kids would say, "and it's boring to be around those old people." The trigger that tempts a Z teenager into a classic vehicle is what you do when you're in that seat; an adventure, a charity cause, something that proves they're daring to be different, where they are visible, seen to be cool... on social media, of course.

More than ever, it's time to create an environment where young people prosper, exercise their rights, regain hope and a sense of community, and engage as responsible social actors and innovators. We need to tap into the characteristics of a generation, tap into their interests and reach out to them in their way. We must be able to teach and not preach.

In the world of historic vehicles, FIVA's role is something of an international 'headmaster'. Our new strategy and networking aims to support the education of all generations, across the globe, with member programs in Switzerland, Hungary, Mexico, UK, Romania, Italy, Luxembourg and a great many other nations, with new programs regularly created.

Gen Z students tend to thrive when they are given the opportunity to have a fully immersive educational experience – and they enjoy challenges. Young people are active learners, hence practical classes are often more interesting than passive 'lectures'; and if Zs aren't supplied with digital learning tools that enable them to seamlessly connect academic experiences to personal experiences, we can't hope for much success from our programs.

FIVA and its members will need to embrace every aspect of modern life to – perhaps paradoxically – ensure the survival of historic vehicles and related culture. Perhaps this is a lesson that those of us from slightly older generations can, for our part, learn to relish.



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# THE WAY WE WERE



▲ AAA at Ridder's Halswell fixing the Renault.



▲ Thomson's 1910 Austin.



▲ Alex Fairbairn's 1898 De Dion with Ken England its 'operator'.

The Farmers Garage comes to the rescue.

## GATHERING OF THE CLANS

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



Whilst the Motor Trade Association were in no mood for spending money on motor shows, they were happy to support our efforts to organize the procession, provided always that such support didn't involve money or effort. There was, however, a notable exception being The Farmers Garage which had really great facilities and lots of space on the east corner of Cashel and Madras Streets. Being the motor servicing section of a very large national department store chain, it was unlike all the others and had responded to the press releases about our up-coming rally and procession plans and promptly offered to provide storage for our vehicles over that crucial weekend, an offer we duly accepted with alacrity.

Hence very early on that Saturday morning the "Gathering of the Clans" began with the 8.30 arrival of Jack Adams with my Panhard followed swiftly by Jack Newell and team with the Wolseley. The Cook Brothers from Methven with their IHC high wheeler arrived by truck as did the Arthur Burke Ltd's Unic to find no loading ramp at Farmers and thus had to unload at the Railway Station yard and drive back to Farmers under their own steam. Duncan Rutherford arrived late morning to a very rousing welcome after his 78 miles journey in the Alldays and Onions. The garage foreman, whose name, regrettably, totally escapes me, had a great team of staff to help out over the weekend. Welding of guard stays to the Ridder Renault, plus applications of paint and mechanical work on the Auto Parts cars went on enthusiastically to 5pm, at which point everyone got ready for the Leeston party for all owners and crews.

As to the photos, Ken England's work on the De Dion ensured that it motored very nicely but he wasn't responsible for that awful "modernization" job on what had been originally a

trike, probably the ex-Acton Adams one. Alex Fairburn, its owner, is in hat with prominent top pocket handkerchief. Thompson's Austin had been a regular in our trials as competitive as my Panhard and was bought by David Crozier Ltd, Austin agents, soon after this. The big line up is of the Cook Brothers' IHC high wheeler and three Bill Cockram cars, being his favorite Cadillac, the De Dion and the Wolseley with Godfrey and Peggy Hall's lovely Clement Talbot from Hororata, that is still in the family. The Unic, seen and confirmed in Amberley on our Scouting Outing, was the pre-Adamite Greenwood family car, passed by the family to Arthur Burke Ltd to preserve, driven by a future manager Cliff Reeve, and still held by the firm. The Rutherford Alldays and Onions, none the worse for its 78 mile jaunt is flanked by the Rambler from Auto Parts Timaru that needed a lot of TLC and was later bought and properly restored in Timaru. It was much more soberly painted than its Christchurch branch Cadillac co-entry! We had never seen a high wheeler before, hence its prominence in this archive. The Bentleys are a mixed bag, Rex Frisken's 3 litre is subject of



▲ IHC, Cockram's Cadillac, De Dion, Wolseley and the Hall's Talbot.

a full write up in *Guff Sheet* #6 of April 1954. You can access this via Kevin's databank as detailed in the last issue. The Don Grieg 6½ litre, now on its proper Smith five jet carb and manifold was going very nicely and for this event propelled by Frank Blandford and finally my own 4½ litre Maythorne coupe, seen but not commented on in my Scouting Outing article, had been acquired some three weeks earlier. All those plus Tony Bruges' 30/98, both the Sharman and Shand Railtons, and many others propelled the whole crew to the Leeston Hotel.

The lower right photo is easier to detail the dramatis personae. Left hand from bottom, Joe Malcolm and friend, driver of Cockram's Wolseley with backs to us, myself facing them and Tony Bruges, 30/98 owner and clubrooms provider.

Centre Brian Joyce facing and Ron Green, Bob Blackburn's mechanical genius and right at the back the Rangiora team with Jack Newell to the right. Unknown in front of Jack and then Bob Blackburn himself facing Jack Adams furthest right coming down to Olive Sharman and Selwyn "Spud" Jackson.

We all had a relatively early night, a Mrs Faigan famous hangover-curing breakfast, and wonderful vintage dice back to the Farmers for cars for the Brighton Run next time.



▲ Rutherford's Alldays & Onions, Auto Parts' Rambler and Arthur Burke's ex Greenwood Unic.



▲ The Unic.



▲ Bentleys of Rex Frisken, Don Grieg (then in Korea and loaned to 'Spud' Jackson) and self. All used to transport to Leeston.



▲ The Saturday evening at the Leeston Hotel.



▲ The IHC high wheeler buggy from Methven.



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# CAPTAIN'S LOG

**"The thrill of the chase" a phrase used regularly by many.**

It is evident to me there is definitely an appetite amongst numerous VCC members to attend new motoring events that really get their old adrenaline all fired up. And the upcoming Highland Fling Rally to be hosted for the first time by the Bay of Plenty Branch I believe is no exception to this rule.

This rally will be modelled along similar lines to that of the infamous Irishman Rally hosted annually by Canterbury Branch, a most successful event.

At the time of writing organiser Alastair Jones and I have received over 50 expressions of interest for the Highland Fling. Indications are that even at this early stage Taihape, where this inaugural Rally is to be launched in April 2020, will be pumping.

"We are expecting the North Islanders to deliver Mud, Blood and Beer"...the words expressed to me with great enthusiasm best illustrate the expectations of us the organisers, from a few keen hearty 'Southlanders', planning to travel to the North Island specifically to participate

in the inaugural Highland Fling Rally.

The amount of interest we have received to date from South Island members alone has been most encouraging to Alastair and me.

I am very pleased to report preliminary planning on all the supporting matters for the Highland Fling has been attended to. Importantly accommodation options that have been contacted in the Taihape area are looking favourable, with around 150 beds available. From four star accommodation to back-packers, to Airbnb. However, bookings should not be left until the last moment.

The rugged and isolated hinterland that has been mapped out for the rally routes has highlighted just how difficult

it might be to ensure fuel tanks don't run dry. Therefore a good piece of advice is to tune your engines for maximum economy. The writer can assure you of jaw-dropping scenery, challenging roads, and great camaraderie as you motor through the mighty Central North Island highlands on this epic experience.

This Highland Fling Rally is for those members with an adventuresome spirit and a good sense of humour. While the Bay of Plenty Branch is the host branch for this inaugural event the organisers are keen for other VCC branches in the North Island to consider hosting this event in their area in the forthcoming years.



**Kaaren Smylie**  
North Island  
Club Captain



## AWARDS

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

### 50 YEAR

<b>Rumble, WB (Bruce)</b>	Marlborough
<b>Madgwick, Bruce</b>	Auckland
<b>Heavey, Robin</b>	Auckland
<b>Hoskins, Alwyn</b>	Southland
<b>Herron, Robert</b>	Otago
<b>Bennett, Ivan</b>	Otago
<b>McCullock, Ian</b>	Wellington
<b>Neal, Geoffrey</b>	Wellington
<b>O'Rorke, Hal</b>	Wellington

### 60 YEAR

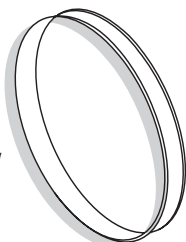
<b>Robert, Barry</b>	Auckland
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# MOTORING MEMORIES 1915 HUMBER

Humber, Robin and BSA.

Words and pictures Barry Barnes

**It's over 30 years since the 1915 Humber passed from our family's ownership but fun times with it are well remembered.**

**My Dad Jack, my brother Robin and I all joined the Southland Branch in 1959 after acquiring the 1924 Peugeot Type 177B tourer that I still have.**

The Peugeot was well known to Southland members of the day as it had taken part in the very first run organised by the then Southland Vintage Car Club. It was in very rough condition and the owner had dropped out of the Club. The car languished out in the open until rescued by Walter McQuarrie and his friend Tom.

Walter was much more interested in Studebakers, owning a 1924 Light 6 roadster with Christchurch built Stephens body, and sold us the Peugeot, much to our delight, and we got stuck into it straight away, or rather we boys did, with Dad fronting up for paying some early bills.

Local members were interested in our progress, for up to that date a full strip down rebuild had mostly only been done on veterans, so we were counselled to get a veteran too. We had enough trouble locating a vintage car and thought all the veterans had been taken. It was no time later, however, when Dad heard of a car that might be for sale by Charlie Emerson, a local contractor who Dad had dealings with in his role as a local body engineer.

The long and short of it was that Dad negotiated the purchase with Charlie and the Humber came to our place in January 1960. This was much to the excitement of we three boys who had not seen it, but had studied pictures of the similar car that had been owned by Andrew and Molly Anderson and road tested in a very early *Beaded Wheels*, and which was by then owned and motored vigorously by Allan Baker.

As mentioned in my article, *Star Revisited*, the car had been obtained in 1955 by Norman Owen, a capable mechanic who really was after Forrest Dixon's Stanley Steamer but settled for the Humber when unable to pry the Stanley from Mr Dixon.





The Humber was in good, complete, condition though many ancillary parts like electric horn, lights, magneto, may have been missing for they were not the authentic items when we got the car. The lights, for example, were early Austin 12/4 CAV units. The original metal windscreen frame had been cut down and used to mount a wooden framed windscreen. The original panels and woodwork though were very good. The original leather upholstery was in less good condition, with the backs of the seats having large holes with horsehair sticking out and the lower squabs were missing. Norman obtained some squabs that fitted reasonably well but did not match, the old paint was scraped off at the same time scraping off a coating of tinning that had protected the surface well over the preceding 40 years, and a thin coat of undercoat and green enamel were applied.

I think the storage after Norman sold it to Charlie Emerson may have been in a damp shed or maybe the stripped down metal had been exposed to damp before painting because there was a lot of light surface rust coming through the paint.

We fixed the clutch thrust bearing and with Norman Owen's help sorted out why the magneto wasn't sparking and soon had the Humber going. Work proceeded on getting it tidied up again. We prepared it for painting to undercoat stage and the finish coat of enamel was applied by Gordon Marshall Ltd for the sum of £8.

Some more tyres were obtained, the metal hood supports were sand blasted and bake enamelled along with a number of other parts, new oak hood bows and matching oak battery and tool boxes were made for us by Hogg and Co in Dunedin and a local upholsterer just starting out, Keith Smith, made a hood, the first he had done I believe. The upholstery was left as is for attention at a later time. Much else was done over 18 months or so.

We enjoyed motoring it on some local events and would in fact delight in taking it out just for a drive on a nice Southland

day, and yes they have lots of them, contrary to popular belief. We particularly enjoyed driving over concrete bridges where the lovely exhaust note would be magnified. The Humber still had its original exhaust system from manifold to tail pipe and featured two small cast expansion boxes in tandem which no doubt contributed to that. I found it pleasant to drive and it bowled along easily between 30 and 40 mph. The four speed gate change was not hard to master, though the cone clutch always dragged a bit. The gearbox was needed on any hilly country and the brakes were at best just adequate. But we felt she was good to go.

Seventeen year old Robin had in 1960 gathered up three veteran motorcycles from Kaitangata, two BSAs and a V twin Matchless. The 1913 BSA was persuaded into life the day we brought it home thanks to the Velocette front wheel the seller had loaned us so we could prove his claim that it went. This was restored in fairly short order just missing out on being completed for the 1961 Riverton Rally in February.

The old bike was campaigned at local runs and when it was announced that the newly formed North Otago Branch would be holding their inaugural event in December 1961, we were keen to go. There were family friends in Oamaru who would put us up, and their kids, slightly younger than us, were keen to come out with us on the Rally.

We felt it prudent to leave in the middle of the week, just in case. Robin was by then 18 and I was 19 when embarking on this venture full of the confidence of youth. All went well with no great misadventures that I can recall. We negotiated the hills around Dunedin OK. The 557cc BSA made a rapid ascent of the dreaded Kilmog while the 1502cc Humber made a more sedate climb which we celebrated with a photo at the top where I guess Robin would have waited for me.

We were not far from Waianakarua when there was an ominous “ting ting ting” from under the bonnet followed by the sound of something flying apart. The motor was killed, the handbrake, being the better of the two braking systems, rapidly applied and the damage surveyed. The cast alloy fan had unwound from its unoriginal makeshift mounting, which turned out to be just a bike axle type cup and cone set up. It had bitten a chunk out of the radiator before breaking off one of the blades which had gone out the bottom and fortunately had not damaged the bonnet.

Water was coming out of the damaged part and we found that Minties are not a substitute for chewing gum for plugging something like that!

A passing MOW employee took pity on us and hitched up our towrope to his Jailbar Ford V8 (despite misgivings about what his boss would say if he found out) and towed the Humber the few miles to Herbert which had a garage in those days. Some makeshift repairs were made, maybe they had chewing gum there, I can't remember, but we duly arrived at our hosts' place in Oamaru.

I recall us taking the radiator off and plugging the damaged area from the front while solder was poured from the rear side to form a big patch down between the cells and so sealed the leak apart from a small amount of seepage.

We must have contacted the local VCC, for a local member and Douglas motorcycle owner, Dave Clark, came to our rescue. We obtained a fan off a Singer Senior 6 at the Alma Wrecking Company up on the hill just south of Oamaru and Dave made up a suitable mounting much more like what the original one would have been and we were able to take part in the historic event with both our vehicles. That fan served for several years until we obtained another original one.

On the Sunday there was a picnic out in the Maheno area south of Oamaru. We were tootling along merrily in the Humber when I thought we were being buzzed by a low flying aircraft, but although I anxiously looked aloft could see nothing although the noise got louder, much louder! Next thing Darcy Nicholson swept by doing at least 60mph in the Zeppelin-engined Zborowski style 1914 Mercedes which now resides in the Southward Trust Museum.

Darcy's driving style was, to say the least, press on regardless, and he was the last to have a go at the field tests, one of which consisted of the familiar wiggle-wobble through some poles, which were far too close for this monster vehicle to negotiate. Darcy decided to give the crowd a thrill, buried his boot and sent the poles flying like skittles. He was travelling at speed at the end of the run when he realised there was a ditch or some other obstacle ahead so he wrenched the wheel to the left in an almighty broadside sending grass in the air and bending the front axle. This was promptly removed, taken somewhere for straightening and he apparently drove the Mercedes back later that day.

Our journey home started early and proceeded uneventfully until reaching undulating country just near Balclutha. The Humber was climbing one of the small hills when it “failed to proceed” (as they say in the Rolls-Royce chauffeurs training manual), and in fact, rolled back down the hill. Even though the motor was running and the clutch out there was no drive. Robin had to go to Balclutha and organise a tow truck. The spider gears in the diff had given out, so it was a train trip organised for the Humber and me. I got home the same day, though it was some days before we could persuade the NZR to let us have the Humber. It could be seen in the yard, but they insisted it did not exist as they had no consignment note.

Meanwhile, Robin had proceeded alone and got as far as Clinton when the front tyre on the bike blew out. He tried to push it to the



1915 Humber Jan 1960 .

nearest farmhouse but nearly collapsed in his heavy flying suit on a hot day. Fortunately, the kindly folk who rescued him contacted our parents and Dad was sent to recover Robin and bike which was fitted in the back of the family Big 15 Citroën after removal of the bike's front wheel.

So ended our venture to Oamaru.

The Humber differential was a weak design with only two spider gears. These and the corresponding axle gears were very fine with many teeth, and although over the years we located a number of other back axle units the spider gears were always the same. The diff remained troublesome giving Dad the same problem again. It packed up in Dunedin when returning from the 1972 International Rally for which the car had been treated to a strip down, repaint, engine rebuild and new upholstery. The diff problem was finally cured by David McIvor who cleverly grafted in robust Ford A components.

The car took part in the first National Veteran Rally in Timaru and I would love to see it again at the event to be held in Timaru for the second time, 44 years after the first.

The Humber was used as our wedding car when Carla and I were married and we came out of the church to find a flat tyre, deliberately deflated we think, which had to be attended to before we could head off. Just as well it had the new-fangled detachable wheels and a spare.

In the mid '80s Dad decided to sell the car. With young kids and more than enough old vehicles of my own to support, I could not afford to take it over and it was sold to Pat Kennedy. Part of the deal was I would drive it from the folks place in Invercargill to Timaru where I had moved to and Pat would collect it from there. I had the opportunity to take it out on the 100 years of the motorcar celebration for which Timaru was one of the venues.

