

Beaded Wheels

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December
January '81

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New Zealand's Veteran and Vintage Motoring Magazine





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Beaded Wheels

VOL. XXV, No. 127

December '80-January 1981

26th YEAR OF PUBLICATION

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CLOSING DATE

Closing date for Feb./Mar. issue January 13th.

COVER PHOTO

1925 D.I. Delage 14/40 owned by Pat Bren.
See details on page 9. Photo by Stan Garmonsway.

Beaded Wheels is the voice of the Vintage Car movement in New Zealand and of the Clubs whose efforts are fostering and ever widening the interest of this movement and form rallying points for that ever increasing band of enthusiasts. The fascination of age itself or revulsion from the flashy mediocrity of the present day is drawing an increasing number of motorists back to the individuality, solid worth, and functional elegance that was demanded by a more discriminating generation and it is to these that this magazine is dedicated.

Registered at Post Office Headquarters Wellington
as a Magazine.



Vintage Car Club of N.Z. (Inc.)

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Club Captain: A. D. Storer (Banks Peninsula)

Club Vice-Captain: Ken Macefield (Canterbury).

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Club Registrar: Don Bennetts.

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Club correspondence, including members' **CHANGES OF ADDRESS**, must be sent to

The Vintage Car Club of N.Z. (Inc.)
P.O. Box 2546,
Christchurch.

Intending members should write to this address.

All Beaded Wheels correspondence and subscribers change of address to P.O. Box 13140.

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Chairman: Spencer Barnard.

Committee: Geoff Hockley, Bruce Pidgeon, Bob Scott, Paul Giesler.

Material for publication is the responsibility of this committee and should be forwarded to P.O. Box 13140, Christchurch, typed or neatly printed, double spaced on one side of paper only.

Reports of restorations, events, road tests, historical and technical articles welcome. No payment made to contributors.

The opinions expressed in letters or articles in Beaded Wheels are the authors' own views and do not necessarily express the policy of the Vintage Car Club of N.Z. (Inc.)

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From the President

I would like to thank all of you who have responded to the request to submit the Questionnaire enclosed in the last issue. The plan is to use the accumulated statistics to present a more solid front to the Accident Compensation Commission in our bid to obtain a lower levy for motorcyclists, as they relate to the relicensing of their machines. The response has been excellent and on behalf of the Executive, I thank you all.

My recent activity has not been great on the national scene, but I have been involved in the 21st Celebrations of my own branch. Might I say they did it in style and many other club members from around the North Island helped them celebrate. Congratulations Hawkes Bay. With more than 200 entries at this event and a further 170 or so at the Hunua 100, there was plenty of activity during the

Labour weekend and the excellent weather over the country made both events memorable occasions.

Response to our request for suggestions and ideas for the planned 1986 International has been encouraging, and a Steering Committee will be set up to investigate all proposals with a view to arriving at the most suitable event at the most practical venue. If your branch intended doing something about a proposal and it has not yet been forwarded, chase it along and get it to the Secretary, P.O. Box 2546, Christchurch immediately.

Finally, may I take this opportunity to extend on behalf of my wife Judy, and myself, the very best to you all for the Festive Season, and may you all enjoy a truly family spirit and happy motoring over the holiday break. We look forward to host-



ing anyone who might call to say hello. Until next year and what it brings . . . Cheers to all.

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Veteran Steam

The old army advice, 'Never volunteer for anything.', was pushed into the background during the recent International Vintage Car Rally at Rotorua when I offered my services as the driver of a 'back up' car for a veteran steamer.

'Be at the starting point at 9.15 a.m. tomorrow', were the instructions I received, and it was not until the following day that I discovered that there were in fact five starting places and no one seemed to know where my group was starting from. By the time I had found the right place many cars had already commenced their journey, but I was assured that no steam cars had left. 9.15 a.m. came and went, and no sign of the car. The wintry wind was beginning to eat into my bones, but I consoled myself with the fact that I would soon be sitting in a nice powerful modern car with an efficient heater and a soothing radio. A very pleasant drive ahead in which to pass the hours of a day which was becoming very cold.

I was beginning to think that the boiler had blown its top or that the wheels must have fallen off, when into view came the 1901 Locomobile steamer I was supposedly to support.

'Here jump in (or was it on?), you are to navigate for me today. Here are the instructions', with these words a great sheaf of paper was thrust into my hand and we were off. Not quite, for in my benumbed state I was still feeling the cold and had enough sense to demand a halt whilst I retrieved my trusty leather motor-cycling coat which would at least keep me warm down to my knees. I was mistakenly convinced that Rotorua's summer had not yet departed, so had worn shorts that morning. Besides, wasn't I going

to be in a nice warm modern car all day!

During the next few days as my face burnt, blistered and peeled I wished I had the sense to have taken my crash helmet and visor as well. Still, I guess, wearing a crash helmet whilst proceeding at a speed of one or two miles an hour may have been too far.

In the first few hundred yards I discovered a new experience of sitting on top of a car which seemed to be three feet wide, ten feet from the ground, with no bonnet, no windscreen, no mudguards, no noise and at times enveloped in a cloud of steam.

by Bruce Scammell

Within minutes of the start I had managed to lose the instructions twice. It must have been quite a sight as a wild looking fellow in a tattered twenty year old leather coat chased pieces of paper along one of Rotorua's main thoroughfares.

By this time I had discovered the correct route, but somehow we had lost that warm comfortable 'back up' car with all those precious cans of water which seemed to be needed at the most embarrassing times.