One of the last trips we made with the car was one Sunday afternoon when we took the kids down to Jim Sullivan's place at Otaio for a visit. We were yarning with Jim and Dymphna when one of the kids burst in. Our youngest aged four had fallen in the horse trough and was saturated. Dymphna kindly fished out some dry clothes, ex I think a granddaughter, and Jonathan had to come home in girl's clothing. From that day on whenever I met Jim he would enquire after the boy who fell in the “horse trof” coupled with an hilarious laugh. I am not sure that Jonathan, now 37, remembers the incident with the same hilarity!

And so the Humber passed to the next caring owner who has now had it longer than we did.

|BW



# ARTHUR POLL'S BMW ISETTA 300 BRITISH OF COURSE!

Words and photographs Greg Price



**Mention the words Micro Models over a few beers with a bunch of classic car enthusiasts and most of them will immediately think of those reasonably accurate diecast model vehicles made originally in Australia in the 1950s and then here in New Zealand by various companies, and most likely some of those drinking mates will have one or two examples in their model collections.**

However Micro Models is also the terminology oft used to describe life-sized examples of vehicles (also from the 1950s and 1960s) that these days can be eye-wateringly expensive – and that's often before you start to restore them.

A couple of members of the South Canterbury Zephyr & Zodiac Car Club (of which I am a member) had occasion to visit the Classics Museum in Hamilton just prior to Christmas 2018, and took a few photos, one of which was published in that club's newsletter and was of the museum's full-sized Micro Models which were all displayed in the one room. Included among the pristine marques were a Goggomobile, a Fiat Bambina, what looked like a Berkeley Sports, an Austin Seven Opal roadster, and...a BMW Isetta 300. On seeing the photo I immediately thought "I know who's got one of those." So at a noggin earlier this year I approached Arthur Poll, the proud owner of the featured car, and suggested a Behind the Wheel article, as I was sure that many other VCC members and readers would be as fascinated with these cute little cars as I was. (If I'm wrong, please just turn the page.)

The toy versions of the Micro Models were born out of post-war shortages and, here in New Zealand, punitive import restrictions (only rich kids' parents could afford the more expensive Dinky and Corgi Toys.) meant that the likes of Tri-Ang et al were responsible for the rather more crude versions of the life-sized cars and trucks that us kids used to lust after. It was a similar sort of situation in the United Kingdom with full-sized cars. So much so that the 'mini-car', which could best be described as a cross between a motorcycle and a car, some of which had three wheels, became the choice of transport for the family man in situations where a motorcycle (even with a sidecar) just wasn't going to cut it for family outings with mum and the kiddies. Almost like a motorcycle and sidecar combination but with an all-encompassing body. As one writer in a BMW Isetta Gazette issue of 2005 wrote, "Think of the '50s and what do you see? Is it bright futuristic homes, refrigerators, drive-in movies and big colourful cars? No? But these were the images of 1950s America?" Yeah, well Britain & Europe were completely different – drab, bombed out and virtually bankrupt. The huge American chrome-laden gas-guzzlers were about as far removed from European motoring as it was possible to be. Any car was a luxury, and even pre-war cars were hard to get. New small cars were often just crude three-wheelers with proprietary engines and simple aluminium bodies. Meanwhile one Renzo Rivolta's Italian company Iso, based in Milan and more well known for its refrigerators, decided to grab a piece of the scooter market and his engineer Ermenegildo Prett came up with an unorthodox car design that was both bold and futuristic. Essentially it was quite simple to build, having just the one door, a bench seat and four wheels and essentially a scooter engine. Thus the Isetta, or 'little Iso', was born.

#### **A BIT OF THE HISTORY OF THE MARQUE**

The Isetta debuted at Turin in November of 1953. Considered by some to be the best microcar of all time, the Isetta caused quite a stir when it was unveiled. More unusual than anything out there at the time, the bubble car was only 7.5 feet long and 4.5 feet wide. The entire front end of the vehicle hinged outwards to allow entry, along with an exit for passenger and driver through the canvas sunroof in the event of a crash. Making access to the single bench seat simpler, both the steering wheel and instrument panel swung out with the single door. There was enough room inside the vehicle for two passengers to sit comfortably, and behind the seat was a spare wheel hidden underneath a large parcel shelf. Ventilation was available by opening up the fabric sunroof, and a heater was optional. It was one of the most successful microcars that were produced in the post-WWII years. The Isetta attracted the nickname 'bubble car' because of its bubble-like windows and its egg shape. Apparently the designers reportedly came up with the design by taking two scooters, placing them close to each other and adding a refrigerator before shaping the result like 'a teardrop in the wind'.

The original Isetta came with a 236 cc 9.5 hp two cylinder two-stroke motorcycle engine. Dynastart was a combination generator-starter, and a manual gearbox provided four forward speeds and reverse. The rear wheels were 10-inches, and a chain drive connected the gearbox to a solid rear axle.

The original prototypes came with one wheel at the rear, but unfortunately this made the vehicle very susceptible to rolling over, so two wheels were placed at the rear 19 inches apart. Since the track was so narrow, no differential was needed. The front axle was an updated variation of a Dubonnet independent front suspension.

The Iso Isetta achieved a top speed of 45 mph, and could reach 30 mph in just over 30 seconds. It featured a small fuel tank that only held 3.5 gallons, and could get somewhere between 50-70 miles per gallon of fuel.

Iso entered three Isettas in the 1954 Miglia Miglia (1000 miles) where they managed to average 70 kph - only a few kph slower than their maximum speed - and took first, second and third in the economy classification.

Despite its initial success popularity of the Isetta began to face increased competition from Fiat's 500C Topolino. Company owner Renzo Rivolta negotiated licencing deals with several foreign makers including, in 1954, BMW who bought not just a license but the body tooling as well.

In 1955 the production of Italian built cars ended after the construction of about 1,000 units. The Iso design and engines remained until 1958 before they were replaced with the BMW 300cc engines.



**SPECIFICATIONS:**

- Engine: 295cc four stroke, aircooled
- Transmission: 4 speed synchromesh (kind of?), plus reverse
- Tyres: 4 x 4.40x10, plus the spare
- Fuel Tank: 2.8 imperial gallons capacity
- Max speed: 56mph (unless on the back of a tow truck)
- Electric start: Dynastart
- Value: Priceless! (Pun intended!)
- Overall rating: PGR (Pretty good, really!) especially with the white-walls on



*However, as is often the case with advertising, some editorial license was seemingly taken with the claim that 'three medium sized persons could be accommodated in the front seat' ... Really?*

BMW replaced the Iso split-single two stroke engine with an air-cooled four stroke single of their own design, initially of 247 cc producing 12 bhp. Most of the original elements of the Italian design stayed the same while BMW re-engineered much of the vehicle, so that none of the parts are interchangeable between an Iso Isetta and a BMW Isetta Moto Coupe. In April of 1955, the first BMW Isetta was unveiled. In the following eight months around 10,000 'bubble cars' were produced.

The Isetta Moto Coupe Deluxe, or Isetta 300 was introduced in October of 1956. Considered to be the 'sliding-window' Isetta, as longer, sliding side windows replaced the famous bubble windows. The 300 featured an enlarged single cylinder to a 72mm bore and 73mm stroke which now achieved a displacement of exactly 298cc. The compression ratio was already raised from 6.8 to 7:1. The engine now got 13hp at 5200 rpm, while the torque jumped to 18.4 Nm at 4600 rpm. The top speed remained at 53mph.

BMW ceased production of the Isetta in May of 1962 after building 162,728 cars, including Arthur's little cutie - chassis #13318 - the subject of this article.

Arthur's acquisition and subsequent restoration of the wee bubble car is tinged with some sadness, as his wife Joan, who was present when AB5218 (as it was back then) was purchased at a Dunedin swap meet in December of 1994, died of cancer in 2008, seemingly putting a wet blanket over the whole project – as it would. When purchased AB5218 was unwarranted, unregistered and not going, so the week after the swap meet, Arthur and Joan went down to Dunedin again with a trailer and brought it home. As you tend to do in these situations, the temptation to 'see if it still goes' was irresistible, so another battery was fitted, some fresh petrol added, and it fired up. Satisfied that it was a runner, Arthur stashed it away in his garage and tackled other projects (mainly two military vehicles and some motorcycles). Before you know it some 22 years had raced by, so in late 2015- early 2016, restoration began in earnest. AB5218 was completely stripped down to a bare chassis. He had to make a special jig to hold the suspension together while it was dismantled. The kingpins were okay but Arthur replaced the wheel bearings. All the wheel cylinders were overhauled with stainless steel inserts, and new brake hoses were manufactured. The engine overhaul was important due to the poor technology arising out of the original design. One early problem for Isetta owners was a dropped valve – this was when the end of the valve literally dropped off and into the combustion chamber creating the same sort of damage and mayhem as a broken cambelt. Early valves were alloy and the valve ends were welded on, and if they overheated they would break off. The solution was to fit stainless steel valves. The bottom end received new main bearings and oil seals, and careful attention was given to clear out the sludge build-up from the oiler that fed the crankshaft. Lubrication was via a slinger, and this often resulted in a sludge build-up which in turn clogged the oilways. Thus, the engine had to be fully stripped down and all oilways cleaned out. The alloy conrod and the cage for the roller bearings were then replaced with steel ones. A local reconditioner had quoted to carry out the work, but a shortage of the necessary folding stuff had Arthur spending some time searching on the internet and subsequently finding a firm in the UK (Alpha Bearings) that made and supplied parts for vintage motorcycles (and Isettas). Arthur dispatched his conrod

to them for crack-testing, and subsequent overhaul complete with new steel cage inserts and rollers – for approximately half the cost of the local quoted cost. The Isetta's engine had previously had a new piston fitted, but showed minimal usage since so another set of rings was all that was needed. Other parts were sourced from the UK and Germany. He managed to get a new rubber thinline for the air intake on the engine, *plus* the cast metal bit that holds it in place. Five new 4.40 x 10 cross-ply tyres were purchased from Germany and some 10" white-wall clip-ons, which I convinced Arthur to fit, which he did prior to the Restoration of the Year Rally. Now it looks a million dollars.

One of the problems with a restoration of this type the retrofitting of seat belts. Remember in the 1960s, when seat belts were made a legal requirement? Fitting in those days was in many cases, simply a matter of drilling some holes and attaching the belts to the floor pan with a square flat washer. In the interim, some bureaucrat decided that in these old cars, that was no longer satisfactory, and that once fitted, the installation needed to be certified, which simply meant that you paid two people instead of the one. Why he couldn't have just fitted lap belts himself (which were all that were required) without this certification nonsense, is beyond me. However the big certification/registration day was 20 September 2016 and cost approximately \$1000 – plus (and in my opinion) a further unnecessary \$360 for the seat belt certification. Pity he wasn't allowed to use the old black and silver plates – it can't have been that hard to establish that it was previously registered in NZ, given its original plate of AB5218.

Arthur has run up approximately 500-1000 trouble-free miles since the restoration, and remembering that the original mileage was only 35,000, there's a lot of life remaining for this wee girl.

Those of you into languages could check out Mr Google to decipher the actual English name of the nice red colour, which is 'Trafikksekap –Roed' which I reckoned was German for 'Traffic Signal Red'. But Mr Google came up with 'Traffic Company Rowing', which may mean that if you drive it into the water, someone rowing past can see it more easily? Or it will float? Who knows?



## THE TEST DRIVE

Always reluctant to get behind the wheel of someone else's pride and joy, it was no different here, especially as the wheel I was about to get behind folded out of the way upon my entry through the front (and only) door. Let me explain. The only way into this wee car is via the front door (there being no other doors) which holds the steering wheel. As you open the door (which opens to your left looking from the front) the steering wheel folds away with it, whereupon you step up into the front of the car, turn around and sit back down. If you are going to be the driver, then you shuffle across to the right hand side (now looking forward), and familiarise yourself with where everything is situated. (Confused? You should've been there.) The steering is attached to a console which houses a speedometer, a headlight switch and the usual warning lights – plus a reminder to release the handbrake before driving off. The handbrake, attached to the inner front guard, looks suspiciously like the one in my Zephyr convertible, and the gear lever protrudes at a right angle to the side panel. And there I was thinking that Citroëns and Nash Metropolitans were the only cars with weird gear shifts. The Isetta's gearshift is best described as a floor shift mounted sideways on the bit where a door would normally be. It took me a wee while to get the hang of it though. Moving off enabled me to appreciate the similarity to a motor scooter (or two) upon which the Isetta concept was based, albeit this time with a body attached. Bearing in mind my inexperience with this wee cutie, Arthur reckons I didn't do too badly getting the hang of it, even though it was only a short run, and those big buses and trucks are really scary when you are seated in a bubble car. Interesting too was when Arthur started the car after the photoshoot, I thought I could hear the fuel pump ticking, but it was actually the motor running, so that gives you an idea of how quiet it is. Speaking of the photoshoot, a young mother and baby in a stroller happened by as I was admiring it. I suggested that it was simply a rather larger version of her baby stroller, but

with an engine and bigger wheels. She laughed – hopefully it was at my comments, not me.

According to the advertising blurb, the Isetta will cruise forever at 50mph, and at that speed petrol consumption is around 70mpg. (Don't ask me to convert that, as I failed metrics at school – the teacher informed me that kilohertz actually wasn't a dangerous rental car, and that megabyte wasn't a big mouthful either.) At a constant 30mph a petrol consumption of 90mpg was apparently achieved. The engine is air-cooled, has only one spark plug, and the sump capacity is (wait for it) three pints. Maintenance requires just six greasing points to be attended to. However, as is often the case with advertising, some editorial license was seemingly taken with the claim that 'three medium sized persons could be accommodated in the front seat'. Really? Luckily Arthur and I are really good friends as we were sitting pretty close together, and apart from there maybe being room for a small kiddie, any other adult would need to be running alongside.

Arthur hasn't done the "how many others are there in New Zealand" exercise yet, but in the UK there is a strong following, and an active owners club ([www.isetta-owners-club.gb.com](http://www.isetta-owners-club.gb.com)), which among other things runs a spare parts service for its members – of which Arthur is one (a member of the club, not a spare part.) As mentioned earlier in this article, the Classic Car Museum in Hamilton has an example, and the Geraldine Museum had a red example (DA4680) back in 2014, but we think that has since been sold. In addition, the Wearable Arts Museum in Nelson has a red one (AQ TE) and if you happen to travel to Munich in Germany, and visit BMW World (the BMW Museum which is opposite the BMW factory) there is a little blue and cream Isetta that a staffer will happily take you for a quick hoon around the second floor. Meanwhile up in the North Island, astute BW readers would have spotted LJA423 scurrying off home after attending the Greerton Retro Fayre in the Bay of Plenty (BW #358 page 56).





# Beaded Wheels

## needs your talent



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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](mailto: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](mailto:kevin@vcc.org.nz)

Our lucky winners of the Beaded Wheels caps for this issue are Ronald Mayes and Greg Terrill

### WOULD I OWN ONE?

The short answer is 'probably not' for no other reason than that the cost of acquiring one these days is astronomical. But on the positive side they do not take up much room in a garage. Recently one of these that had languished in a garage since the 1960s, subsequent to the untimely death of its young owner, was auctioned on Trade Me, unrestored, and still realised over \$25,000. Mind you, it was untidy but completely original, and hopefully its new owner will put the same effort and time (and money) into its restoration as Arthur has done.

Some of you may have seen this wee gem at, or on route, to the Canterbury Branch's Restoration of the Year Rally in June 2019, and if like me you were waiting for it to return to Cutler Park on the day of the rally would have noticed it eventually arrived back on a trailer. Not only did the little Isetta get a puncture (twisted tube when the clip-ons were fitted), it was sitting at an intersection idling nicely when the motor suddenly died. Fortunately VCC member Colin Hey lives nearby and promptly fetched a transporter to convey it back to Arthur's place, via Cutler Park, where it was able to still be judged, along with another two superb restorations. Once it was home safe and sound, Arthur eventually established that it had a broken push-rod – the second time this had occurred since the rebuild. At the time of writing, Arthur was in the process of obtaining some NOS replacements from the UK, and hopefully the Isetta will be up and running again in no time.

Despite the push-rod problem, Arthur deserves a pat on the back for a restoration job well done. |BW



Greg Price

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# 1946 SCOTT

## FLYING SQUIRREL



Words and Photos Stuart Francis

**This story starts in the UK in 1973 when I tried to buy a basket case 1929 TT Replica Scott from a local character. I did not have the £60 he wanted but he was very interested in finding a swinging arm Ariel Red Hunter.**

After putting together a complicated deal to acquire a friend's Red Hunter, it all fell through. Commiserating over a couple of ciders my old mate Tuck mentioned he had the worn partial remains of a post war Scott, which if I twisted his arm hard enough he would part with. So after putting together another tortuous deal, I became the proud owner of a 1946 Scott Flying Squirrel.

After the first flush of enthusiasm, and resisting the urge to tear everything apart, I quickly concluded that rebuilding the engine and obtaining a radiator was going to be costly. As I had a few other machines to work on, I took the attitude that it was going to be a long term project which would be worked on when money, resources and new skills allowed.

The rolling chassis was the easiest part to start with, stripping the paint off the frame found it in very good condition, straight and undamaged, but there was something odd about the frame. It took some time for the penny to drop as the modification was so well done, two additional loops of tube had been bronze welded to the upper rear frame tubes to support the rear mudguard. I then realised that the non-standard rear mudguard was from a Francis Barnet. I decided to keep the modifications, they looked so right and Scotts are renowned for owner modifications.

Stripping the Dowty Air Forks (correct for 1946) revealed they had been converted to the later spring-in-tension forks and everything was well worn. Hard chroming the fork legs, turning up some new bushes, and a bit of hand scraping eventually produced a good set of forks. They were one of the first "upside down forks". The fork legs slide up and down inside the outer fork tube, a lot sturdier than some of the alternatives. The Royal Enfield front wheel just needed a good clean up and a new rim, although the double sided single leading shoe front brakes took some time to bed down.

The rear wheel was another issue altogether, and no doubt the rivet counters have already spotted the problem. The brake stay would not line up no matter how I tried. Further research revealed that I had a rear wheel for a swinging arm frame. After a bit of head scratching and a couple of cardboard prototypes I made a rather neat brake anchor. Four decades later Tuck found the correct rigid rear wheel buried in a pile of Birmingham swinging arm Scott bits. It is now sitting in my garage.

The three speed gearbox was the next challenge; originally a Velocette design that Scott bought after Velocette moved to a 4 speed box. The Velocette gearbox was attractive because the inboard clutch lined up nicely with the Scott engine's primary drive sprocket on the left hand side of the central



Honeycomb radiator



The engine room - note the unique to Scott carburettor.



Magdyno.



Scott rebuild.

flywheel. The final drive sprocket sits on an extended main-shaft and is supported by its own self aligning bearing assembly. Scott converted the gearbox to foot change in 1934 by adding a ratchet mechanism that moved the original gear selector. Stripping the gearbox revealed two related problems, the input shaft bearing sleeve, and the bronze bush it ran in, were both badly worn. After lapping the input shaft bearing sleeve for hours, making a new bush, shimming the end float on the shafts and hand scraping the new bush, it seemed to go together quite nicely (more of this later).

The project stalled whilst I saved up enough money to have the engine rebuilt by Sam Pearce, a well-known Scott engineer. Although the engine is relatively simple, it is not one on which you learn by your mistakes, they are easily damaged and parts can be difficult and expensive to obtain. The rebuild took longer than planned as the badly worn barrels had frost damage and another pair had to be found. Sam ran it on his test rig, explaining that those that vibrated slightly were usually more powerful than the smooth engines. However mine vibrated and had the power of a smooth engine.

With the engine rebuilt we were on the home straight, while I attended to all the plumbing, rebuilding the Pilgrim pumps and electrics, there were two more key items. Although I had



At Omaka on the 2019 National Motorcycle Rally.



The Pilgrim pump on the crankcase door.



Left hand crankcase.



Gearbox note extended output shaft.



Reboring the gearbox casing.



Final drive outrigger bearing.

found a very second-hand later style water tube radiator with a loose baffle plate, I really wanted a honeycomb radiator. They just look so much better. Replica radiators were being made, they were expensive and there was a waiting list. Arriving early at one of the Scott national rallies, I spotted a brand new replica honeycomb radiator for sale at a bargain price, I have never written a cheque so quickly. It turns out the widow of a member found it hidden in the back of an airing cupboard where it had been for some time.

The final key item was the twin cylinder magdyno. Scotts used a special magdyno with different dynamo gearing because it runs at engine speed. The proper magdynos are like hens teeth so I built a standard one from bits, and fitted an excellent 12v control box that could reduce the dynamo's current output to nearly zero (an ordinary control box will always produce a residual current that increases with speed).

After the usual collection of small but time consuming jobs that have to be done, it was finally ready to be started. I remembered Titch Allen's\* advice about starting a Scott "you do not tickle them you flood them". That, full choke, and the ignition half retarded was a good place to start. Several kicks later it burst into life. A combination of oiled bores, the Pilgrim pump set for high delivery and some premix oil in the petrol (a safety measure), had a wall of smoke pouring out of the garage doors, my wife nearly called the fire brigade. As the smoke cleared, the soon to be familiar sounds emerged, the two stroke burble, the Scott yowl and the thrashing of the primary and magneto chains.

A few runs up the local lane confirmed I had a viable motorcycle, but it needed some adjustment and there was a niggling feeling that something wasn't quite right. Sorting out the settings for the Pilgrim pump, fitted to the right hand crankcase door, was the first task. The Scott Owner's Club technical notes have more column inches on oiling and the Pilgrim pump than any other subject. There are two fundamental issues, the Scott Pilgrim pump is a fixed delivery duplex pump designed to deliver large drops of oil at slow speeds. Two stroke engines need much more oil per revolution at high speed than at tick-over or on over-run, so the Pilgrim pump setting is always a

smoky compromise (some riders, once they are out of town, pull over and increase the pump settings). The pump runs at engine speed delivering small drops of oil. Various methods, like gearing the pump down, have been tried to improve this but with limited success. The seemingly obvious solution of running on a petrol/oil mix is a non-starter as the oil seals buried behind the main bearings are spring loaded steel washers with drilled ports that allow the oil from the Pilgrim pump into the crankcases and lubricate the seals.

The first real run was 12 miles to Radstock for an MoT (UK equivalent of a WoF). It was a baptism of fire. The bike didn't like the stop-go traffic in Trowbridge. A dragging clutch, a slipping gear change lever and a fine spray of boiling water all added to the fun. Out of town it performed a bit better, but still overheated and nipped up at the top of Farleigh Castle hill. The run down the hill to Radstock certainly helped bed the brakes in. After getting the MoT the return journey was nearly as fraught. After fixing the initial problems I started taking her out on Sunday morning runs (less traffic). Things improved as we got used to each other but it still didn't feel quite right. Suspicion fell on ignition timing and the magdyno.

The owner's manual is very vague about ignition timing, however the Scott club's technical notes produced a definitive advance setting. Resetting the magdyno had little effect but I did notice a difference between the points opening for each cylinder, clearly there was a problem with the magdyno. Hawker Engineering fully rebuilt it after finding a 20 degrees difference between the two firing points because of a badly worn cam ring. It felt much better with the rebuilt magdyno, but there was still a nagging feeling of something not being quite right.

Around this time I had an opportunity to export a motorcycle to New Zealand with a friend's household goods. I was married to a Kiwi and making annual visits to New Zealand's South Island with the intention of retiring there. I needed an older motorcycle in New Zealand to use during our annual visits. To this day I cannot understand why I chose the Scott over the other well tried machines in my collection, the novelty factor perhaps. After registering the Scott I started taking it on progressively longer runs to build up



Incorrect Scott swing arm rear wheel.



Scott front wheel.



The real Scott rigid rear wheel.

confidence. The open roads of Southland suited it down to the ground. However there were always niggling little issues, it occasionally nipped up but freed immediately, the engine seemed to be labouring at times, gear changing became more difficult on longer runs and one side of the Pilgrim pump seemed to fill up.

Despite all these niggles, the bike was a joy to ride when running well, the crisp acceleration and fine handling added to the cheesy grin factor. Riding around town became a bit easier but the two stroke's inherent dislike of small throttle openings and light loads could make it challenging. I entered a couple of local events with mixed results, one run came to an abrupt stop when a piece of gravel broke the very expensive German Wiperman Magneto drive chain. On another run it won, Best Two Stroke, Best Parallel Twin and Best

British Machine. Little issues emerged, like a cold wet right thigh, initially thought to be a radiator leak until I spotted a pin hole in the soldered upper seam of the petrol tank.

As the other issues were resolved gear changing became an increasing frustration to smooth riding. I finally took the gearbox apart to find the input bush was spinning in the gearbox casing and the bush was a close fit on the input shaft. The casing hole was worn oval, so I skimmed it out to take an oversize bush and gave it good running clearance on the input shaft. As soon as I had it back together it felt so much better, the engine didn't seem to labour, it felt smoother and gear changing improved. The next big run was the Southland Arrowtown Rally. The Scott was flying along until the gear-change ratchet decided to

## THE SCOTT TIMELINE

The 1908 Scott had water cooling, telescopic forks, two speed all chain drive, low slung weight and a lightweight duplex frame giving superb road holding.

Scotts were first manufactured under contract by Jowett before production moved to the Scott factory in Saltaire (Yorkshire) in 1910.

Scott's two-speed models utilised an innovative rocking-pedal foot-operated gear change which also doubled as a form of clutch.

The water-cooled two-stroke engine featured deflector pistons. Initially, only the cylinder head was water-cooled, then later the whole barrel was water cooled.

Early Scotts were so fast they became the victim of official discrimination, their cubic capacity was multiplied by 1.32 for competitive events.

**1910** a Scott was the first two-stroke to complete a full TT.

**1911** a Scott set the TT lap record (50.11 mph) and won the TT in 1912 and 1913.

**1919** Alfred Scott left the company to develop the Scott Sociable.

**1922** the Squirrel was introduced followed by the Super Squirrel in 1925. These were the machines which made the Scott motorcycle truly famous.

**1926** the Flying Squirrel was introduced with a three-speed gearbox, conventional clutch and a stiffer (and heavier) duplex frame, leading to a new range of machines known as the Flyers.

**1930s** Early in the decade the lightweight two-speed models were dropped.

**1934** Scott introduced the 750 cc three cylinder in-line water cooled machine, superseded by the 1000 cc version. Neither was produced in large numbers.

**1946** Scott relaunched the Flying Squirrel model. Available in 500 or 600 cc form, the machines were relatively expensive.

**1951** the company went into voluntary liquidation. Matt Holder bought the manufacturing rights, restarting Scott motorcycle manufacture in Birmingham.

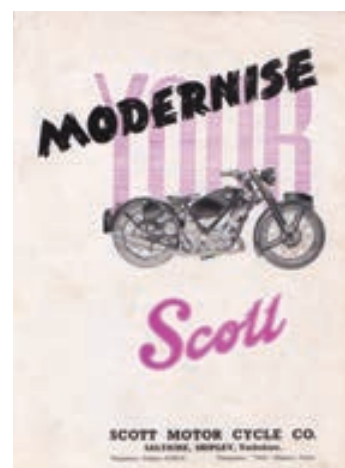


▲ Alfred Angas Scott (1874 - 1923)

**1956** the Birmingham Scott was announced, a 596 cc model with a duplex frame, telescopic fork front and swinging arm rear suspension. The Scott engine (with modified castings), radiator, pilgrim oil pump and gearbox remained.

**1958**, the Scott Swift was announced. The 500 cc engine was fitted with flat top pistons and was capable of 90 miles an hour, it never went into production.

Birmingham Scotts remained in production with little change, by special order, right up to the end of the 1960s.



*As the smoke cleared, the soon to be familiar sounds emerged, the two stroke burble, the Scott yowl and the thrashing of the primary and magneto chains.*



▲ Setting off on the Arrowtown Run.

come adrift, probably due to the previous gear change difficulties.

I had always wanted to take the Scott to the VCC National Motorcycle Rally and signed up when it was announced it was being held at Blenheim in 2019. The two day event had four different routes, of ascending complexity and length, to match the needs of single speed pre WWI machines through to the powerful machines from the early '80s. I chose the medium route as it seemed best suited to the Scott. The route included the challenging 40-kilometre Queen Charlotte Drive to Picton, a very winding scenic road fringed with native bush. At the prize giving I was amazed to be awarded the Glen Bull

Memorial Trophy for best performance by a two stroke.

So this is the story so far summing up all the frustration and fun I have had with my Scott Flying Squirrel. No doubt there will be further adventures and challenges. Little did I think 45 years ago what I was taking on and how my life would become intertwined with the Scott.

|BW

*\* Titch Allen founded the UK Vintage Motorcycle Club in 1946. He wrote an excellent series of Vintage Road Tests; he had a soft spot for Scotts, OHV Nortons and Brough Superiors.*

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# HUMBER SUPER SNIPE

## MEMORIES AND RE-AQUAINTANCE

Words Graham Taylor

In 2017 a friend of mine asked me if I could get a Super Snipe running and fix the brakes for a friend of his who I had met once. Subsequently, later in the year it arrived on the back of a trailer. It had been painted a khaki colour which rather suited it, but all the chrome parts were in neat paper packages and other bits were in boxes. The brakes were sticking which resulted in skidding wheels when towing and the motor had not been running for years.

We managed to get the motor running once the starter had been repaired and it ran quite well considering the long lay-up period. Everything was coated in a thick layer of dirt so there was the potential for hidden problems. Over the next year the brakes were done and the motor taken out to repair a ring gear with a missing tooth. We took the opportunity to clean things up, give the motor a valve grind and tidy up the under bonnet paint. The woodwork was a mess so that was sent to John Martin who made it sparkle. James Mitchell upholstered the dash and door tops. The wiring had

the odd glitch, so the headlamps were re-wired with halogen lamps and relays, an alternator fitted with a 30 amp circuit breaker to prevent the whole thing going up in smoke. Les Pryce of Blenheim helped with the missing front and rear windscreens and missing chrome bits. Rubber bits came from Basis for the doors and boot. It was quite a laborious job fitting those bits and pieces, it is a big car!

The last task was to get it on the road and tune the twin carburettors so that its running was consistent as everything settled down.

Driving it is different to my BMC collection in almost every way. Quiet, powerful, soft suspension, smooth floating along, and the commercial grade tyres at last a good match for the car's weight and over-powered power steering. During a coffee run to Makarora it was quite capable of good cornering and keeping pace with modern traffic. It has now gone to its home in Ohoka. |BW





# THE OLDEST ESSEX IN NEW ZEALAND HAS ITS 100TH BIRTHDAY

Words and photos Phil Kidd

Car number A35668 was number 6,642 on the assembly line followed closely by car number A35666 assembly number 6,650. As there were approximately 1590 Essex cars built ready to market in 1918 (for the 16 January 1919 debut) it follows that these two cars fell into the assembly line some 4,000 numbers later. At a build rate of over 200 cars per week, the numbers line up with other data that survives to have emerged from the factory in about May 1919.

It therefore is the oldest Essex in New Zealand (by assembly number) and came to our fair shores some time before November 1919 when it was used to pick up the man who would later demonstrate the car for Rink Taxis, the South Island agents, from the Christchurch Railway Station on his return from the Great War.

That man, Mr Geoff Mardon, demonstrated the car for approximately one year when it was sold to a woman who had the rear screen installed for it to be chauffeur driven. The car eventually found its way back to Mr Mardon and was eventually found languishing at the rear of Prestons' garage in Christchurch in 1972. Paul Stitchbury of Havelock North brought the car to the North Island and after several owners it was located at Patoka, where in 1996 it came into the ownership of Phil Kidd. That's another story.

The car was restored in time for the 1998 Centenary of the passing of the McLean Motor Act that allowed the use of cars on the roads of New Zealand.

It was jokingly suggested that it should get a telegram from the Queen. However as that only applies to English derivatives it was suggested that Donald should do the honours. One thing led to another and a call and email and a personal approach by a mutual friend was made, with acceptance by the United States Ambassador, Mr Scott Brown, to make the presentation of the 100 Year Badge provided by the New Zealand Vintage Car Club at a function to mark the occasion on Friday 17 May at our home in Mangaroa Valley.

Ambassador Brown met our many friends and following the presentation the 100 year cake was cut by his wife – Gail. The Hudson Essex Terraplane Club was well represented as the accompanying photos show.

|BW





# BOOK REVIEW



## ROVER 2000, 2200 & 3500: THE ESSENTIAL BUYER'S GUIDE

Review by Mark Holman

Martyn Marrocco.  
Published 2019 by Veloce,  
ISBN 978-1-787113-77-0

At last count, the series of Essential Buyer's Guide from UK publisher Veloce totalled 102 different titles (plus 25 about motorcycles).

This recent book on the very advanced P6 model Rover

(1963-77) is a good example of how useful these small 64-page softcovers can be. All of them follow a similar format, starting with the simple question: is it the right car for you? In other words, will it fit into your garage, how much room in the cabin and boot? The cost of regular maintenance gets another chapter as do paint problems and the many downsides of a car that has not had regular use. The sections on values, the cost of servicing and spares and paperwork may be more relevant to the UK market but probably are still useful.

However, the meat of all of these books can be found in the middle 20 pages or so. These three chapters are neatly headed:

- Fifteen minute evaluation: walk away or stay?
- Key points: where to look for problems
- Serious evaluation: 60 minutes for years of enjoyment. This gives marks

for each aspect of the car, which should help you make an objective assessment of a car's condition. Obviously, you'd want the one you are looking at to get as near as possible to 100 points.

What I like about these books is that the authors are people who seem to have good practical knowledge of the models they are writing about. So, rather than just giving generic advice, they focus on issues that are specific to the cars concerned. I admire the P6 Rovers, even though I don't ever see myself in the market for one. But if I was, I would really like to know, for instance, that behind the trim panels in the boot are two large bolt heads where the rear suspension tie rods attach to the main frame of the car. Apparently, this area corrodes badly and the mounting sometimes is torn away. As you can imagine this doesn't help the handling. Or, on the TC models you'll want to check that the manifold is not cracked, which is not uncommon and leads

to unwanted leaks and noises. The author points out that replacements are hard to find. Delamination of velour seats needs to be watched out for, as does a noisy power steering pump, and there's much more in this vein.

At their reasonable price, one of these books could save you both money and heartache. Although described as guides for buyers, it seems to me that someone selling one of these cars could also find the books very useful in sorting out likely problems before putting it on the market.

Other titles in the EBG catalogue include Volvo P1800, Range Rover Discovery, Alfasud and BSA Bantam. An internet search brings up a range of on-line prices, eg Mighty Ape at approximately \$25, and somewhere called Publisher Distribution Ltd that may be a wholesaler (\$32.99). Book Depository doesn't currently have this title listed but sells others in the same series between \$25 and \$35.

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# HOW TO REALLY ENJOY YOUR CLASSIC CAR!

Words and photo Ash Price



**It all started when I had an email from Marlborough Branch member, Grant Simpson, a fellow car enthusiast – would I like to join him on Targa NZ? It took almost five seconds to decide and confirm that “Yes, I’m in! What’s it all about?”**

The answer was competing in Targa NZ in the North Island, but in a special Time Trial category set up by longstanding VCC member, and previous Targa NZ competitor, Rod Corbett. He had set up the Time Trial as a low cost, average speed category, specifically for VCC members with cars 30 years and older. 2019 would be the second running of the Time Trial, after the inaugural run in 2018. Targa NZ, a five day tarmac rally has been running for 25 years, and is unusual in that pace notes are forbidden. This makes it quite challenging. See <https://targa.nz/>

The 31 special stages were all run on closed public roads, and varied from 9 km to 47 km long; the average was around 25km and the special stage total was 760km. Touring stages totalled 1,172 km, and we drove over 800km just getting to and from the event, so it was an action packed eight days in total. As it was held in the North Island we also crossed Cook Strait twice. Luckily we had a beautifully smooth crossing both times.