The wind had now risen to a gale, the temperature had plummeted and life had become an endless battle with falling steam pressure and temperature and the ever declining water level in both the boiler and water tank. Long before we got to the first check point, we had to stop for water. What was to be done; should we look for the right sized puddle! Then I remembered that just back down the road there was a house with a hose reel on the front lawn! Back we

went. Yes, we were welcome to all the water we wanted, and whilst the owner disappeared around the back to get a bucket of water to fill what he imagined to be a steaming radiator, we ran out the hose with a speed that would make all competitive firemen gasp, and the water tank soon began to fill. It took some time to convince our benefactor that we were not completely mad, as we put large amounts of water into what appeared to be a petrol tank. It took him some time to understand that there were a few subtle differences between a 'steaming' car and a 'steam' car.

Soon the road was slipping beneath our wheels and surely we must be doing 20 miles an hour!! All was pleasant until we realised that those people waving to us a mile back down the road were manning a check point that we had missed!

By this time I had discovered a peculiarity in the steering of our vehicle. Right hand turns were no sweat, at full lock you could turn on a single cent, but left hand turns were a different story. The waist line of the driver determined the limit of the steering tiller movement and if one forgot to breathe in at the right moment cornering become hair raising to say the least. Perhaps middle age spread demands a switch from Locomobiles to Whites?

Slowly we wound our way around a labyrinth of back roads happy in the thought that navigation could be put to one side as the wheel tracks in the pumice indicated that many veteran cars had already passed that way, and surely they could not have all been wrong in their map reading! It was hard to believe that there were a thousand vintage cars in the district as we had seen none

for quite some time, but then suddenly our happy isolation was broken by the sight of a Duryea parked in the middle of a very narrow road, its thin solid rubber tyres sinking deep into the road surface.

I now learnt that one should keep well away from a Duryea in distress, for the only way to start it was by pushing.

Unfortunately the hill was too steep for us to push the car fast enough to start it, the road too narrow for us to pass, or to allow the Duryea to be turned around, so there was nothing to be done but to push the thing to the top of the hill. It seemed never ending, the Duryea gained weight with every turn of the wheel, and those wheels sank deeper and deeper into the mire. A husky farmer, whose build would have done justice to an All Black front row, who joined the big push breezily announced that this was the second car that he had pushed up the hill that morning. I determined it was going to be my last.

Onward with the journey until the sealed road appears, and also unexpectedly our warm comfortable cosy 'back up' car with the precious water needed to ensure our continued progress. By now we also had the company of the 'White' steam car which was doing none of the things that a good 'White' steam car should do.

Then followed the most enjoyable part of the day's adventures, rocketing around corners at 25 miles an hour, plenty of water, a surplus of steam, a little sunshine and a 'White' unable to catch us. Then back on to the dirt roads, with pot holes and ruts that sorely tried that ancient suspension and my old bones. What's this? The 'White' catching up? We'll just keep them in our dust for a little longer.

Suddenly, an almighty bang. My first reaction was to secure I

PAGE FOUR

was alive, then secondly to realise our car was running smoothly and then a quick look behind to see the 'White' complete with whitefaced driver and navigator swinging from one side of the road to the other and looking decidedly down at the heel. A blowout! No spare tyre and no chance of a replacement. For an instant that gleaming brasswork and the polished paint seemed to be such an embarrassment stuck there in the middle of the road. In much longer time that it takes to tell, the 'White' was put on its trailer and our journey continued.

All thought of arriving at Tauranga before lunch had long since been forgotten. Every effort was put into the task of beating a girl cyclist whose journey along the same route as ours was marked by constant passing and re-passing as we valiantly strove to outspeed her. No self respecting veteran motorist could live down the shame of being beaten by a cyclist!

Out on the main road, away from the hills and along those glorious flats. Tauranga seemed to be just around the corner, but the worst was not yet over. I was soon to discover that we sat at the right level to receive the full blast of fumes and unused diesel that was discharged from the endless stream of passing trucks. We were also plagued by clouds of grit and wood chips as the traffic sped by.

Into a howling gale we proceeded at a speed of 5 to 6 miles an hour. The girl on the bike was by now only a mile ahead, and we were not going to be beaten into Tauranga. We could just make it if we did not have to stop for water.

Through Te Puke we thundered, (or was it whispered) and we did manage to pass the 1903 Panhard which was even slower than us on the hills. Mind you there were six people travelling in it. There was plenty of time

to savour the experience of passing another car when both vehicles were flat out doing about three miles an hour. An instruction to increase the average speed to 23 miles an hour was a cruel mockery.

Small achievements become mighty successes when one has time to enjoy them. For the last time we pass our cyclist, and Tauranga is near, but the adventure is not yet over, for with only a mile to go we run out of water! A hasty refill from our back up supply towed by that warm comfortable and cosy modern car, a quick look to ensure that our cyclist has not passed us and we are off on the last stage of our journey.

For the last hour we had seen numerous rally cars returning to Rotorua, so many in fact that we begin to wonder if we would be the very last to arrive. Wind burnt, dirty, tired and very hungry we made our triumphal entry. The crowd thronged around, not to congratulate us for the great magnificent achievement of completing the journey in the face of tremendous adversity, which had tried our endurance to the limit . . . they had come to see the car!

The worst cut of all. The afternoon tea stall had long since closed.

We lost 2188 points, or was it 2288? What did a few points matter after a day like that. ■

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Otago Branch P.V. Tour

The prospect of a foray into deepest south plainly proved too much for many regular entrants of the annual Otago Branch Post Vintage Tour, and only ten entries were received this year, in fact without the customary staunch support of the M.G. Car Club, the event would scarcely have been worth organising. On the morning of the event, two more entrants were seen to have fallen by the wayside, Rob Shand's Lago Talbot having not recovered from a bout of manifold dislocation, and the Throp Mark V Jaguar also failing to materialise. The eight remaining cars set off in glorious sunshine out of Dunedin through the Taieri Plains before proceeding over Saddle Hill to the coast and

by Eileen McMillan

thence south through Brighton and Taieri Mouth to emerge, several checks and tests later, at Waihola. Gordon Sharpe and his trusty crew, the organisers of the tests, were performing their traditional flit from point to point by the shortest path so that perplexed competitors following the more circuitous route prescribed by the route notes thus encountered them at three different times during the unbroken morning run.