Grant, an MX-5 friend in Blenheim, also has a 1928 Chrysler and a 1968 Volvo 131 two door sedan. The Volvo had completed the 2012 Shanghai – London Classic Car Tour for a previous owner. He had thoroughly prepared it for the event, and a friend of his then bought the car, and entered the next Shanghai – London event in 2014, also completing the full distance. Grant then bought it, with the idea of repeating the trip. However the overall cost to enter went up to over \$100,000. The tour is no longer held!

Grant and a friend Jon, both VCC members, decided to enter their cars in the Targa Time Trial this year. This involved driving all the stages over the five days, following through after the full-on competition cars had gone through, but driving to achieve a specific average speed, individually set for each stage. The bonus is that you don't need authorised roll cages, helmets, race suits, intercoms,

or competition licences. You just have to keep your maximum speed below 130 kph on the stages. Given the hilly, twisting stages, getting even near to that speed would be a challenge for us. All we required was a fire extinguisher, warning triangle, first aid kit and wiring to connect up the mandatory Targa-supplied Datasafe GPS Rally Computer. The organisers could then track every car, check location and speed, and send and receive simple data messages. We could also send a message to a car just ahead of us on a stage, warning that we wanted to pass. Very handy.

The Volvo had been modified for its previous long distance runs, with the engine increased from 1.8 to 2 litres, with twin carbs on a fuel injected model big valve cylinder head. Even so, it was still only about as quick as Jon's 1970 Triumph Spitfire Mk 3. It did handle well, with lowered suspension and 205/65x15 tyres on alloy wheels, but was quite a handful on tight corners with no power steering. The brakes had discs on the front and a servo, but the pedal was very hard with minimal movement, so finding the limits of retardation was tricky, especially on downhill corners in the wet.

Grant hadn't previously competed in motor sport at all, so preferred that I do the driving while he focused on the timekeeping. I was happy with that, even though I had never driven the Volvo before. Taking the wheel for the 450 km up to the start of Targa in Taupo soon gave me a feel of the car.

Jon's wife Geraldine was handling the timekeeping in the Spitfire. My wife Sandra and Grant's wife Caryl agreed to come along in Sandra's Peugeot 2008 as a support crew. Fortunately, it is very roomy, as it had to take the luggage for all six of us for the eight days. We could have left our bags in our cars' boots, but every extra kilo would slow us down....

We arrived late in Taupo after a long drive on Sunday evening (delayed by a cancelled Cook Strait ferry crossing). We only arrived in Wellington around 4.30pm. On Monday, it was scrutineering, and we had the challenge of applying the large door panel decals and numerous other stickers to the Volvo. Scissors and a spray bottle of detergent were in high demand. Then it was time to have the Datasafe Computer installed, by Buck, Targa's electronics expert.

After lunch, time for the Time Trial crew briefing. Given that many of the Time Trial crews were new to Targa, this was quite comprehensive. We also sat through the general briefing for all cars, *and* stayed on for the compulsory first-timers briefing as well. We finally headed out after nearly three hours, but all the information and tips were very useful.

Tuesday morning came with clear skies and a promise of good weather. We were lucky and had fine weather throughout, except for a day on the Forgotten Highway, just north of New Plymouth, where it always rains around Whangamomona.

Every stage start saw the 56 “proper” Targa cars depart first. Then the 19 Time Trial crews, at one minute intervals. We were allowed to pass each other if need be, which added some fun. Targa also had a third category, the Tour, where any road-legal car could enter, with no requirements over and above those that we had. They ran on a convoy, no overtaking and no timing, after Time Trialists had finished. Their main benefit of course was having the closed road stages to drive, at any speed up to 130kph, or 160kph if helmets were worn. Porsches, BMWs and two Lamborghinis dominated the entry list.

The Volvo was very good, a little heavy to drive but I soon got used to it, and on anything but very tight twisty roads, it cornered extremely well. Not fast though, but then it isn’t a sports car. Totally reliable over 2500+km of hard driving, and also very comfortable and quiet, which was handy on the drive from Wellington to Taupo on Sunday evening.

We finished 5th out of 19 in the category (VCC time trial), first rookie team, and the Volvo also won the award for Best Presented Finisher. Although the aim was to maintain an exact average speed - different on every stage - I had to drive flat out on many stages, as the Volvo wasn’t quick up the hills and round tight corners. 1st and 2nd were very low, with a big gap to 3rd, so not ideal for any uphill corners, as you can imagine. The two stages into and back from Whangamomona were hilly and wet, and the average speed meant I had to really push for the whole 40 km.

The whole event was tremendous fun, and Rod was always around, helping us first-timers with any issues. He and his wife



▲ Happy finishers, Ash and Grant.

Anne were wonderful. Targa organiser Peter Martin and his very hardworking team of officials were also very approachable and helpful, and the event really had the feel of being one big family of enthusiasts. Very different from tarmac rallies I have done in Australia.

Grant and I both enjoyed Targa, and the 30% VCC discount really helped. Compared to a full entry in the speed section, it was a real bargain. When do you otherwise get the chance to drive your car legally as fast as your ability will allow you? Much cheaper than the Tour category too, and we were actual timed competitors in the event, not just cruising along behind. It reinforced how lucky we are to live in a country with such wonderful roads, and with so few people that we can have these closed roads to ourselves over the week. I remember talking to ace Kiwi racer Jim Richards before my first Targa Tasmania back in 1998, and he said “If you want to have a go, do it now. Tarmac rallies won’t be around forever.” Like anything in this life, seize the opportunity while you still can. And in the Time Trial, any car can do well – it doesn’t have to be a quick sports car. |BW

**STOP PRESS:** an early bird discount has just been announced for VCC members for Targa 2020, visit <https://targa.nz/event-pricing/> for details



▼ Stickers on and ready for action.

2019 NATIONAL  
VETERAN  
RALLY

Words and photos Grant Stewart



## RESULTS

1 and 2 cylinder	George Lee	1905 Alldays and Onions
4 or more cylinder	Phill Boulton	1913 Overland
Commercials	Wayne Nicoll	1908 Cadillac
Motorcycles	Russell Dale	1911 Abingdon King Dick
Overall Winner: Ian McLean Trophy	George Lee	
Concours: Conlon Trophy	Russell Dale	
Entrants Choice: William McLean Trophy	Greg Elder	1917 Cadillac
National Veteran Rally Achievement Award: McLean Motor Car Act Trophy: (Teams Trophy)	Peter McCool	1917 Ford
	"Royal Dicks" team: Russell Dale, Ray McCulloch, both on 1911 Abingdon King Dicks, John Martin, 1913 Royal Enfield	
Best Dressed, Male:	John Bartlett	
Best Dressed, Female:	Cheryl Whall	
Best Dressed, Couple:	Bruce and Shirley Shadbolt	
Longest distance (from Auckland)	Peter Le Gros	1913 De Dion Bouton
Longest distance driven (from East Taieri)	Nevin Gough	1918 Ford

This year's National Veteran Rally was hosted by the South Canterbury Branch, and was based in Timaru, which is in the middle of the South Island's east coast.

Entries totalled 52 from Auckland to Invercargill. We also hosted two enthusiastic veteran owners from the North Island who wanted to be part of the action despite their own vehicles not yet being ready, and they were able to scrounge rides.

Friday was arrival day. Just to prove the entrants had honed their navigational skills they all managed to find Timaru.

Saturday was the public day at Caroline Bay, but before this entrants left the Clubrooms for a photo shoot.

The sound of banging and popping filled the air and that was just from the owners.

Photos were taken at Castle Claremont, a bed and breakfast on the outskirts of Timaru. Originally a major homestead at Claremont, the building has served different purposes over the years including a monastery and a drug and alcohol addiction recovery centre. The writer was nearly checked in at one stage – guess which one – it did involve Sunday sessions.

At Caroline Bay the heavy rain on Friday and overnight meant Plan B for the field tests and the public day had to be brought into operation, relocating the display to dry land and having the tests in a slightly different location.

Incidentally Plan B was thought of that morning.

Bright sunshine brought out a good turnout of the public and once again the Brasso had to come out to remove a few sticky fingerprints.

A well attended barbeque at the Clubrooms followed in the evening, with only just enough room to squeeze in the Seaside Strummers Ukelele Band who arrived to provide an entertainment interlude.

Sunday was Rally day, a couple of different routes were offered, one for the slow ones, the other for the quickies?

Geraldine was the destination, on the tourist route from Christchurch to Queenstown, so the oldies created a fair bit of interest with another lovely day encouraging leisurely inspection of the displayed treasures, both by the public and entrants.

On the way to Geraldine, at Pleasant Point, one of the garages opened up to show their toys including a twin engine motorbike that they hope to run at Bonneville.

After lunch Geraldine Auto Restorations hosted us, allowing entrants to see what was under restoration and how it was done.

Sunday night concluded the weekend with a formal dinner and prizegiving. The major trophies were presented by National President Diane, who along with husband Geoff, made the long journey from Hawke's Bay.

A few vehicles had troubles over the weekend notably with magnetos that had not taken kindly to the sodden conditions on the Friday. Graeme Sword was sidelined a few miles from Geraldine when the front tyre of his Baby Triumph motorcycle suffered "flatulence of the perimeter" because of a centimetre long shard of glass entering through the tyre tread.

Hopefully everyone enjoyed themselves. Feedback was positive about the great driving roads we are blessed with close to Timaru, and many comments were received about the relaxed atmosphere to the motoring with no time trial.

A number of participants attended the clubrooms for a farewell morning tea and an inspection of the famous carpeted spare parts department, with our National President having to find room in her carry on luggage for an item of treasure located by her helpful husband suitable for her Chev truck.

*More photos overleaf.*



Reg Eunson's 1914 Metz during field tests.



▲ Riding mechanic John Campbell undertaking minor repairs on Eric Robin's 1906 Darracq.



▲ Wayne and Sharyn Nicoll motoring the 1908 Cadillac strongly through the Timaru Scenic Reserve.



▲ "Hanging out the washing" Annette and Gavin Hunt 1903 Darracq during field tests.



Dale and Jenny Conlon and 1912 New Pick in Timaru Scenic Reserve.



Motorcyclists at Pleasant Point stop en route to Geraldine.



Lunchtime at Geraldine. Left to right Diane and Geoff Quarrie, Gwen Bell, Joan Pearce, Stewart Frew, Ashley Bell.



# RALLY UPDATE

Words Greg Terrill



## NATIONAL RALLY DAY TUESDAY 19 JANUARY 2021

Planning of these rallies is well underway, the plotters are working on each of the runs and in most cases start points, and lunch venues have been decided. Below I have listed some key points for this day's event that caters for Veteran, Vintage, Post Vintage, Post war, P60, P80, commercial vehicles and motorcycles.

- these rallies will not start from rally headquarters.
- each rally is designed to suit the performance and type of vehicles.
- the runs are competitive, but will only have written instructions, timing but no silent checks.
- the day's runs are optional
- there is an extra entry fee over and above the Festival entry fee
- there will be no touring options on these runs.

## ENTRY FORMS

VERO International Festival of Motoring entry forms will be in the April/ May *Beaded Wheels* (posted end March). Entry forms will also be available online.

## SUPPORTERS BUS

Would you like to be part of the Festival but feel that driving for a week would be too much? The festival committee would like to hear from you if this is the case.

If there is enough interest, we will organise a bus each day to take you to the destinations, travel on some of the festival routes and visit some of the attractions along the way.

If you would like to register your interest in this initiative, please contact the Festival Secretary, Mark Masters at: [festivalsecretary@vcc.gmail.com](mailto:festivalsecretary@vcc.gmail.com)

## DOGS

**We have fielded a number of inquiries about entrants bringing dogs to the Festival.**

The Festival HQ, New Plymouth Racecourse, is a working racecourse and there are stables on site housing horses. Therefore, discretion is required and regulations relating to dogs may change prior to the Festival. Definitely, dogs must be on a lead at all times. Apart from dogs such as guide dogs, others will not be permitted into any of the function buildings.

Additionally, during the course of the Festival, it is more than likely that you will be in a National Park where dogs are not permitted, not even in vehicles. We trust that all entrants will respect these requirements. I understand regular checks are made and the consequences of not complying are serious as well as expensive.



## MARSHALS

If you would like to help in any way, eg marshalling, we would like to hear from you, please contact the Festival Secretary, Mark Masters at [festivalsecretary@vcc.gmail.com](mailto:festivalsecretary@vcc.gmail.com).

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

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# RALLY SNIPPETS

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



Ivan and Joan Bennett in their Lorraine Detrich.



▲ Otago: Picnic lunch, Donna Roxburgh, Lynne Thomson, Eleanor Harrison and Hazel Harrison. Donna and Hazel travelled with Eleanor in her Chevrolet and all dressed to the era of their vehicles.

## TAIERI TOUR

2 November 2019

Otago Branch  
Words and photos Marion  
McConachie

Following much discussion after last year's tour Travis Michelle agreed to assist Ross Jefferson with organising this year's event.

Wingatui Hall works well for morning tea and start point now, as parking at the clubrooms on Forbury Road has become more congested on Saturday mornings in recent years.

We received 47 entries with a good number in each class. Entrants travelled from as far as Christchurch to attend our Tour. With the option of short or long route we were sent on our way to tour the plains - criss-crossing each other's paths as we motored on a mix of sealed and gravel roads. Yes, most of us had not travelled

some of those gravel roads, as in recent times we have endeavoured to avoid them. With a timed section in the middle of it the timekeepers were kept busy. A good number of silent checks in the form of black letters on white boards had to be found along the way.

A marshal sitting at a compulsory stop sign recorded too many people not stopping there. We finished at Outram Rugby Club for a selection of field tests and lunch. It was great to see younger people getting involved this year. Travis' son Gareth gained first veteran driving Travis' 1917 Moon (a recent addition to his fleet of vehicles), Robert Michelle was driving a Model A and granddaughter Shannon gained first in the vintage section driving a Model A.

Nic Walmsley came along in her father's 1952 Daimler and Ross Jefferson

had children and grandchildren out there helping with the field tests.

This year we welcomed Michael and Sherryn Lavender, who were hosted by Peter and Beth Daniell in their 1951 Vauxhall.

At the evening prize giving dinner Michael presented both Ivan Bennett and Bob Herron with their 50 Year Awards.

We thank Ross and Travis for the time spent organising this event and all the other members who helped out with marshalling, field tests and managing the details at Wingatui Hall.

## SULPHUR CITY RALLY

31 August 2019

Rotorua Branch  
Words Doug Green, Dennis Whimp  
and Ronald Mayes

Forty-seven cars were registered for this popular rally with participants from as far afield as Waipukurau and Paihia. After morning tea at the Rotorua Branch clubrooms, the cars set off on a simple scenic run - Doug Green said that there would be no straight line navigation, no silent checks, just instructions so no-one would get lost, but plenty of questions. He also explained that the gymkhana test at the end might afterwards result in the need for marriage guidance counselling.

The drive focussed on great scenic areas south of Rotorua via the Waimangu and Waiotapu geothermal valley loop roads



▲ Otago: Morris Minor woody at the field tests at the Outram Rugby Club.



But wait there's more

We bought a Nissan Leaf two years ago. All the bells and whistles about the same distance travelled on a charge, depending on temperature, charged from the solar panels but at night from the grid, and yet still there is no noticeable power bill increase. So, according to Kevin (*Beaded Wheels* 258) page 4, we should be paying  $2.8 + 8.8 = 11.6$  times our normal power bill. The last bill was \$37.81. I think we would notice a change in that.

Now you make up your own mind which is best.

**Warwick Stephens**

### GRAHAM BROS CONFUSION

I was intrigued with the article by Greg Price (BW360) on the Graham Brothers truck. A great looking restoration of a rugged old truck, congratulations to the



owner Mike Glenday. It's good to see these old commercial vehicles restored and preserved, the more the better. However I would like to clear up an often misunderstood myth about Graham trucks and Graham cars.

Briefly: Graham Brothers Co was established in 1916 to build truck bodies, later expanding to assemble complete trucks. A deal with Dodge Brothers Motor Car Co in 1921 saw Graham Brothers trucks marketed through Dodge dealerships and parts network. From there on Graham used only Dodge engines and front assemblies. Graham remained an affiliate of Dodge with no official corporate ties and was independent until 1924. It was a very successful arrangement.

In 1926 the Graham brothers sold the business to Dodge and resigned their positions with the company. Dodge continued to market the trucks as Grahams. The Graham brothers then established themselves in the old Paige Motor Car Co of Detroit Mich., thus marketing the Graham-Paige automobile, (Paige being dropped from the title in 1930).

Meanwhile Chrysler Corp purchased Dodge in 1928, and as from 1929 all commercials and trucks were marketed as Dodges.

Therefore, the only link between Graham Bros Truck Co and Graham (Paige) automobiles, was the brothers themselves. Otherwise they were both totally different companies. Because of the similar names it is often assumed they were the same company.

Just trying to add some accuracy in automotive history.

**Neil Lucas  
Manukau Auckland.**

*Ed Note: Thanks Neil - we appreciate you helping us set the record straight.*

### LOOKING FOR INFO

I bought my first car, a black 1935 Ford V8 sedan in around 1960-61. It was a 4 door, with covered spare wheel on the back. The motor put a rod out the side so I put in a Mercer motor and then bought a 1939 Ford V8 and put the brakes from the 1939 into the 1935.

A marriage break-up meant the vehicle was sold from Brightwater, Nelson to over the hill Takaka way.

I'm wondering if the car is still around and would appreciate hearing any information from anyone.

**Graham Ellery  
1 Snowden Place  
Brightwater  
Nelson 7022.**



▲ C P Hunter driving his father Paul in the 1913 Minerva.

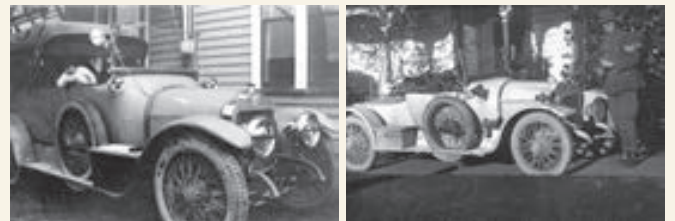
### A PICTURE IS WORTH A THOUSAND WORDS

The Ferner article on the restoration of a 1913 Minerva found at Porangahau in the 1960s rang a bell. My grandfather Cyril, Paul Hunter's father Paul had a farm called Papakihau at Porangahau.

Years ago my grandfather told me that when he finished his final leave before going off to WWI he borrowed his father's 1913 Minerva from Papakihau and drove with my grandmother to Featherston via Akitio where his wife was born.

On the way down he taught my grandmother (Madge nee Armstrong) to drive as she would have to drive home. A good story but I had no evidence ... until recently when my grandfather's photos came to light adding proof to the story.

**Mike Blundell**



▲ A young Trish Hunter (Aunt) in the Minerva, Papakihau.

▲ CP ready to leave Papakihau.



▲ Leaving Akitio, left Frank Armstrong (great grandfather), Madge (grandmother) and CP (grandfather).



▲ Last photo. CP second left (note the spurs) Featherston Camp. Photo taken by Madge prior to heading home.

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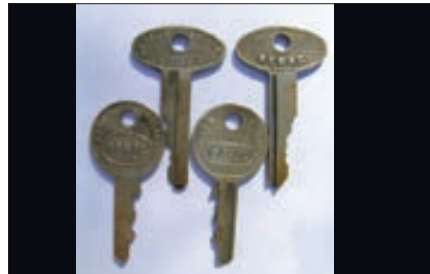
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Stunning and spacious 340 sq m (more or less) home, with fantastic sea views, backing onto Castletcliffe golf course giving it a peaceful park-like situation. Longbeach Drive and the surrounding area is a lovely friendly community to live in. Comprising of a two level family home with an internal lift to the second level, there is also a self-contained sleepout.  
The layout allows three separate living spaces ideal for a growing family and visitors - currently a popular B & B spot for downstairs and the sleepout. Four bedrooms plus the sleepout, three bathrooms along with four WCs, study, and the balconies make the most of both sea and golf course views. Generous open plan living with the best of high spec amenities: full central heating, in-built vacuuming system, lift, gas fireplace, Louvretac balcony cover, double glazed windows. Cedar cladding with a shingle roof, beautiful native timbers feature throughout the house.  
Great for golfers or car lovers as it boasts five car storage including a car hoist and plenty of space for golf clubs and even an electric golf cart. The well-established grounds are set on a generous section of 2345 sq m (more or less). This is a fantastic opportunity to secure a lifetime investment.

**Sheryl Currin**  
Office 06 281 3722  
Mobile 027 233 3821  
sheryl@pb.co.nz

4+  
4  
5



**1953 ALVIS TA21 DHC 3L, 6-CYL,** Tickford Body. Owned 27 years, recond motor and gearbox, full-flow oil filter, power-boosted brakes, relined, resleeved master and wheel cylinders, power steering. 61,041. Reconditioned at 34,354, 26,687 miles on the reconditioned motor. \$75,000. Ph Rob Edwards 07 544 1245 (Tauranga). **MEM BOP**



**PERSONALISED PLATES TO SUIT 1949 JAG.** Excellent condition, Offers. Ph Jimmy 027 440 4303 or dempseyandforrest@xtra.co.nz.



**1960 MORRIS OXFORD,** rare factory well-side. Fully restored with many improvements/upgrades for practicality. Drives better than new. 1622cc, tow bar, boosted brakes, radio & heater, retractable seat belts, new radial tyres, high ratio diff. New WOF. Some spares available. \$12000 ono. Phone Graham, 09 431 6324. **MEM NORTHLAND**



**1925 AUSTIN 12/4 CLIFTON TOURER** In rare original condition, shed stored, reliable, driven regularly, used extensively on rallies throughout NZ. Owned lovingly by last two owners for 58 years. Heaps of spares. \$20,000 or offers. Ph 07 843 4542 027 492 3521 gordonandjan@actrix.co.nz **MEM WAIKATO**



**1971 MG MIDGET MK 3** 1275 cc Previous owner had vehicle for over 30 years and rebuilt engine. After a period off the road it was recommissioned with considerable work done. Now has reg and WOF. Fun to drive and performs surprisingly well. A 5-speed g/box adaption is available. Ph 07 863 3554, ianverrall@outlook.com **MEM BOP**



**1965 MG 1100** great car to drive. Has 1275 GT motor, done, approx 20,000 mls since motor was reconditioned. Good body paint could do with touch ups. Interior excellent. Have original ownership papers good tyres. Ph Mike 021 172 1566. **MEM CANTERBURY**



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



**1976 VAUXHALL VIVA** current WOF and rego to Feb 2020. Tidy, lots done to keep in good condition. \$4000. Ph Mike 09 810 7415 or 027 494 5632. **MEM AUCKLAND.**



**1915 OVERLAND MODEL 81** Fully restored, low miles since, original electric motor model, thousands under cost. \$30,000. Ph Mike 09 810 7415 or 027 494 5632. **MEM AUCKLAND**



**MG ZR 160** The hot hatch by MG Rover, 1800cc 160 hp VVC engine. Reg Jun 2005, one of the last NZ new ones. Rare classic MG for enthusiasts. Recent head gasket and camshaft belts change. This ChCh daily driver is reluctantly offered to exchange for older restoration motorbike. Daryl 022 131 2698 cdjohnston31@xtra.co.nz **MEM CANTERBURY**



**1930 MODEL A CHASSIS,** Burns intake manifold, Stromberg 97 carb, B cam and adjustable lifters, Leakless w/pump, lightened flywheel, V8 pressure plate. Engine rebuilt mid '90s since arriving in NZ. Set of brake drums/studs, rear wheel hub seals pair, front brake rods, radius ball kit, left kingpin thrust bearing + more. \$12,000. Ph 027 272 7345.



**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**



**1958 SERIES 2, SUNBEAM RAPIER**, Rare convertible. Full restoration 2003, little use since. Motor, gearbox, OD recon. Some trim needs redoing, hood best replaced. Sold with WOF, Rego, or as is. In Nelson, delivery arranged. \$17,500 or good offer. Mike 027 753 21038. rootespnz@gmail.com  
**MEM NELSON**



**JAGUAR MK2 1967**. 2.4 Manual, NZ new, Owned by Roy Savage since '70s, 67,000 miles. More pics Webbs Roy Savage auction website. Very orig inc factory radio, tool kit. Electric power steering, a pleasure to drive. \$25,000. Deceased estate. 021 772 192, stubby88@gmail.com  
**MEM HOROWHENUA**



**MGV**. Built and campaigned by Trevor Crowe from the early '60s. Modified 284ci 99A V8 Mercury. Lincoln high ratio gears, Mercury 3.54 diff, certified roll bar, on racing Dunlops. Huge history. Performing very well and eligible for many events. \$35,000. Ph 03 312 3112  
**MEM CANTERBURY**



**1927 CHEVROLET COUPE** Runs well, recent engine work. Reg and WOF. Includes personalised number plate CHEV4 and some spare parts \$20,000. Ph 021 294 8166, gavmckay@xtra.co.nz  
**MEM SOUTHLAND**



**VETERAN RENAULT AX**. Flywheel fan (new). Enquiries to bobandree74@gmail.com



**1919 HUPMOBILE ROADSTER**. Engine completely overhauled. Magneto rebuilt. Gearbox completely rebuilt. Front wheel bearings replaced with SKF taper rollers. Steering box o/hauled. Complete rewiring of car. Numerous spares incl. Brake drums rebuilt and brakes relined, plus much more. Rushmore Motors 027 2245 045 anytime.



**VINTAGE BUICK** all original needs attention particularly to the paintwork, no rust. Engine runs well, video is available by email of the car running. Selling as is where is. Buyer will need to re-register. Wooden spoke wheels require cosmetic remediation. \$22,000 neg. Phone 021 708 627  
**MEM NORTH SHORE**



**1929 BUICK ROADSTER**. 121" wheel base. Only 500 manufactured for the Silver Anniversary. Twin side mounts. Straight 6. Fitted with electronic ignition. Total and full restoration. Rushmore Motors 027 2245 045 anytime.



**MODEL T FORD WINDSCREEN** brass channel new \$190 suit 1915 ph 03 355 4017.  
**MEM CANTERBURY**



**1922 BUICK 4 CYLINDER**. Model 22-4-35 Touring. Fully documented ownership history since new. Engine turns over, Registration on hold. Very tidy car requiring very little work to get it back on the road. offers over \$22,000 .Ph 021 227 6781



**1937 LANCHESTER ROADRIDER**. 6 cyl, preselect 4 speed. Has had extensive restoration, all mechanicals, woodwork, panel and paint, upholstery etc, not yet registered. Offers. For further information contact Bruce 06 328 8522, b.dyer@xtra.co.nz  
**MEM MANAWATU**



**1964 MORRIS 1100**, used regularly, 1300cc engine. Reg and wof. Good runner. Offers over \$3000. Phone Barry 021 032 4319  
**MEM GISBORNE**



**LOTUS ELISE S1 2000;** marque's saviour, modern classic, pure driving pleasure. True to original concept of Hethel's famous family. Responsive, tractable, willing, balanced; delights all agile enthusiasts. Well maintained, 30,168 miles, \$33,000. Ph 027 361 6927 gillfamily@ravenslie.net or trademe.co.nz

MEM BANKS PENINSULA



**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, orig handbook, spare wire wheel, jack/tools, one owner. Garaged, not driven or started for 22yrs. Surface rust on body panels. Needs reno work. Ph Keith 027 437 1757 MEM WGTN



**1967 HILLMAN HUNTER.** Only 47,000mls. Ran in 2014 Shanghai to London Classic Car Tour, winning most reliable car. Original condition with extras and lots of TLC. \$6,250. Ph Graeme Brayshaw. 09 268 8545 or 027 712 8877

MEM WAITEMATA



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

MEM BAY OF PLENTY



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

MEM BAY OF PLENTY



**'54 FORD ZEPHYR 6 MKI** 73,000 miles on speedo. Gearbox overhauled, 5 radial tyres, nice driving car, very tidy current WOF/Reg \$15,000 ono. Plus assortment of spare parts. Phone 03 434 5917, 021 054 1114.

MEM NORTH OTAGO

# FREE ADVERTISING\*

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

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

## \$21 Text only advertisement.

Up to 45 words including phone number, no photo. Additional words over 45 up to a maximum of 65 words, 15 cents per word.

## \$54 Text and colour photo advertisement.

Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, digital photos may be submitted to our email address: [beadedwheels@vcc.org.nz](mailto:beadedwheels@vcc.org.nz)

**I wish to advertise in Beaded Wheels.** Payment where required must accompany your advert.

**WANTED**  **FOR SALE** *Tick which column you require*

Name (block letters) \_\_\_\_\_ Phone \_\_\_\_\_

Advertisement text (45 words) \_\_\_\_\_

*Non-members if possible include vehicle location in your description*

**Non-VCCNZ members** Payment by  Cheque  Credit Card *Visa/Mastercard only (Amex & Diners not accepted)*

Card Expiry Date: \_\_\_/\_\_\_/\_\_\_ Card Number

Name on Card: \_\_\_\_\_ Cardholder Signature: \_\_\_\_\_

### CONDITIONS OF FREE ADVERTISING

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

Payment where required must accompany your advert. Cheque should be made payable to Beaded Wheels. Post payment & advertisement to marketplace, P O Box 13140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive free advertising.

## WANTED

1922-1925 FORD MODEL T roadster body/turtle deck and/or body parts to piece something together. I have some (few) body parts and the chassis is mostly done. Any help is greatly appreciated. Phone 021 955 459 or email gregstokes1932@gmail.com

1926 -27 FORD T SEDAN rear mudguards / fenders, need L & R. Ph Barry 03 342 8526, BRTAYLOR@XTRA.CO.NZ  
**MEM CANTERBURY**

1950 AUSTIN A40 DEVON - cylinder head required. Must be in good condition and preferably crack free. Please phone James 04 293 1536 or 027 555 1247, Waikanae.

1961 HUMBER 80 SERIES IIIA STEERING BOX. PHONE 021 261 5524.  
**MEM HAWKE'S BAY**

CORTINA RADIATOR WANTED, Mark 1 or 2. Ph 027 236 8386 Howard Tiddy, Morrinsville. **MEM WAIKATO**

CYLINDER HEAD WANTED for Wolseley 4/44 - vehicle is in Scotland. My friend from West of Scotland Engineering advised that we may be able to obtain a head from New Zealand. Head required is a 11G216 seemingly the same as Morris Oxford/Austin Cambridge/A55. Ph Willie Currie 0044 177 086 0206, willie.currie@hotmail.co.uk.

EARLY HARLEY-DAVIDSON SPORTSTER 1957-1978. Would prefer complete, original, good condition model. Cash buyer. Phone/text bob 021 146 0578, email rjbullock38@gmail.com.  
**MEM NELSON**

FORD TT TRUCK CHASSIS or pieces of. Peter Wilton, Hunterville. Ph 06 322 8263, wiltonmb@xtra.co.nz

HOOD BOWS WANTED for 1920 Dodge 4 tourer either complete or to use for patterns. Ph John 06 751 5554, megandjohnny@xtra.co.nz  
**MEM TARANAKI**



**VINTAGE NORTON PARTS** any flat tank frame in any condition, Model 18 parts, Sturmev Archer LS 4 stud gearboxes, Enfield hubs. Mike Crehan 021 030 3316 or mikecrehan@hotmail.com

**MEM BANKS PENINSULA**

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



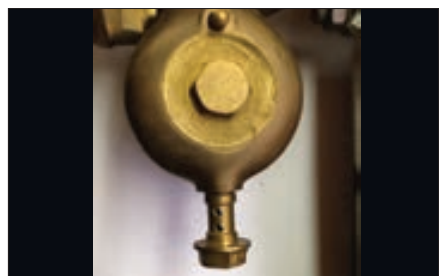
**AUSTIN 7 GENERATOR** for Ruby motor and regulator to finish off my Opel. Ph Mike 021 172 1566.  
**MEM CANTERBURY**



**I WANT TO BUY A DUNLOP WHEEL SPANNER** as in pic and any other tools for the empty tool tray on my Christchurch domiciled 20/25 RR. Monty 021 0226 1295  
**MEM CANTERBURY**



**ORIGINAL BUICK AGENT'S PLAQUE** as shown. Email neil.nonie@xtra.co.nz or phone 03 434 9470.  
**MEM NORTH OTAGO**



**PETROL PIPE BANJO FITTINGS** (x2) for Solex 30 mm carb as per photo. Lucas C39 generator as fitted to mid '50s Morris Minor, Ford Prefect or an MG TF. Small door lock with internal handle to suit lhs front hinged small door on '20s sports car. Paul Hicks, hicks.family@xtra.co.nz **MEM WELLSFORD**



**CIGARETTE LIGHTER** wanted for classic English car. Smith's PAT. No. 372083. Lighter has glass lens in chrome-inset ring at front and ceramic cylinder containing element at rear. Lighter-housing not necessary but would be a bonus. Ph Monty 021 0226 1295.  
**MEM CANTERBURY**



**BRASS DRAIN COCKS**, Wick feed oil cups and lubricator. 1/8, 1/4, 3/8, 1/2 or 3/4 bsp thread sizes. Complete or parts of. Packard car books and parts. Steam governors and steam whistle. Starliner caravan parts and brochures. Phone/txt Andrew 027 611 6225 email steamer.boy@gmail.com  
**MEM CANTERBURY**



**1928 DODGE BROTHERS SEDAN PARTS** - Lower control lever or levers, located on steering wheel centre. Throttle controller (would consider complete steering wheel set up.) The boss is made of bakelite and is the larger of the 2 levers. Please contact Kevin Ph 021 560 905 or 06 842 2496  
**MEM HAWKE'S BAY**



**MORRIS MINOR 1949 TAIL LIGHTS WANTED:** these are Lucas I 482 models and only appeared on the very early models. They were also used on Singer SM Saloons and MG TC. The left should have a clear lens and the right a red lens. Ph 027 318 4169, or 03 439 5733, stephen.hinds@xtra.co.nz  
**MEM NORTH OTAGO**



**PRE 1923 TRIUMPH FRONT FORK BLADES** or parts as per picture in any condition with or without stand lugs and any parts suit 1909 Triumph also want Triumph model SD rear wheel or hub ph 021 0880 6141, taylorhq@xtra.co.nz  
**MEM AUCKLAND**

**48 Beaded Wheels**



I HAVE AN INCOMPLETE PILE OF PARTS that wants to be a Model T Ford so am looking to create a complimenting pile to start to piece together a 1919 car. I am in need of rear radius rods, brake rods front guard, wheel rims, side lights and many more bits both mechanical and body. Rhys Jones 027 229 8781

MEM CANTERBURY

LAYCOCK OVERDRIVE UNIT J TYPE wanted. Ph Ross 021 941 002

MEM WELLSFORD/WARKWORTH

MOST PARTS FOR A 4 CYLINDER RUGBY roadster, tourer, 4 door sedan wanted. Ph 03 615 9668, 022 636 9961.