Once past Milton on S.H. 1, it was off the beaten track once more, roving through easy country around Moneymore, Lovells Flat and Lake Tuakitoto to Kaitangata. Gerry and Ursula van Strik were clearly enjoying the open air in the second event undertaken in their newly acquired, rakish-looking 2½-litre Riley roadster. This car proved at the end of he day to be the overall winner of the Tour, and also won the trophy for best performance by a Post Vintage or Post War vehicle.

From Kaitangata the contestants followed the Matau Branch of the Clutha River upstream to Balclutha, and once through the borough, were able to give their steeds their heads on the superb sealed road south to Owaka. Paddy Williams was revelling in his outing with Bob Oakley's Alvis Speed 20, and

later took second place among the V.C.C. entrants. Kevin Fowler's newly restored Jowett Javelin surprised even its owner by its excellent handling at speed, outperforming he said, the Fiat which is his more mundane week-day transport. The Jowett suffered carburettor trouble en route

Continued on Page 23



1948 Riley R.M.C. 2½ litre roadster of Gerry van Strik heading the lineup outside the Catlins Inn at Owaka.



Barry Russell's T.D. M.G. at Owaka.

The Club's Old Vehicles

PART 5

This unusual veteran vehicle is a 1915 G.W.K. which is owned by Geoff Quarrie of Hastings. The English firm of Grice, Wood and Keiller produced cars up until World War I, and following the war found the market no longer there for cycle-cars. Keiller went his own way to make a marmalade of all things. It is understood that a branch of this family settled in New Zealand in the Manawatu region.

The car was originally owned by a Gisborne man, Mr Salmon, who was connected in some way to the local Morris dealers, Hacche and Salmon. Mr Salmon went overseas to World War I and was reported missing. His wife waited in vain for his return, and in 1923 passed it on to a nephew. The car at this point had only done 866 miles. At some stage the vehicle was stripped for ease of storage. The

G.W.K. passed to Barry Thomas in 1964, to Graham Marks in 1968 and Geoff Quarrie purchased the car in 1975 taking it home on the roof of his Hillman Hunter.

by Rod McKenzie

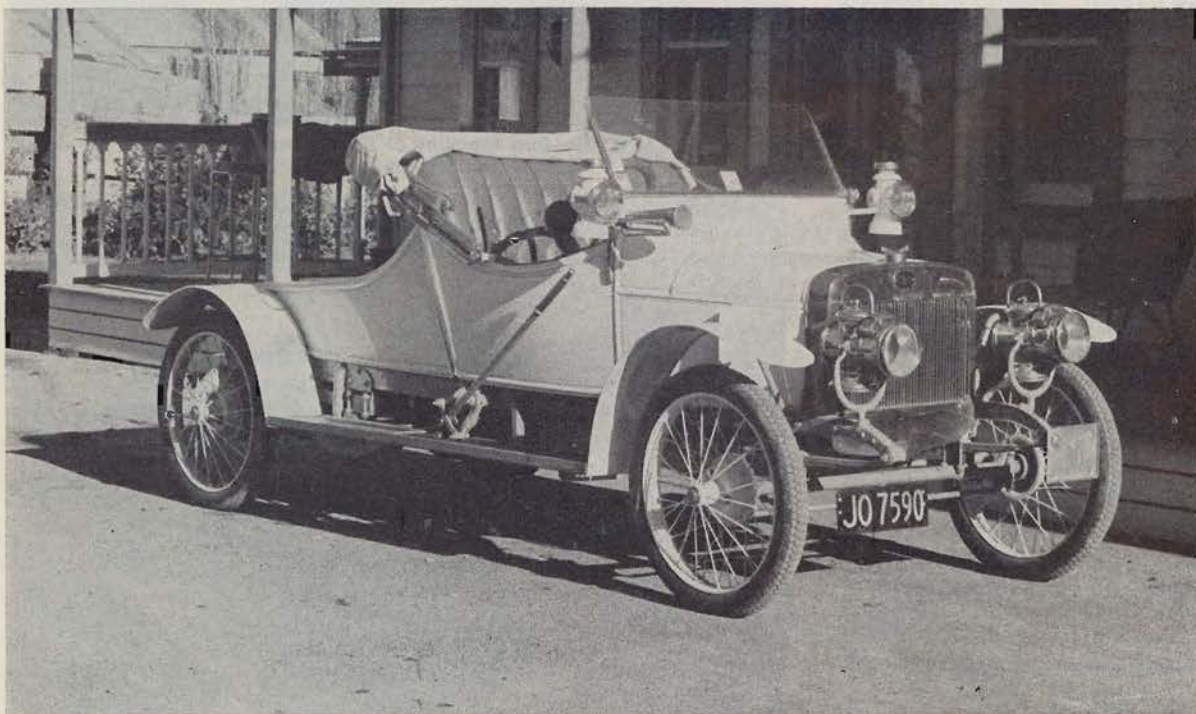
Geoff liked the car because it was a veteran which was most unusual with its mid-engine and friction drive.

Since restoration the car has competed in the Ruahine Ramble (awarded the Hard-Luck prize) and was entered and driven over the 1980 International Rally in Rotorua. It also competed successfully in the 21st Anniversary Rally of the Hawkes Bay Branch this Labour weekend.