MEM SOUTH CANTERBURY

PAIR OF REAR BRAKE DRUMS wanted for 1929 Chevrolet sedan. Must be in good order. Also wanted driveline connector 10 spline, fits between drive and pinion shifts. Must be in excellent condition. Ph 06 758 8380.

MEM TARANAKI

TREKKA WORKSHOP MANUAL wanted to buy. Phone 03 217 4053.

MEM SOUTHLAND

VINTAGE PADLOCKS and any old keys. For trunks, doors, toolboxes. Padlocks need not have their keys. Ph 09 299 8801, mstokes16@yahoo.com.

MEM AUCKLAND

WANTED FOR 1984 HONDA ACCORD 3 door hatch, bonnet, LH tail light, 5 speed manual gearbox, LH side door. Ph Barry Hayman 021 949 531, 03 216 3639

MEM SOUTHLAND

NZETA 501 PARTS wanted. Seat, centre stand, kick start lever and rear hub. Ph 021 036 5080.

MEM HOROWHENUA

# 2020 South Island Club Captain's Tour

Sunday	15 March	Assemble in Rangiora
Monday	16 March	Methven
Tuesday	17 March	Greymouth
Wednesday	18 March	Westport
Thursday	19 March	Richmond
Friday	20 March	Blenheim
Saturday	21 March	Hanmer Springs
Sunday	22 March	Kaikoura



Entrants may join and leave at any point of the tour. Accommodation list and entry forms are available from Alon Mayhew 027 202 9491 Email [sicc@vcc.org.nz](mailto:sicc@vcc.org.nz) or [alon.tracy@xtra.co.nz](mailto:alon.tracy@xtra.co.nz)

As there is limited accommodation in some areas, prompt booking is recommended.

**SOUTH CANTERBURY BRANCH**  
invite



**ALL VINTAGE VEHICLES**  
(1919 - 1931)

for a casual weekend of motoring pleasure.

**ANZAC WEEKEND**  
**24, 25, 26 APRIL 2020**

Non competitive, just great fun, laughter and comradeship.

Expressions of interest to  
Alistair Day 027 202 5007 or email [nola.day@xtra.co.nz](mailto:nola.day@xtra.co.nz)

WEST COAST BRANCH

**SCENICLAND**  
**TIMBER TRAIL RALLY**  
**21 March 2020**  
*Come and join us*

Contact: June Campbell Ph 030 768 4226  
Email: [davenjune@ts.co.nz](mailto:davenjune@ts.co.nz)  
Entry forms available January 2020



# WANTED

## MAINLY BRITISH CLASSIC VANS, UTES & CARS



Seeking: 2 Door Range Rovers, Land Rover Series 1 & 2, Ford Capri MK1, Ford Escort MK1 2 door & MK2 2 Door and Jaguar Mk2

Also: Ford & Massey Ferguson Tractors, Commer QX Lorries and Bedford J Type Lorries

**ALSO WANTED:**  
**BODY PANELS FOR 2 DOOR RANGE ROVER**

**We have a representative visiting New Zealand in January**

**Call: 00 44 7785 512111**

(Note: UK Time Zone is 13 hours behind you)

**Email: [morris.leslie@morrisleslie.co.uk](mailto:morris.leslie@morrisleslie.co.uk)**

VCCNZ Ashburton Branch  
**SWAPMEET**

**Saturday 2 May 2020**

Club Grounds 86 Maronan Road, Tinwald Ashburton  
No Dogs Allowed • Catering by Ashburton Lions Club

Site Bookings to Karen Bell  
72 Creek Rd Ashburton 7700  
Email: [funky\\_gran117@yahoo.co.nz](mailto:funky_gran117@yahoo.co.nz)  
Phone 021 0243 1955

Gates  
Open  
7.30am



PHOTO: PROSHOTZ PHOTOGRAPHY -



# SWAP MEET

**Saturday 23 February 2020**

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

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

Venue: Wellsford/Warkworth Vintage Car Clubrooms  
Satellite Station Rd –off SH 1 – 3km south of Warkworth  
All enquiries to 027 423 8122 or [wellsfordwarkworth@vcc.org.nz](mailto:wellsfordwarkworth@vcc.org.nz)



## 2020 TIME TRIALS

13-18 OCTOBER 2020

JOIN US TO DRIVE ICONIC NORTH ISLAND  
ROADS AS A TIME TRIAL

Super Early Bird and Early Bird discount entry fees available  
to VCC members in VCC/VIC eligible, road legal cars

Refer [https://targa.nz/event-pricing/for details](https://targa.nz/event-pricing/for%20details)

Contact Rod Corbett [rod.corbett88@gmail.com](mailto:rod.corbett88@gmail.com) Ph 027 433 8772

NELSON  
**SWAP  
MEET  
BAZAAR**

**22 FEBRUARY 2020**

Speedway Grounds – Lansdowne Road, Richmond

SITE SALES : [swapmeetnelson@gmail.com](mailto:swapmeetnelson@gmail.com)  
PHONE 03 540 3115 • MOBILE 027 590 1042

Food and drink available on site

Sites \$15 each Car sale only: \$10 each  
(Both above include 1 entry)  
Entry non-site holders \$5

Gates open; 7am Stall Holders  
8am Public.



## 28TH NATIONAL MORRIS MINOR CONVENTION



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

All inquiries  
Ross McClelland  
[rossrachaelm@gmail.com](mailto:rossrachaelm@gmail.com)



Wairarapa Branch VCC invites you to  
**27th NATIONAL MOTORCYCLE RALLY**  
**12-14 MARCH 2021**  
AFTER RALLY TOUR 15-18 MARCH 2021

Save the date and come and join  
us on wide, open roads and enjoy  
the hospitality of the Wairarapa.



**ADVANCE NOTICE**



**Hawke's Bay  
10-13 September 2020**

We invite you to bring your Vintage vehicle to an event designed especially with the vintage enthusiast in mind. By joining us on this rally, you will have a chance to travel Hawke's Bay's great motoring roads, enjoy the scenery, and the areas great hospitality

The rally is been organised as a combined effort by the Hawke's Bay and Central Hawke's Bay branch's of the VCC

Contact Esther Smith-humber@xtra.co.nz or Rod McKenzie-rod.mckenzie.wpk@xtra.co.nz

**ENTRY FORMS & ACCOMMODATION DETAILS  
WILL BE AVAILABLE FROM EARLY DECEMBER 2019**

**PEUGEOT 404 – 60th ANNIVERSARY RALLY  
LABOUR DAY WEEKEND 2020**



During Labour Day weekend 2020 the 60th Anniversary Rally of the Peugeot will be held in Taranaki and King Country. The organisers are looking for expressions of interest.

We are also looking for Peugeot 404 owners to update the Peugeot 404 register.

Please email Nick Watson (Nick.Watson@ruapehudc.govt.nz) or Sven Slager(sven@slager.co.nz).

**SOUTH CANTERBURY BRANCH VCC**

**SWAPMEET  
AND BAZAAR**

**Saturday 4 April 2020**

Contact Details:

Site Bookings Phone Michelle 03 686 4824

Email: scvccswapmeet@hotmail.com

Chairman; Colin Johnstone ph 03 693 9093

WINCHESTER DOMAIN, SH1 7.30AM START

**NO DOGS ON GROUNDS • HELD WET OR FINE**  
Something for everyone

Horowhenua Branch VCC NZ Inc

**ANNUAL  
SWAP MEET**  
and collectables day

**Saturday 14 March 2020**

Gates open 7am

Levin Show Grounds Events Park

14 Tiro Tiro Road Levin

Admission

Stall Holders \$10 - Public \$5 - Children Free

Food and Drink on site all day

Something for Everyone

Spare Parts - Open at 10am

Enquiries to Pete Collins

Phone 06 3688656 or

sandracollins@xtra.co.nz

**NATIONAL NORTH ISLAND  
EASTER RALLY**



**10-13 April 2020**

We invite you to come to Levin, the heart of the Horowhenua Branch for a Fun-tastic Rally!

Featuring a scenic route on our quiet rural roads.

An option for an evening out without driving, to

World-Class Southwards Museum for dinner and

Wurlitzer Organ recital.



A Gymkhana Sunday afternoon

followed by a prize giving dinner.

Period dress optional for both evenings.



Contact: Michael Gaffaney

michael@gaffaney.com Tel: 04 905-2402

# 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

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

## TRADE DIRECTORY

Our readers are hands-on passionate motoring and restoration enthusiasts.

If you are interested in telling your story to the hard core of New Zealand's historic and classic motoring scene, email [Beadedwheels@vcc.org.nz](mailto:Beadedwheels@vcc.org.nz) for information and deadlines to book your business advertising space in our next issue.

Advertising space is limited and available on a first come – first served basis.

**OLD AUTO RUBBER**  
 products for the car restorer



**PENRITE LUBRICANTS**  
 full range in stock

**VINTAGE WIRING HARNESS**  
 Listings for over 800 models

**VINTAGE AUTO PARTS**  
 phone or fax 03 359 8592  
 Gary and Ruth Arps • PO Box 5369 Papanui, Christchurch 3482

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 SERVICE, REPAIR AND RESTORE CARBURETTORS



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 • **ZENITH** • **CARTER** • **STROMBERG**  
 • **WEBER** • **SU** • **SOLEX**

90 BOND STREET, DUNEDIN  
 PH: 027 307 8445 E: CARB.RESTO@GMAIL.COM

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Specialists in the non-aggressive cleaning of automotive, motorcycle and marine parts

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 Greenhithe, Auckland

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Our 6V & 12V electronic ignition is NZ designed and manufactured for your negative & positive earth vintage car, tractor, or motorbike.

Our electronic ignition uses a signal from the existing points to more consistently switch the full coil current, giving a better spark and taking the electrical wear away from the points. Just enough current is drawn through the points to keep them clean and provide a reliable signal.



**Order yours today**  
 Email: [igne@pwrtrnx.com](mailto:igne@pwrtrnx.com) to place an order and arrange payment, or telephone.

**\$120 +GST**

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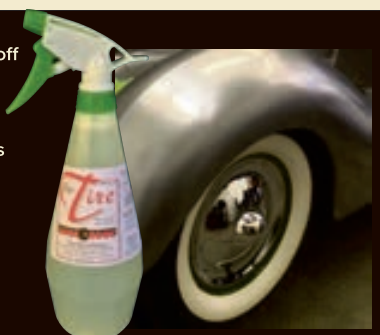
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# IDLE TORQUE

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

## ASHBURTON OWEN WILSON

We welcome new members Terence and Pamela Clarke with a Triumph 2500 TC, and Ian and Karen Baynes with two Anglias.

Despite some misgivings we had spring like weather for our Annual Spring Rally. Thirty cars took a drive through coastal Ashburton to a farm garden at Pendarves in balmy 23 degree temperatures. After a couple of tests and lunch we returned to the clubrooms for afternoon tea and presentations. Overall winner was Percy Ralston on his 1953 Royal Enfield motorcycle, a great solo effort. It just goes to show that you don't need to be in a car to win a rally.

We had a visit from the VCC North (Cape Reinga) to South (Bluff) run when they came through Ashburton. A number of our members took the opportunity to welcome the participants who, as well as dinner, were able to have a look around our museum and parts shed.

We held our best attended club night on a cold and wet evening in October when 40 members turned up. The venue was Cullimore Engineering in Ashburton's industrial estate. After decades of makeshift buildings, Ian Cullimore's new building opened last year. It accommodates all of their specialist equipment and has two gantry cranes spanning the whole factory. Cullimores undertake all types of engineering from farm and contractor work to irrigation and smaller one-off projects. They even had a traction engine on the premises which was receiving new gears and we were able to see these being made. They were also making a small run of D-Type Jaguar brake calipers.

## AUCKLAND JOHN STOKES

Motorcycles: We welcome new motorcycle members Bruce Geange with 1970s Triumphs and Paul (Ditch) Keeling with a '37 BSA and '59 Triumph.

Rob Creemers with son Ben brought Rob's 1927 Brough Superior to the September meeting. Ken McIntosh was



▲ Ashburton: Cullimore Engineering trip.

there as he had done a lot of work on the bike, possibly the only Brough in the world which is actively raced. The Wet Leg Run attracted 16 bikes and four cars, and visited an extensive collection of motorcycles owned by Paul Pavletich, a successful racing motorcyclist. Buster West-Hill won on his Matchless G80. The Mug Run in October brought out 14 bikes and two cars and was won by Brian King on his 1939 BSA M22 combination. Speaker at the October meeting was Chris Minnee of Cambridge, who has built a gas turbine engine bike.

Veteran: Barry Robert's 1908 single cylinder Rover has gone to Ashburton. Kit Maxwell has been working on the radiator for the 1913 Maxwell, and George Mihaljevich has a new clutch in the 1912 Hudson. Michael Hilliar bought a super eight movie camera in the '70s and filmed a couple of early branch veteran rallies and other veteran events. Thanks to John Campbell these have now been transferred to DVD and the results were shown at the October veteran section meeting. Mike Courtney was at the meeting and he is planning to get his 1909 Sizaire et Naudin mobile again. Russell Vincent has adapted a new piston for the 1905 Cadillac and made up a new exhaust valve.

Vintage: An interesting development is the establishment of a vintage section by Murray and Penny Firth with the first meeting in November. Mike Loosemore can't help collecting Austin 16/6 cars, the latest being found on a Franklin district property, Norm Dewhurst knew the property, but not the car. New vintage people are David Heilbron with a '28 Ford Model A van and Lindsay Whittle with a '29 De Soto and a collection of trucks.

PV and Classic: The annual PV rally was won by Gavin Welch and Sophie Zhao in a 1934 Ford Y roadster. John and Janice Gardner won their class at King Country's Journey Through Time Rally in their 1949 Ford Anglia tourer.

New members in this category are David and Kathleen Hewitt with a '36 MG TA and '57 MG Magnette, and Graham Waters with a '67 MGB.

General: Speakers at recent club nights include Shane Price on penny farthing and early cycles and Don Green on flight simulators and aviation. The September club run went west to visit a collection of Opel cars. September mid-week tourers visited the museum in Waiuku.

## BAY OF PLENTY DONN WHITE

On September 11 Ken Frew organised a visit to the Toyota refurbishing plant in Thames. Team Captain of the complex, Darren Donnelly, gave us an informative tour of the workings and we learned all about the preparation of a Toyota Signature vehicle. Late model Toyota vehicles are extensively refurbished by a team of 78 workers before going out to Toyota dealers New Zealand wide. We also learned that the Thames Toyota complex was once known as Campbell Industries and that CKD assembly of vehicles began there in 1962. Peugeot 404s, Rambler Rebels, Hino Contessas and early Datsun Bluebirds were all assembled on site before the factory focused solely on Toyotas from the late 1960s.

Murray Toms was presented with the prestigious John L Goddard Trophy at our last club night. Murray along with his wife Joy and 'Old Yellow' have made quite a name for themselves in recent times what with their marathon journeys including some very remote regions in all weathers.

## CANTERBURY TONY BECKER

Billed as New Zealand's Biggest Garage Sale, Canterbury Branch Swapmeet 2019 embraced its usual clubmanship support for its popular annual trading and fundraising event. Convenor Colin Hey simplified some operational processes to help member volunteers, site holders and visitors better enjoy this highly anticipated annual three day sale. The weatherman was kind too. Hundreds of sites offered thousands of goods. Fast foods, snacks and ices filled many a stroller's hand. St. Thomas Sports Club fundraiser was popular, offering devonshire teas,



▲ Ashburton: Branch Chairman, Trevor Begg looking at traction engine gears being made.



▲ Auckland: John and Janice Gardners' '49 Ford Anglia tourer.



▲ Auckland: Gavin Welch 1934 Ford Y.



▲ Bay of Plenty: Two of the 78 workers busy at the Toyota Signature Class refurbishment complex.



▲ Ashburton: Line up of North/South run cars.



▲ Auckland: Rob Creemer's 1927 Brough Superior.

sandwiches and home-made food from our kitchen and hall. Site reapplications for 2020 flowed steadily, and vehicle displays, always a popular attraction, featured some imaginative presentations. Visitor motorhomes and caravans seem to form longer camping lines each year.

Recent motoring events included a successful Women and Under 25 Drivers' Rally, the annual High Tea Run, the Girder Fork Rally, Fish'n'chip Runs, and the monthly 9-90s Group.

On the social side, a happy Annual Awards Dinner and Presentation evening saw 25, 35, 50 and even 70 year awards presented to loyal members. The 70 years continuous membership awarded to Tom Clements was uniquely accompanied by son Ian receiving his 35 years badge.

Lynton Withell, Stewart Shadbolt, Martin Rooney and John Henderson were each acknowledged with their 50 years awards, while Kerry Clements together with Andrea and Gilbert Dallow gained 35 years badges. Twenty-five year awards were presented to Ken Lowden, Bronwyn McKinlay, Neil Stevenson and Graeme Wood.

Canterbury Branch owns a small number of vehicles. The vintage truck and fire engines were joined a few years ago by the late Jim Hughes 1928 Ariel 600cc motorcycle gifted at his passing. All are available for use by members participating in branch events, subject to custodial approval.

## CENTRAL HAWKE'S BAY JOHN FOOT

Despite a very cold and strong wind there was a good turnout for the annual Daffodil Rally for Cancer. Sixty-five cars, ranging from a 1903 Holley to 2019 Honda Ioniq (electric), took part in the event that started with a car show and was followed with a tour out to Chapelwick, the historic Porangahau Station homestead (originally owned by the Hunter family) for afternoon tea. Financially the day was very successful raising \$4,500 for the Cancer Society. The following Sunday Bruce Poole and granddaughter Mya Wairau organized a short run to Taniwha Daffodils where you pick your own flowers with the proceeds going to Plunket.

September club night/dinner was held at Dannevirke Citizens Club in conjunction

with Manawatu Branch. Also in September a good number of cars were on display at the Onga Onga Historic Village fair and market.

In October some 24 cars and their occupants attended the club run, set by Rod and Carol Naylor, which took them to the new Lemmon's museum in Napier, followed by lunch at Rod and Carol's property. Also in October Rod and Scarlet McKenzie organized a three day tour to Te Kuiti, Ohura, Whangamomona and Hawera. The group of 25 members with 12 cars overnighted in Te Kuiti and Hawera and also visited the Tawhiti Museum. John and Shirley Foot ventured to Taumarunui for the 25th anniversary of the King Country branch Journey Through Time Rally. Saturday 16 November is our annual Veteran Rally followed on Sunday with a Homestead Run for all branch members.

## **EBOP**

## **BRUCE SEDDON**

For Daffodil Day we invited other car clubs to join us, and ended up with 73 cars and one vintage motorbike. After the parade through town we held a public display at the Hub Shopping Centre from 2pm – 3pm where the Cancer Society and our branch collected donations from participants and the public.

Members took part in the annual drive to the Paeroa Vintage and Classic weekend. On the way Steve and Joy Growden organised a visit to Angie's "place", a huge collection of English and royalty memorabilia. The Paeroa parade featured over 150 vehicles. On the way home Steve took us to a dairy farm where the farmer's collection of English cars almost outnumber the cows.

We enjoyed a circuit around Whakatane for our monthly run in September. A good trip around the perimeter by way of the one lane Pekatahi Bridge near Taneatua and back into Whakatane ended at a club member's property for afternoon tea.

Our October monthly run took us over the Rangataiki Plains around Edgecumbe before we met back at a Noel and Lois's hillside gardens in the west on the Manawahe foothills. The gardens are spectacularly colourful at this time of year, and the rock work and water features are impressive. Noel showed his workshops and garages containing half a dozen Ford Falcons both running and under restoration, along with a lesser Ford or two. No shortage of projects in the spic and span workshops and gardens.

## **FAR NORTH DAVE DUIRS**

Mackays' inaugural Father's Day run from Kaeo to Tauranga Bay for a bonnets up quiz for things engine and personal questions about some participants was a great idea. We learned about horsepower, and had a chance to question individuals about their special characteristics and backgrounds. Some amusing findings resulted. A substantial lunch at the Whangaroa Fishing Club encouraged more socialising with Win Matthews' crew taking the new piston trophy.

The North Cape to Bluff tour was hosted by Matthews Museum with our branch catering for their dinner. Some members joined them the next day at the start at Cape Reinga on a wild day, and others continued with them to Dargaville after experiencing a stormy Rawene ferry crossing.

Our annual working bee had the usual diehards out scrubbing, polishing and painting followed by a shared meal. These days chat soon turns to falling active membership, but those who still participate are enjoying some of the changes being offered so not only are we supporting one another more but I feel a revival in interest with new additions to the fleet are happening.

The monthly Caffeine and Classics at the beach resort has bigger numbers and variety with the chance to not only admire, but in some cases for vehicles to change hands, good stuff. There is even some suggestion that a local group would like to revive what was our annual Autospectacular. So it's not all EVs and autonomous navigation.

## **GORE**

## **JIM MCFADZIEN**

The Gore Town and Country Club car park was full on 25 August for the annual Daffodil Day Rally. Organiser John Tremaine flagged away the 52 cars on their 120 mile journey to Winton, and districts. The effort gained \$1,227 for this worthy cause.

Two days later 14 car loads of Tuesday Ramblers left our clubrooms, destination the Greenfields Tavern at Clydevale beside the Clutha River, where we enjoyed a great meal. We then listened to the manager of the local dairy factory for a run down on this unit, built in 2006. It is owned by a Spanish firm called Danone Nutricia, which is seven times bigger than Fontera. Like other dairy plants they concentrate on infant formulas, and this season are

making improvements to raise their output from four to six tonnes every 24 hours. Twenty farms currently supply this factory, which sees six trucks per day shipped from Port Chalmers to their factory in Auckland for final blending and distribution,

A whole tanker of LPG is used per day, much dearer than coal, but they are trying to be seen as environmentally friendly.

## **HAWKE'S BAY**

## **HELEN BALL**

Winter Deco was our main focus in July, with the usual Saturday car rides for the public again, and we were delighted to give our chosen charity, St Johns Ambulance Association, \$700 from funds raised.

Sunday was the Auto Ramble starting at the Sound Shell, giving the public a chance to view the magnificent line up of some 35 cars before take-off. This was a mix of town and around, finishing at our clubrooms where people were treated to tables of delicious high tea goodies and fine china. Winners of the Ramble were Sandra and Kevin Marsh.

Our "Kitchen" in July was a lovely Midwinter Christmas meal with 70 attending and most wearing a Santa hat or some Christmas adornment making it a really fun evening.

The August Sunday Run was to the Adrian Lemmon Museum, which over 30 cars registered to attend. The following Sunday was the Daffodil Run starting with brunch at the clubrooms. A turnout of 65 vintage, classic and modern cars were on display with 51 participating in the rally. Our branch raised an amazing \$3153 for the local Cancer Society, mainly due to the hard work, once again, of organisers Malcolm and Lesley Blair and their helpers.

September's run was a shed run, but how many of these would start at a coffin club? These clubs are becoming increasingly popular and it was incredibly interesting to see how each builder was personalising their coffin. We lightened things by then going to view a fantastic motorbike and car collection before heading to see Kevin Heyward's Austin memorabilia and cars.

Safari is the main October event with 22 cars, at last count, registered for an interesting route to Gisborne to join in their rally over Labour weekend.

## **HOROWHENUA PETER NIGHTINGALE**

Well attended club nights, visits and a great motor show have kept us all busy

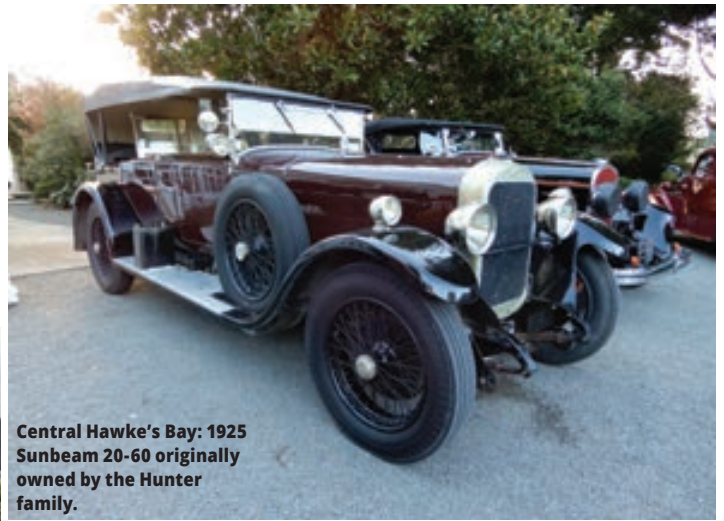




▲ Central Hawke's Bay: 2019 Honda Ioniq.



▲ Central Hawke's Bay: Chapelwick Homestead.



Central Hawke's Bay: 1925 Sunbeam 20-60 originally owned by the Hunter family.



▲ EBOP: Graham-Paige car and period caravan at Paeroa Vintage and Classic weekend. Photo Margaret Watson



▲ Canterbury: Campers at Canterbury Swap Meet.



▲ EBOP: Steve and Joy Growden dressed in period gear to drive their Ford Cortina in the Paeroa Parade. Photo Margaret Watson



▲ EBOP: Les and Gail Costar in period finery with their Model A at the Paeroa Parade. Photo Margaret Watson

▶ Canterbury: Getting down and dirty at the Canterbury gymkhana.



Canterbury gymkhana.

Bay of Plenty Branch:  
We sadly note the recent passing of Jack Hoven, Patron and member of 60 years. Jack who will be remembered for his love of Studebakers (he owned nine in his lifetime), passed away quite suddenly and his funeral was attended by a huge number of VCC members. He once owned a 1935/36 Studebaker hearse and he passed it on to a friend who wished to restore it. Jack always said that he wanted the hearse to officiate at his own funeral and the promise was kept. Jack was not only a passionate VCC member and co-founder of BOP branch on August 17 1958 but was also very community minded. The fact that he cleaned the nurse's cars at the Waipuna Hospice for 20 years was just one example of his community spirit. He will be sadly missed by all of us.



in the branch. George McLean gave us an insight as to how we can use LED lighting on our projects

Thirty-five members visited the Steam Incorporated workshop, another rest home visit and the Wednesday group went to Rick Goodman's yard in Waikanae (the contractor building the Wellington expressways north). Rick gave a very interesting talk about his huge earth moving business. The massive workshop and equipment amazed the group.

Club Captain Bruce organised a fun run and straight line navigation in our southern area with some interesting questions.

Two members are attending the Gisborne Sestercentennial Rally at Labour weekend.

Lots of goodies were found at the Manawatu swap meet, and at least three members went to Christchurch to carry on the hunt. Brendon Fox came back with a small but useful part for his rare Krit.

#### **KING COUNTRY NORMA DOUGERTY**

The Mayor, Don Cameron, from the Ruapehu District Council, attended our annual Journey Through Time Rally, welcomed our visitors and flagged them away at the start. The 28 entrants came from Northland (Dargaville), Taranaki, Rotorua, Bay of Plenty, Eastern Bay of Plenty, South Waikato, King Country and the Waikato. Because of the large slip closing the road Wanganui members were unwilling to attend this year. The weather was not the best, with wet conditions and frequent showers during the day. The rally route first headed in a westerly direction through the Hikumutu district, towards Kaitieke, and then back to Owango for lunch at the school.

The afternoon route travelled to Kakahi and back to Taumarunui for some straight line navigation in the town, before returning to the clubrooms in Taringamotu. They were also given an opportunity to view a display of photos of previous rallies and also the horse made from horse shoes in the Kaitieke district, constructed to celebrate the use of the horse in the pioneering of the King Country.

At the same event four members of our branch were honoured with their 25-year badges for continuous membership. They were Steve and Fiona Maunder, who have both held senior roles in the branch and organised a number of Journey through Time rallies, and Ivan and Alison Stevens who transferred to the King Country

Branch from the Waikato VCC three years ago, after lengthy service in that branch.

Colin and Tony Manning have now finished building their replica Olds' with their uncle Alan Manning. They recently were in Te Awamutu giving rides at an event.

#### **MARLBOROUGH CARROLL WIBLIN**

Because of ill health I did not manage to get a report in last month, but will recap as many events as possible. We hosted Daffodil Day with the help of all the other societies within Brayshaw Park. We raised \$17,000 (\$9,000 last year) and surpassed all expectations. The support of the other societies certainly played a big part in the increased revenue.

We have the Nelson Rally coming up, and we are hoping to be home from the National Veteran Rally in time for that, as it is always a great event. They have new blood organising things, so I am looking forward to see what they have planned out.

Congratulations to Stuart Johnson on gaining his 60 year badge, and to John May who will be awarded his in the near future. Branch Life Member citations have been awarded to Barry and Marg Wilson, Lyn and Rae Fairweather, Lorraine and Tony Pyne, Trevor and Doreen Harris, David and Judith Bruce, and Graham and Carroll Wiblin for their long service to the branch.

June was our annual prize giving dinner followed by presentation of branch trophies.

September saw the Father's Day Run to the Cork and Keg where we all enjoyed a well presented meal in their courtyard. The weather was kind to us, so sitting outside under the trees was lovely.

Some vehicles headed to Seddon for the opening of the post-earthquake rebuilt community hall on 6 October. The steam train was there too, so a great chance to showcase our cars.

One of our members is a nurse and has offered to run training sessions on how to use our defibrillator. This is a worthwhile exercise, given the age of many of our members.

#### **NELSON RAY ROBERTSON**

The Wednesday Morning Teas, organised by Ron Johnson, continue to be one of our most popular and well attended events. Men, food and lots of chin wagging seems to be the right formula.



▲ King Country: Colin & Tony Manning in Te Awamutu giving rides in their newly finished replica Oldsmobile.

Club stalwarts, the Ewing family, recently came to the branch's rescue with the exceptional donation of a brand spanking new Massey Ferguson ride-on mower. We not only thank them for their generosity but it seems our Grounds Convener, Malcolm Baker, will now have no trouble finding someone to drive it.

For the past few years Mike Bryan, our branch secretary, has organized a small run where local members of the blind and partially sighted group are picked up from their homes by our members and taken for a short drive to our clubrooms where they enjoy an afternoon tea and a chat before being returned to their homes. This year's run proved to be another successful and enjoyable afternoon.

A branch outing to the Fat Tui, a café situated at Marahau in the Able Tasman National Park, shows that some things are just meant to be. Not only does the Fat Tui claim to have the best burgers in New Zealand but on the way home via Kaiteriteri Beach, Rob Thompson, who organized this run, arrived in his Lotus Excel only to find a Lotus Evora from Southern Lotus Register to salivate over. One thinks he may have known they would be there.

#### **NORTHLAND TREVOR REILLY**

The October run was set by new member Arthur Jenkins with the assistance of our club captain. The run covered a selection of seal and gravel roads and ended up looking at two separate collections of older vehicles in the Matakoho and Tinopai areas, both properties looking over the Kaipara harbour. These were interesting sites for storage and restoration with no close neighbours and views to distract.

The 47th Far North Tour entries numbered over 50 cars and two motor



▲ Far North: Fathers' Day



Far North: Fathers' Day bonnets up.



Far North: Caffeine & Classics



Hawke's Bay: Art Deco Mid Winter car line up



▲ Marlborough: Daffodil Day 2019, this year a huge success with our branch raising over \$17,000 for Cancer research and support.



▲ Hawke's Bay: Brunch at our clubrooms before the Daffodil Run.



▲ Hawke's Bay: Art Deco Mid Winter high tea.



Horowhenua: The Tararua Rodders hold a great motor show in the local events centre every couple of years. This year our members were asked to assist and we were invited to put some cars in and erect our prefabricated garage. One of our members, Chris Clarke, has an original 1929 Morris sedan and came up with a brilliant idea to put the car in a crate as it was shipped out to New Zealand and display it with the original photos of the unloading from the ship. We had six member's cars on display with the garage erected and displays of yesteryear inside. This included motor bikes from Jeff Fox plus my partly restored Model T.



▲ Marlborough: Daffodil Day cheque handover.



▲ Nelson: L to R Malcolm Baker, Paul and Lloyd Ewing.



▲ Nelson: L-R Ken Morris, Graham Ellery (obscured), Ray Maguire, Ron Johnson and Jim Wareing drivers for the Blind and Partially Sighted Run.



▲ North Shore: Jim (Drummond) 'll fix it.



▲ North Shore: The forlorn BSA 10hp van.



▲ North Shore: Murray Ransfield with his 1929 Willys Whippet



▲ Nelson: Rob & Karen Thompson's Lotus languishes in background while they check out the Lotus Evora.



▲ North Shore: 1929 Austin Light 16 (Richard and Angela Bampton), 1929 De Soto (Catherine Macken), 1987 BMW (Richard and Rachel Andrews), 1929 Whippet (Murray and Alice Ransfield), 1959 Dodge Custom, (Terry and Joss Costello), 1948 Mercury (George and Beth McGregor).



▲ Northland: the start and lunch stop of the Far North Tour by Northland Branch.



▲ Northland: the start and lunch stop of the Far North Tour by Northland Branch.



▲ Northland: Peter's Morris.



▲ Otago: Prince Henry Tour - McCool's 1917 Model T.



▲ Otago: The group at Three Creeks - last day.

bikes with 93 participants. The route was from Whangarei on a section of SH14 and 15 before heading inland in the area between SH15 and SH1. This area is normally travelled by the local population and logging trucks, services are few, the roadway narrow, and the road surfaces often need work. The cars exiting back onto SH1 at Moerewa showed evidence of the dusty conditions experienced in the area we passed through. From there the cars were on a section of SH1 before turning off onto a scenic route to the lunch stop at Kaeo. The local school group supplied the meal, and after a break the tour moved off around the coast of Matakauri area to view the Bay of Islands and then back to Kerikeri. The evening meal and get together in Kerikeri was a success and some stayed overnight to enjoy the surrounds and markets on the Sunday morning before heading home.

Sadly, one entrant put a hole in the sump providing some oiling of the road and needed to have the vehicle transported home. It is always good to have a tail-end-charlie on tour when traveling on roads that we experience in this area.

#### **NORTH SHORE RICHARD BAMPTON**

Paul Collins, our Immediate Past Chairman and a former North Island Club Captain, has recently organised a North Cape to Bluff Run.

For the September North Shore Spring Tour several local cars joined the run in Mangere and finished in Tokoroa three days later. The first stop was in Tuakau to view Terry Smith's collection of cars, then we went via Wakaretu Nikau Café and the Te Uku Wind Farm to Raglan where the day ended with a harbour cruise. Next day the narrow, winding, gravel Old Mountain Road was successfully tackled in the wet en route to Hamilton Classics Museum, then to Tokoroa for the night. Alf Williamson's Truck Museum and then the Timber Museum in Putaruru were Monday's visits before returning home.

The promise of a meal always brings folk out, and 40 people and 18 cars journeyed to Puhoi Cheese factory where lunch did not disappoint. Murray and Alice Ransfield were out in their lovely 1929 Whippet on their first North Shore run. The route to the factory was straightforward, but six cars with intrepid drivers turned right into Krippner Road, Upper Waiwera Road, Monowhai Road and Waitoki

Road, enjoying twists, turns, gravel and wonderful views on their return journey. For Catherine Macken in her 1929 De Soto roadster it was the first time driving on gravel.