The G.W.K. was restored over a period of five years with a large portion of the work being

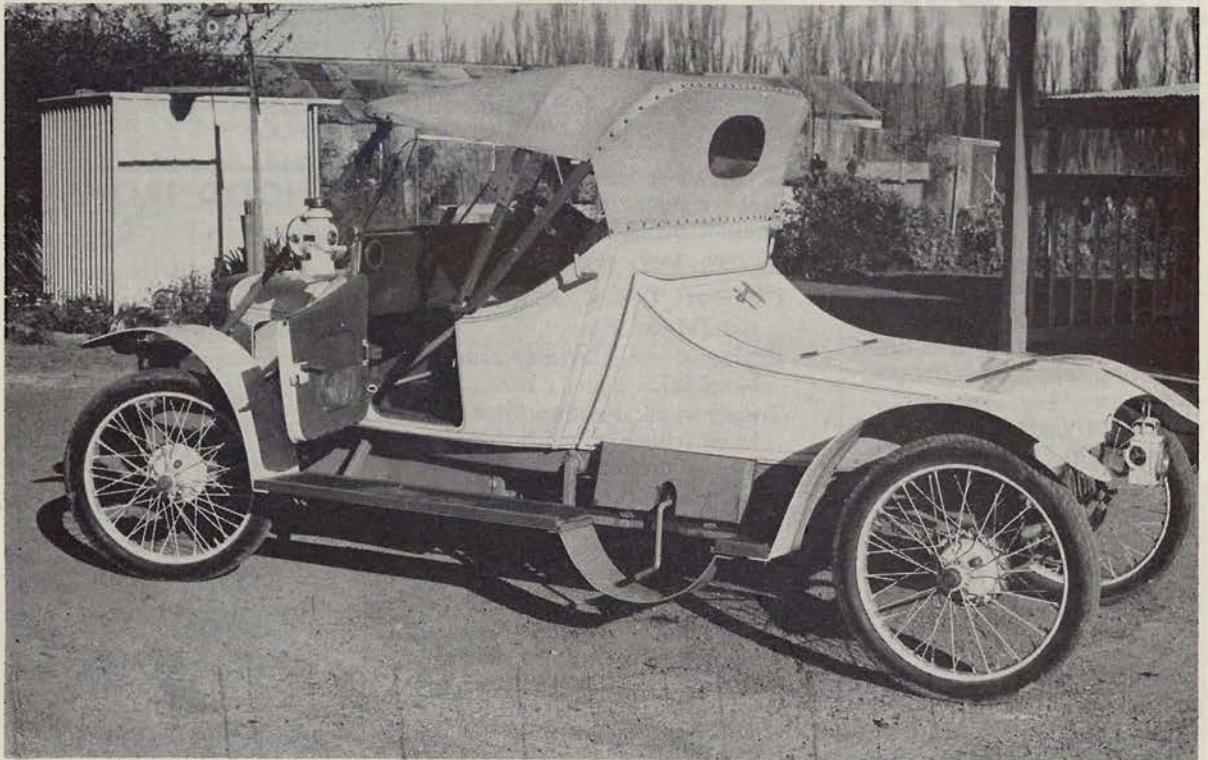
completed in the last four weeks prior to the International Rally.

There were many problems associated with the restoration, but most were to do with the friction drive. Many parts were missing including the front axle, the lights, speedo and clock. Geoff had to completely make a radiator which took more than 300 hour work, only later to find one at the spares department of the Wanganui Branch. There were many people who assisted Geoff with the restoration and it is to their credit that this car is now complete and mobile. These include Stuart Fox of Horowhenua (woodwork), Keith Mae-gard of Feilding (hood bows), Steven Roberts of Wanganui (body work), Autospray of Hastings applied the paint, and many hours of patient work assembling and testing the car were carried out by friend Jim McFadyen.

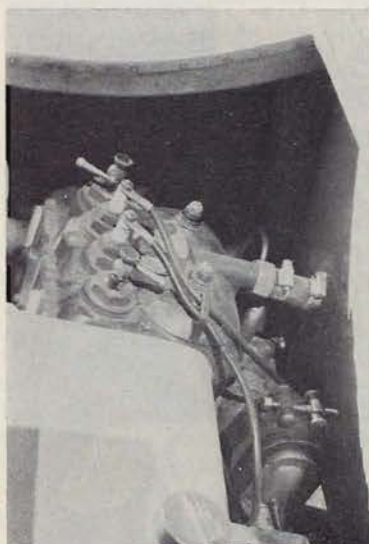


Although I didn't actually drive the car I went for a run of several miles with Geoff in the G.W.K. and found it to be a cute little veteran — as different as you can get — one of the reasons Geoff owns the car. The seating for two in the front, in leather, is quite comfortable with plenty of leg room, and there's a ridiculous little seat up in the air at the back for two more brave souls. The instruments are sparse, just a clock and a speedo, and both these were extras. The lights and dickey seat were extras too. The car is a trick to steer (the reason Geoff drove and I didn't) with its ultra-direct steering, and at corners the driver needs three legs and three hands. The clutch and brake are combined as one, the footbrake onto the driveshaft is not successful, whereas the handbrake is excellent, being steel to steel. With 48 m.p.h. being top speed, the power is adequate once it is transmitted to the road.

I enjoyed my experience in the



Left hand entry for both driver and passenger. Starting handle for the mid-mounted motor.



Coventry-Simplex mid-mounted engine

G.W.K. and can certainly understand how Geoff got "hooked" on such an unusual beast. Again, a high quality of finish work has been achieved in this restora-



Hood up on 1915 G.W.K.

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tion, and it can most certainly rank as among the V.C.C.'s more unusual marques.

FACTS AND FIGURES:

Car: 1915 G.W.K. Sports Roadster (Model B).

Engine: 2 cyl. Coventry Simplex No. 2467.

Transmission: Friction drive with lever (clutch?) which operates the withdrawal of the friction driven wheel from the flywheel allowing the drive wheel to be shifted to another position.