Jim Drummond rectified a small handling error while repairing the Chevrolet fire engine, but was smiling by the time his photograph was taken. Work continues on several branch vehicles, and while the BSA van is looking rather forlorn, the Morris 8, having had a thorough brake overhaul by Kelvin Hawke, passed its WoF with flying colours.

#### **OTAGO MARION MCCONACHIE**

Nevin Gough led the Prince Henry Tour to Timaru prior to the National Veteran Rally in October. Three veterans completed the tour, with Peter and Suzanne McCool from Hawke's Bay needing some urgent repairs to their 1917 Model T diff on the last day. We travelled off SH1 as much as possible to overnight at Oamaru, Twizel and Timaru. McCools in their Model T were presented with the winner's trophy. Nevin drove his Model T and Rob and Diane Ross were in their 1915 Dodge. Bryan and I were backup and we enjoyed the camaraderie of this small group of people.

Nevin has volunteered to arrange another tour next year before the National Veteran Rally in Gore and he is hoping to get at least 10 entrants.

Our Taieri Tour was another successful event with Travis Michelle having family members driving three of his vehicles. His 1917 Moon is a new addition to the fleet. Jim Macdonald and Carol Bell of Timaru were overall winners with their 1970 Morris Minor woody. It was a pleasure to have National Secretary/Treasurer Michael Lavender present Ivan Bennett and Robert Herron with their 50 year awards during the prize giving dinner.

The Midweek Run group visited Outram Primary School where a couple of our members work with a group of pupils at lunch times dismantling, repairing and reassembling motors of various descriptions. One budding mechanic stripped down a Triumph 2.5 motor, repaired it, and reassembled it. The boys then had the opportunity to have a look around the approximately 15 vintage cars that had visited them.

A busy calendar ahead with the Dunedin Brighton Veteran Rally set for 18 January. Entry forms are now available.

#### **ROTORUA RONALD MAYES**

Rotorua Branch life member Myrtle Fleet passed away peacefully on 15 October aged 90. She and her late husband Roy had been founder members of the branch and she was heavily involved in its operation during the first 20 years.

Rotorua members turned out in force with their cars on 27 August for their annual daffodil delivery run for the Cancer Society, just a few days after the popular Sulphur City Rally. Earlier, the branch's major fundraiser, the Central North Island Swap Meet, was a resounding success with the club's coffers boosted accordingly.

There were lumps in the throats and tears in the eyes as Reg and Annette Munro and family watched their 1929 Austin 12/4 drive away with its new owner. They had owned the car for 52 years, but Reg said it was time for it to go. He retains his Austin-Healey frog-eye Sprite and a son and grandson have their related MG Midgets.

New members: we welcome Mark McKee and Nathalie Descat (1930 Chevrolet coupe), James and Denise Burt (1977 Triumph 2500TC) and Geoff Nitz who retains his interest in old cars and has donated many workshop manuals to the branch. Rocky Fiske has acquired a 1972 Spitfire and has wasted no time in stripping it ready for a repaint.

Recent club runs included a visit to the Ross Brothers muscle car museum at Hautapu where not only cars, but some huge earthmoving machinery fascinated the visitors. A large turnout took members on another run out on a scenic rural road not normally travelled. This was followed by a lakefront picnic and a visit to a local shed to learn about the restoration of Kevin O'Connor's 1934 Buick Series 40 limousine. Its amazing history will make fascinating reading in a future article.

#### **SOUTH CANTERBURY SHANNON STEVENSON**

The Daffodil Rally for Cancer on August 25 attracted 118 vehicles. The route took us to historic Longbeach Station beside the Canterbury Bight. The following day a number of members delivered daffodils in support of the Cancer Society.

The Opening Run with Ashburton took place in inclement weather on 8 September. Plotted by Neil Manchester and Ross Walkinshaw, the morning route took us to Maungati and Cannington. The lunch

stop, at Waitohi hall included a display of the Waitohi district over 150 years.

Guest speakers at the October Noggin and Natter evening were Bill and Shona Weir, showing highlights of their Coast to Coast US trip by Chevrolet camper.

The Continental Vehicle day, organised by Kevin Manchester and Ross Luscombe, was held on 6 October. Attracting over 25 vehicles of mostly European origin, the run took members along back roads southwest of Timaru to the Café on Queen in Waimate.

Our branch hosted the 2019 National Veteran Rally on the weekend of 18-19-20 October. It attracted around 50 century old vehicles from all over New Zealand. See full report on page 36.

## **SOUTH OTAGO      MARTIN DODGE**

Humour and great company were features of our annual Dinner and Awards Night. The laughter resonated through the room when Chairman Robin McCall announced Gordon Duthie as recipient of the Dave Williamson Ladies' Trophy, followed by Noelene Milne being presented with the Mel Tapp Service Tankard. Gender is no barrier to service in our Club.

We are anticipating a positive response to the new format of the Annual Clutha Rally in early November. A venue change, along with streamlined awards and catering arrangements, will mean members can relax and enjoy the rally.

Wednesday runs continue successfully. Organiser, Russell F lured us to the Millers Flat Tavern. Several classic motorcycles lurk there (usually). Hostess and restorer Lucy McConway believes cooking and welding have similarities, with selection of materials and a steady hand being foremost.

The Otago Branch Dunvegan Motorcycle Rally had four of our members involved. The challenging route from Beaumont to Millers Flat up the Millennium Track was a highlight. Stunning Maniototo vistas awaited us the following day after a frosty start tested starting routines.

Locally, Phil Sell was encouraged by the support provided at a working bee in our parts shed, and the late Graeme Steel's Austin Atlantic is looking pristine after interior restoration by a local upholsterer.

## **TARANAKI      COLIN JOHNSTON**

Member Alby Gordge has been rebuilding a twin engined Morris 1300 which had its first outing at our midweek run in

October. This is an amazing achievement as he had to synchronize both motors, the end result is a real credit for creating such an interesting vehicle.

Our Rubber Duckie motorcycle rally this year attracted 40 entries. The well planned course took entrants around our mountain on a beautiful sunny spring day and ended for lunch at the Tawhiti Museum in Hawera. There was a timed section and entrants had to remember silent checks for the competitive part of the rally. This year the overall winners were Heather and Bill James from Whanganui riding a 1978 Triumph motorcycle with Ian Street from Taranaki in second place.

We are very pleased that our TSB bank has funded two heat pumps for our clubrooms. This will make them more comfortable for both winter warmth and summer cooling.

Potters Paddock Gymkhana was held again in Stratford, and was won by Bryan Morris in his 1938 Vauxhall DX. There were six tests from towing the bottles to sounding the horn and opening the gates. Big thank you to John Muter our club captain for organizing this event again this year.

## **TAUPO      NEIL CHAVE**

Our monthly run supported the national day to raise funds for the Cancer Society. We had a much bigger turnout of both members and the public this year due mainly to better local media support. The convoy took a pleasant drive on a fine but windy day down to the Cadillac Café in Turangi where we had afternoon tea and were entertained with lessons on how to Rock 'n Roll.

In September we hosted Greg and Gaynor Terrill who gave us the latest update on progress of planning for the 2021 VCC Festival of Motoring in New Plymouth. Our members were impressed with the level of organisation and what looks like a refreshing approach to the programme format. Many of our members have already made accommodation bookings and are looking forward to this event in early 2021.

The annual Brunch Run involved a quick run around Taupo with questions on the way and everyone arriving at the club rooms for brunch prepared and served by the committee. The highlight of the menu was porridge served with fresh cream and Drambuie.

On our club night in October we viewed a movie titled Ladies in Black. Ice creams were enjoyed at half time.

Our club day was a Fun Day Sunday and we had an excellent turnout of members at the Taupo 18 hole mini golf course. This was great fun with some inspiring scores from the professionals although no golf clubs were broken in desperation of bad putting. After the game we all travelled in convoy to Wharewaka Domain to enjoy a picnic lunch down by the lake.

## **WAIKATO      HUGH MCINALLY**

One of the branch's bigger events, the PV Rally, was enjoyed by the entrants. Numbers were only slightly down on last year but on asking around there were various reasons for some of the more regular members not entering, ranging from the car out of action, family commitments, just to name a few. For those that entered the smiles on their faces seemed to tell it all. A good run.

At our ever popular Kairangi hill climb we had the pleasure of welcoming a large number of entrants from the Waitemata Branch. They have lost their ever popular Chelsea location because of the establishment of a very popular café which uses the same road. This year the hill climb had a total of 16 cars entered, a good number in that it gave all drivers five runs each. Because of the workload involved the branch has decided that from now on it will be a bi-annual event. A show of hands at prize giving indicated that most would still like it to be annual. We will see, but at the moment we would like to think that everyone will be at the same place and the same time in 2021.

The Waipa District Council has recently announced that 200 roads in the district will have their speed limits reduced from 100kph to 80 and 50kph to 40 or even 30kph. Will this make our roads more user friendly for our slower VCC vehicles? One would think so.

## **WAITEMATA      IAN GOLDINGHAM / MICHAEL GREIG**

September's run offered a longish 100kms of fine afternoon motoring, navigating the north west rural roads to arrive at Ryders for dinner and a movie. This laid-back event offers a bit of everything for all participants.

Not being able to hold our Chelsea hill climb this year Waitemata Branch chose to support Waikato's Kairangi hill



▲ Otago: Veteran's at Ohau Power Station.



▲ Rotorua: October run. Close examination of 1934 Buick's engine by Evan Dorrington and Maurie Crowe, while owner Kevin O'Connor (in background) watches to ensure no mischief.



▲ South Canterbury: National Veteran Rally Caroline Bay display – Alan Averis' 1912 Overland alongside a 1913 example.



▲ Rotorua: October run, some of the cars at the Hamurana picnic lunch stop, Lake Rotorua.



▲ South Canterbury: Kevin Manchester's 1962 Renault Dauphine at start of the Continental Run.



▲ South Canterbury: National Veteran Rally Caroline Bay display – motorcycle entries.



▲ Rotorua: 1934 Buick Series 40 limousine restoration under way.



▲ South Otago: Two 500s, 34 years apart but equally muddy. The 1985 Honda GB of Martin Dodge and Bryan Hayman's 1951 Ariel Red Hunter.



South Otago: A classic lineup at Millers Flat



Taranaki: Heather (left) and Bill James with trophies ▶ overall winners of the Taranaki Rubber Duckie motor cycle rally with the organisers Rob Gudopp and Kate DeBarr.



▲ Taranaki: Ron and Margaret Ingram in their Dodge Sedan getting ready for the car width test at Potters Paddock Gymkhana in Stratford.

climb just out of Cambridge. The course is one kilometre in length, fully sealed, runs through pleasant rural countryside, contains both right and left hand bends, has a short straight towards the end and a climb overall of 200ft. Those attending from Waitemata included Ray Ferner, FWD BSA, Harold Booth, Riley 9, Terry Roycroft, Bugatti/Jaguar and FOB Dave Adams, Sunbeam. Kevin Andrew drove the sleek Speedex Silverstone Special 1960, which has run at the Roycroft and at Chelsea. The local cars included A40 Farina, Rambler Rebel, MkII Jag, Morgan, MGB GT, MG T types both pre-war and a post war TD as well. There was a total of 16 cars. Class winners were the BSA with FTD, the Sunbeam won the most consistent competitor. Meeting infrastructure was very good, with drivers and marshals briefing clearly detailing the responsibilities of all concerned. There were no incidents or damage to cars and drivers. We enjoyed supporting another sporting branch at this well organised event.

Stan's Western Wander on the following Sunday saw us once again launching ourselves from the Albany Hall into a northerly left-hand circuit of the best of Kaipara's back byways. This 75 mile mini epic covered a fair bit of the original route that had been pruned from this year's R'Oil Can Rally. Those of us that completed the

full course down to Riverhead were more than ready for dinner.

## WAIRARAPA

## KEVIN BALL

The branch has had a big influx of new members in recent months so we decided to run a special training session on how to run a rally. This was well attended, and resulted in one newbie, Chris Giles, running a New Member's Rally. A fine job he did too, with 17 cars completing a big loop of South Wairarapa. Happily the winner was another new member, Rob Jones in his Leyland P76. A very worthwhile and enjoyable learning exercise.

Another highlight was the visit to Masterton of the centenary Bentley tour. New Zealand was the first country in the world to recognise 100 years of the Bentley marque. Two branch members, Mike and Jane D'Alton, and Scott and Barbara Thomson, have Bentleys, and were on hand to welcome the visitors. Mike and Jane joined the convoy for the South Island leg of the tour.

The oldest car on the Wairarapa section was Palmerston North man Lewis Townshend's 1924 3 litre model. Lewis has owned the car for 52 years. He and his wife were absolutely drenched after being caught in a rainstorm on the Gentle Annie route and were still drying out when they reached Masterton.

There were no weather worries when the Wairarapa Car Club held its 60th Admiral Road hill climb. Former VCC branch chairman Willie James had the honour of being lead car in his vintage MG, and got a big buzz out of showing 28 entries the way to the top. Former VCC club captain Francis Pointon, who held the Admiral Road record for some years, also planned to attend.

## WELLINGTON

## RAY BETTERIDGE

Part of our Daffodil Day Run included the annual restoration judging and this

year's winner was Gordon McIntosh with his 1987 Toyota MR2 supercharged Targa Top sports car. This is surely representative of the future of the Club - affordable, motorable, collectable, desirable and very appealing to the next generations. What more could you ask for on a summer day, with the top down and exhaust singing to the tune of the supercharger as you cruise around the bays? Well done Gordon.

We enjoyed a leisurely Heritage Rally with a cruise around the suburbs and we all learned something new about our locale.

October club-night was the annual visit from the Motorcycle Section and we had about 100 people attend. I have never seen such a great display of motorcycles in our clubrooms. A 1913 BSA with only one spark plug seemed totally intimidated by a 1300cc Henderson with four spark plugs. A Matchless thrown together (albeit rather well), with Norton motor and other parts during the throes of AMC's demise. Just to fill the gaps we had a Royal Enfield (a real Pommie one), a Sunbeam and another BSA. Several of the owners gave a talk about their rides to complete a great night.

Our Sunday runs and Mid-week groups continue to enjoy good turnouts and interesting places to visit.

## WELLSFORD-WARKWORTH

## CHRIS HARVEY

We combined with Waitemata Branch again for our National Day event. We experienced a larger turnout than previously which produced more money for the Cancer Society than last year.

On 22 September our Sunday Run took us to AVSPECS at Ardmore Airport south of Auckland where a team of specialists restore piles of what looks like junk into flying aircraft. The operation covers two hangars. They have already rebuilt one Mosquito and delivered it to the USA and the pitiful remains of another await



Wairarapa: Francis Pointon's lovely old Ford V8 coupe in the New Members' Rally.



Wairarapa: Ready for the off ... Willie James was lead car for the 60th running of the Admiral Road Hillclimb.



Wellington: Gordon McIntosh's MR2.





▲ Waitemata: Terry Roycroft in Bugatti Jaguar at Kairangi Hill Climb.



▲ Waitemata: Movie night at Ryders Cinema.  
▼ Wairarapa: Neil Algie's 1924 Buick.



Taranaki: Rubber Duckie entrant number 35 Leo Fowler from Auckland on his 1942 Indian 741B motor cycle at the Kaponga final timed check.



▲ Waikato: Harold Booth 1930 Riley 9hp tourer.



▲ Waikato: Gordon Dearlove, MGTF.



▲ Waitemata: Ray Ferner & Kevin Andrew prep their cars -Kairangi Hill Climb 2019.

◀ Waitemata:BSA Special driven by Ray Ferner making FTD.



Wellington: Line up for Heritage Rally.



Wellsford:



restoration. In one hangar there was a restored and airworthy Spitfire which has been adapted to accommodate a second seat and for only \$4,000 you can have a flight.

Sunday 13 October saw the centre of Warkworth bursting at the seams with the stalls, bands and displays of the Kowhai Festival's Big Day Out. Fourteen members displayed their cars in Neville Street and they attracted a steady stream of car buffs peering into engine bays and reminiscing about the days before electronics changed the game.

We enjoyed monthly midweek lunches at Silverdale in September and at Matakana in October, and after the latter several members took their cars to Summerset Falls Retirement Village to give rides to the residents on their Golden Day. The rain caused a disappointingly small turnout but the cars brought back memories both good



▲ ▼ West Coast: At rally briefing before leaving for Westport



and bad for those who went for rides, and a few even braved a run in an open Austin Healey despite the weather.

## WEST COAST JUNE CAMPBELL

Our September run attracted 40 members who travelled up the Scenic Coastal Highway to Westport, a few stopping at Punakaiki for a break on the way. It was a good opportunity to catch up and have a chat with some of our northern members over a roast meal before heading back south.

We welcome two new/old members who have rejoined the Club. Carl and Chrissie Alfeld live in Westport and own a 1928 Chevrolet K Superior tourer which is going to be restored. Looking forward to seeing them on the road in the future.

We were pleased to host the entrants participating in the North Cape to Bluff tour when they spent a night in Greymouth. We shared an evening meal with them and welcomed them to our branch facilities at Shantytown before they headed off to Christchurch the next morning to attend the Canterbury Branch Swap Meet.

Our Chairman Allan Giles has become an enthusiastic mud-plugger and received an award at the last meeting held in Nelson – for his *hat!*

A group of our Model A motorists travelled over the hill to take part in a Model A run through Christchurch and over the newly repaired Evans Pass to Lyttelton.

Our annual Scenicland Rally will be held on 21 March 2020. Entry forms should be available after Christmas. We are busy looking for another bush track to lead some unsuspecting vehicles up to a locked gate.

## PASSING LANE

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

Information is supplied to

*Beaded Wheels* by

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Browning, Nigel  
Ellis, Vern  
Fleet, Myrtle  
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