Differential: Eccentric planetary, 83:7.

Suspension: $\frac{1}{2}$ elliptics to front, cantilever to rear.

Wheel and Tyres: Steel spoke B.E. 26 x 3.

Fuel: Capacity 4 $\frac{1}{2}$ gals.; consumption 35 m.p.g. ■

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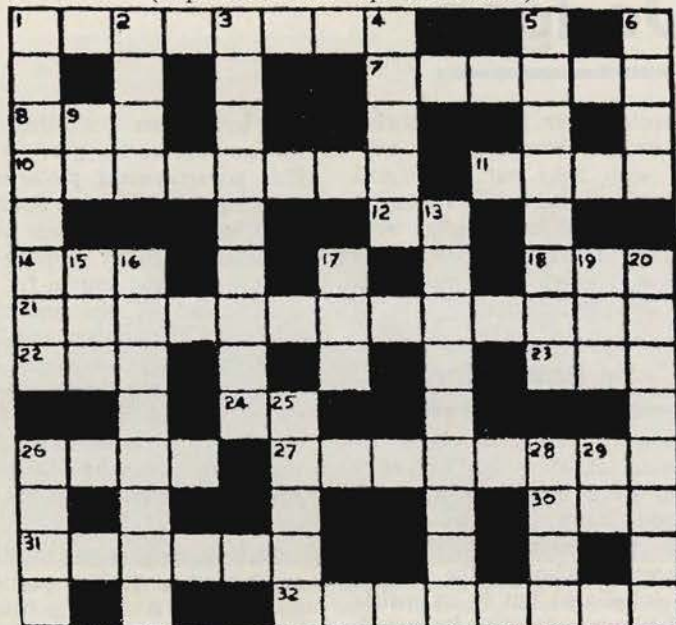
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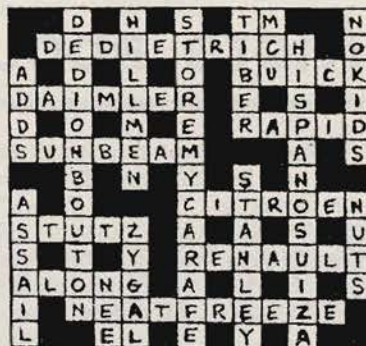
1. Cry, Sherl, over an American car. (8)
7. Boil an overturned Scottish car. (6).
8. Department of Agriculture. (3)
10. A prim lie about this American car of an emperor. (8)
11. Two current types in a rock group cad arranged before 100. (4)
12. Eye loses direction making you old. (2)
14. Los Angeles embraces 100 Local Council Associations. (3)
18. Extrasensory perception. (3)
21. Austrian car leads a rum riot around. (6, 7)
22. Commander of the Royal Household. (3)
23. Heavenly lion seen when the French get a duck. (3)
24. Short paid. (2)
26. Rope an American car. (4)
27. Rover magic rod gets the Queen twice to make a German car. (8)
30. Imitate a monkey. (3)
31. Krypes! It's a Dutch car. (6)
32. Land serf overturned an American car. (8)

DOWN

1. Acid call about an American car. (8)
2. Gather the harvest pear around. (4)
3. Little journey. (5, 4)
4. Organised motoring event really loses direction. (5)

5. Tell Mich about an American car. (8)
6. French car appears at start and finish of union picnic. (4)
9. Italian car has Roy Rene upset. (2)
13. Wielded the blue pencil at a Sydney daily when undid tees badly. (6, 3)
15. Worthless dog cursed when Des left. (3)
16. Ray's hats make butt receivers. (3, 5)
17. Not even dodo confused without a duck. (3)
19. Observe. (3)
20. Forward movement in an English car. (8)
25. Forward alteration without alternative is undersized. (5)
26. Throw a group of actors. (4)
28. Speed contest when bearing vehicle climbs. (4)
29. Electroplate. (2)

SOLUTION No. 10



COVER PHOTO

The 14/4 D.I. Delage owned by Miss Pat Bren and featured on our front cover is a replica French factory model and the mudguards and bonnet are original. Timber frame built by Bill Janes of Tauranga and aluminium skin by Dick Stanley. Restored by John Stanley in Auckland 1968. The car has had the present body since 1972.

Like so many vehicles of this period in New Zealand, Pat's Delage was rescued from a farm where it had served a term as a truck. Pat has owned it since Easter this year.

Engine: 2200 c.c., 4 cylinder o.h.v., distributor ignition by North East.

Gearbox: 4 speed and reverse.

Differential: 4.5 : 1.

Electrical system: 12 volt.

Instrumentation: Jaegar Delage.

Maximum speed 60 m.p.h., cruising 45-50 m.p.h.

Fuel consumption 25 m.p.g.

The French factory model shows the difference between this and Colonial models being lower and of a smaller track.

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More about Dodges

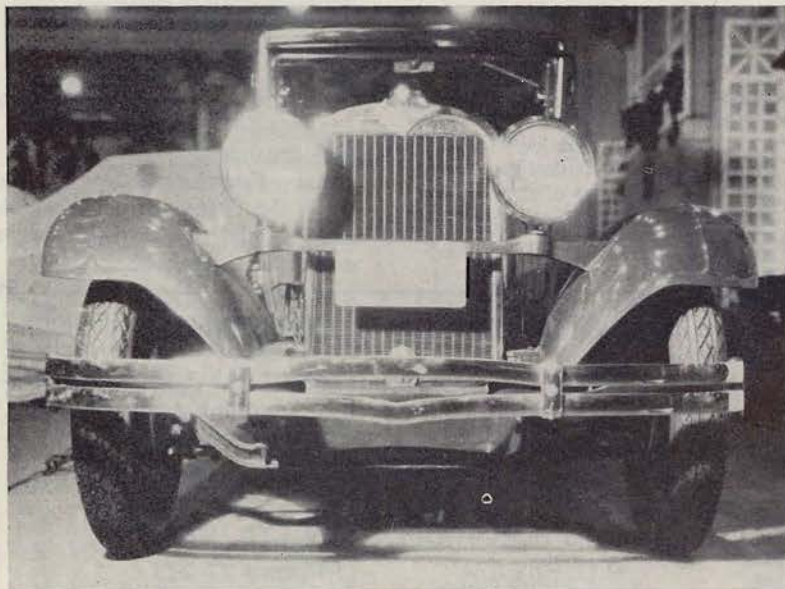
What a pleasant surprise to see such a beautiful roadster on the cover of "Beaded Wheels" October-November, however it does show a lack of information available to restorers as I notice the bumpers are upside down. This is a fairly common mistake and I would say probably half the 1928-29 Dodge sixes being restored today have their bumpers mounted this way.

I am enclosing a Dodge factory photograph which clearly shows how the bumpers should be. The car is a Dodge Victory 6, the second six cylinder model built by Dodge Brothers before the Chrysler merger. When Dodge became a Division of Chrysler Corp., the Victory 6 was renamed the DA. This was a clever re-style as there was very little change in the dies which produced the all steel bodies at Budd, in fact the 130 Series Dodge Victory 6 doors fit the DA and close perfectly but of course the belt moulding does

not match. For the U.S market new straight bumpers were supplied with DAs but the export DAs were fitted with Victory 6 bumpers until all stocks were used up. There are a few DAs in New Zealand which came out with straight bumpers.

by Bob Helm

Probably had there been no Chrysler take-over the Victory 6 would have been produced for a good many years as it was about the most advanced car engineering wise in the U.S.A. This is pointed out in an article titled "Important New Bodywork Development" published in "The Motor", May 8, 1928 also Dodge Victory 6 Road Test "The Motor", May 22, 1928. These two articles are reprinted in Brooklands Books "Dodge Cars 1924-1939". From driving experience I would say these road tests give a fair report on the car.



Dodge Victory 6 131 Series early 1928.

PAGE TEN

I have been collecting information on cars for over 50 years, first advertisement pictures then sales catalogues, parts books and shop manuals. In recent years I have bought many reprints which are an excellent source for reference, most of the information relates to Dodge cars and trucks. I am willing to share the knowledge I have gathered over the years. So if any readers are faced with a restoration problem just write, I may be able to help. An S.A.E. envelope makes for a speedy reply.

Now getting back to the car on the cover. It is a pretty safe guess that it has a Richards body, the louvres in the bonnet give a clue here. Spare tyre covers for side mounts cover the tyre only, the wire wheel shows. See "The Dodge Story" (Crestline) p. 67. Dodge DAs equipped with wood wheels have the tyre and rim rear mounted and completely covered. On the cover is a copy of radiator emblem and the words "Dodge Brothers Six". I am glad to say however that many restorers know about this — Whippet and Plymouth and many other American cars adopted this style of cover, I guess it was a form of advertising.

If there is sufficient interest among Dodge owners I may consider starting a Dodge Register.

If you wish to write, my address is 55 Chamberlain Street, Tahuna, Nelson.

P.S. — If you drive an early Dodge equipped with a 12 volt starter generator and want to save fuel and make your battery last longer, take the generator fuse out when you are driving long distances, put the fuse back in again when you are about 10 to 20 miles from home. This will not be harmful. ■

These two photos were supplied by the Alexander Turnbull Library, Wellington. We have no details of date or fixture etc and referred them to Geoff Hockley whose comments are printed below.



TOP: As a follower of New Brighton beach races as a gawking schoolboy and for many years as a competitor, I should be ashamed to confess that both the locality and the racing crew in this picture have me baffled. It could be Brighton, Waikouiti, Oreti or any other patch of sand, but why I've mentally "wiped" Brighton is that the riders in the picture are totally unknown to me, which I'm sure wouldn't be the case if they were competitors in any Brighton beach events. All the machines are Excelsiors or "Big X" as they were commonly called, and this make made few appearances on Brighton beach as compared to Harleys and Indians. The date is around 1919, at a guess — the rider on the right of the picture is astride a 1919 model with the recently introduced "triple stem" forks.



BOTTOM (from the Stefano Webb collection) Here's another "who and where" that has me baffled, but I'm convinced that whoever wrote "Christchurch" on the back of this picture is off the beam. Here again there isn't a single familiar face amongst the riders and officials, and the view looking down the front straight doesn't evoke a single chord of memory. I'd be willing to bet my boots that the course shown isn't the old Canterbury Trotting Club's track at Sockburn, which was the only local course on which motorcycle racing was permitted, from 1916 to 1923, after which it was taken over by the Air Force as part of an expansion programme. Several years after this, the Rangiora and New Brighton race courses were made available to the motorcycle racing clubs, but the track in the picture doesn't appear to be either of these.

A 'General' Love Affair

The love affair began in Timaru late in 1973 when I purchased "The General" a 1939 Chevrolet Coupe. My horrified parents, however, recognised it more as a multi-coloured blotch, mostly rust, designed to upset the Jones's.

The motor used to run like a dream, provided you could keep the bulk supplies of oil up to it and drive it sufficiently fast to escape the trailing "London fog".

Due to my financial position at the time, restoration was slow, and for some time "the General" was used to transport band-gear to various South Canterbury functions.

In the early 1970s when petrol and oil were much cheaper, I would risk going on several long trips, one such was to Milford Sound. On one stretch of the Milford road, I remember being passed in a shower of stones by a Mark 3 everybody laughing and jeering at the "General", you can imagine the taste of revenge when I later saw the same car on the side of the road at the steep Homer tunnel ascent billowing clouds of

steam. I just gave the boys a grin as I chugged past, leaving them in an impenetrable smoke screen.

by Paul Kane

While at Milford I decided to investigate the "Boogy Woogy" beats coming from the gearbox. Using a drum of oil, a hose and a hand pump, borrowed from the local garage, I proceeded to top up the tired transmission. The first couple of strokes of the pump were easy, but they became progressively harder, unfortunately I did not notice the large bulge appearing menacingly in the hose. The next few moments of my life could be said to be an experience, I now know how a Texas oilman feels when his rig hits paydirt. Everything within a radius of sixty feet was sprayed with a coating of thick smelly Hypoid oil including a tourist bus, two American tourists and to a larger extent yours truly. It was at this point that I decided to go home and take the restoration more seriously.

Doors, mudguards and running

gear, all began to part company after 35 years of rust. Our once nicely groomed lawn was a mess of broken rusty bolts, much to the disgust of our Masport. Thirteen coats of paint, tar and unidentified "crud" were hand stripped from the body. The engine was stripped down to take a set of original oversize cast iron pistons purchased from an old stock supply. Various other pieces of the jig-saw were spread around the country to be machined or refurbished, the chassis was stripped, sandblasted and painted in black enamel.

My panel-beater, a man of whom I saw a lot had a "Service with a Smile" sign on the gate, however when he saw "The General" it was more like "service with raucous laughter". After many bends, bashes, shrinks and curses, "The General" was finally straightened out.

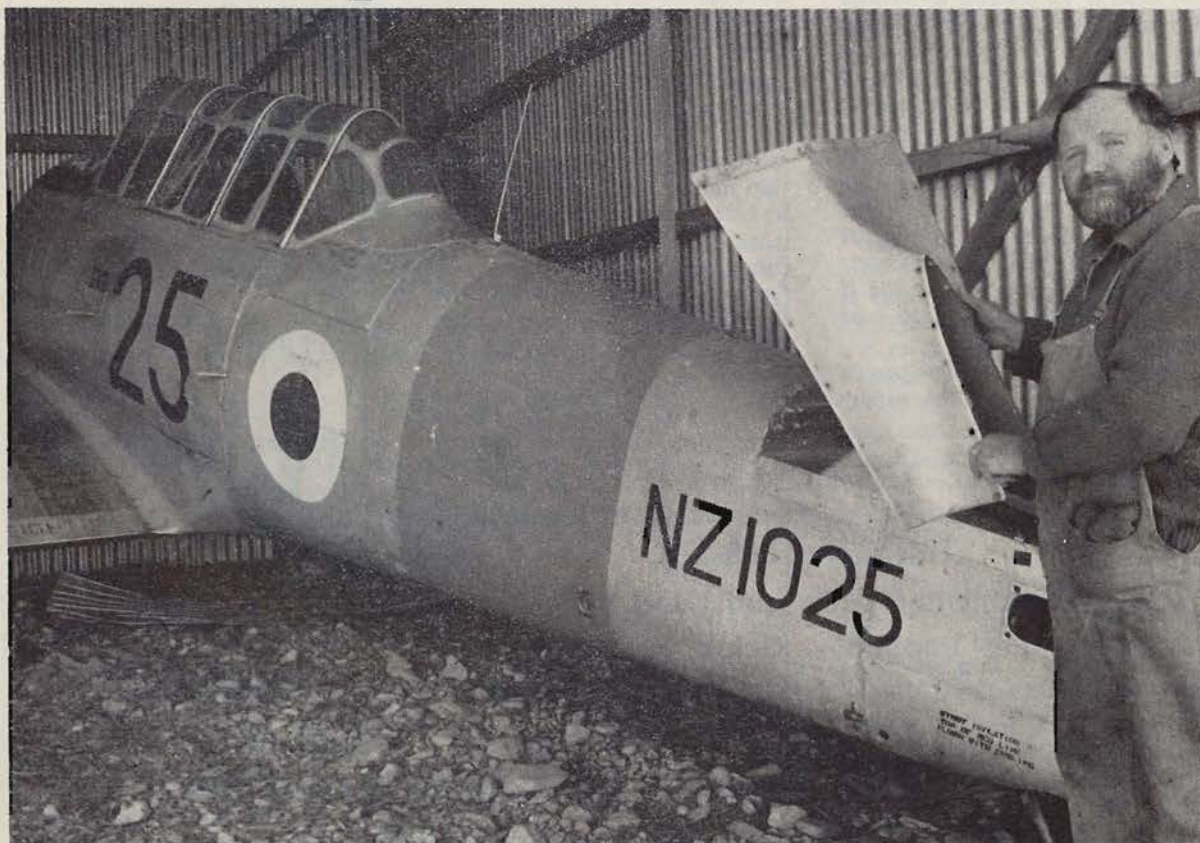
The next major step was the painting, so my girlfriend and I towed the "General" to a reputable painter, she steered, all went well until we turned into the car painters yard, where she ran over



the tow rope. The rope wrapped nicely around the front wheel several times, chopping through the brake hose. With no brakes the only way to stop was to crash into the tow car and this was done beautifully. After the odd exclamation we pushed "The General" into the paint shop.

A couple of months later, a gleaming dark green Chevrolet Coupe emerged. Suddenly the heart-aches and dry-horrors disappeared, the whole venture now seemed worthwhile, progressively all the trim, chromework, pinstripes and white walls were carefully applied.

After minor teething problems, "The General" was again ready for the road only this time in a considerably more dignified and fitting state. ■



Past National President Jim Sullivan of Otaio contemplates the job ahead in restoring (with the assistance of another South Canterbury member Dave Diamond) the ex R.N.Z.A.F. Harvard Trainer acquired by them last year. This machine is now finished and had its test flight in October at Timaru where Jim is now building a hangar to house the aircraft.

We know Jim and Dave will not let their new interest interfere with their still active Vintage motoring activities even though Jim will have his flying licence extended to this type

What is an Authentic Car?

As we see prices in all segments of our hobby escalating, this question is being asked more and more. It is also bringing changes to the hobby, some good and some not so good. But however we feel we cannot turn back the clock to the days when a car could be bought for \$150, all complete and original. If it was not complete or didn't have good upholstery we did not buy it.

But those days have long since gone and now we are happy to buy what used to be considered a parts car or chassis and restore. Sometimes a car is offered for sale that is of interest to us and we want to know more about its ancestry or "pedigree" for want of a better word. Was it always what it appears to be now? If it was rebuilt, was it altered from original in any way? Are the contours and dimensions the same as original? Is it the year and model it is represented to be? Was it built up from parts of more than one vehicle and if so do the parts match as to year and model?

As more and more people enter the hobby and the supply

of cars dwindles, these questions become increasingly important and should be asked more often. There should be a common interest among clubs, hobbyists and restorers to strive for integrity in our hobby. There is a tendency among automobile collectors, not found in other forms of collecting, to overlook or even ignore some forms of deception and even actual counterfeiting of highly desirable models of cars. Many who overlook these questionable practices would not tolerate them in other collector fields such as stamps, coins or art work.

So we are back to the question: "What is an original and/or authentic old car?" The first part is easier to answer if the history of the car is known from its manufacture and original ownership and it had not been altered or customised along the way. But what about the car that was completely restored with parts replaced or rebuilt? What about the car built up from parts? What about the car that has been altered to a different model or year etc? It is obvious there are

not enough virgin original cars to go around so what should be the status of these other cars? What yardstick should we use to measure that which is acceptable and that which is not? Should we require documentation or a statement of facts from the seller of a car?

Let us examine some of these questions one at a time. First of all an original authentic car that

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is being restored and needs mechanical work, electrical work, painting and the upholstery is shabby. If new gears, bearings or valves are needed it should be reasonable to have new gears cut and new ball or roller bearings and valves substituted that are exact duplicates of the original without detracting from the authenticity of the vehicle. The replacement of pistons and rings gets a little trickier as it is probably economically unfeasible to duplicate original cast iron pistons and rings.

However there are sources for aluminium pistons that match the originals for shape, size and compression. In the interests of preserving the car and still have it drivable this should be a necessary, reasonable and permitted substitution from original; the same should be true for piston rings. But if the pistons

substituted raise the compression or vary from the original in any other way than being aluminium instead of cast iron then their replacement is subject to question.

Next, what about the engine's babbitt bearings, oil pump, electrical system, etc. These items should be rebuilt to original or replaced with exact duplicates of the original. To substitute insert bearings for poured in the block or connecting rod bearings is not preserving the authenticity of the engine. Neither is drilling the crankshaft and/or block and changing the oil pump for better lubrication. The same rules apply to the electrical system. There are people who rewind any type of coil or magneto and there are sources for original type high and low tension wires so the system can be restored as original.

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VERMONT VINTAGE RADIATORS

After all, these cars did not run so badly on the poor roads of the old days and part of the fun of owning an old automobile is the experience of driving it as it was in 1910, 1920 or whatever the year of its origin. Making it run like a 1979 model detracts from this pleasure and destroys the authenticity of your vehicle.

The question of what to do about the body and exterior of the car is probably the most controversial part of restoration. Every effort should be made to preserve and restore the original body, fenders, etc. Failing in this the damaged parts should be replaced with exact duplicates of original.

The desire to own a sporty, high value type of car has led to more deception than any other single factor of restoration. There are probably more fake Mercer Raceabouts and Stutz Bearcats in existence than real ones. And how many fine Duesenberg and Packard sedans have been converted to more desirable open cars? This is the equivalent of altering 1924 pennies to the more valuable 1914 date or the printing of fake postage stamps.

Some of those who make these conversions justify their actions by saying that if a car has had its tyres replaced, or if it is repainted or re-upholstered it is no longer original and therefore it follows that any other changes are perfectly legitimate as the vehicle is no longer original anyway. This is really distorting a truth to prove a questionable point, or to quote an old saying, "Sewing a coat on a button".

Possibly the word authentic is

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better applied to old automobiles than the word original, since we realise an automobile is something to be used over and over, in contrast to coins, stamps or art and therefore is more subject to wear and the ravages of time. Consequently the parts that wear are of necessity in need of replacement. Tyres, paint and upholstery can no longer be called original but if replaced with exact duplicates of original they can certainly be referred to as authentic. The same is true of other parts of the car.

What about a nice old chassis that has no body? Should this give carte blanche permission to build any sort of replacement body? Evidence that remains with the chassis such as wheelbase, type of fenders, angle of steering column and controls, coded serial number will often give a clue to what the original body was. Talking to former owners and library research can also tell the story. In any case, every

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effort should be made to determine what the vehicle was when it left the factory. Then restoring the car to what it was when it started life is the only thing that can be called authentic. The body may be called a replica of the original but it is not a fake or deception.

We would do well to keep in mind the part of our club motto that states: "we are dedicated to the preservation of motor vehicles of ancient age and historical value". This statement assumes greater importance as time goes on and we realise the historical significance of the automobile as an art form. When we alter them to something other than original appearance, type and performance we are not preserving their historical value. We owe it to ourselves, to future owners and to history to be honest and keep our cars original and as authentic as possible. After all, who wants to become the proud owner of a Stutz Bearcat or an Auburn Speedster and one day have someone say: "Oh! I know that car, it used to be John Doe's old sedan". Besides, what is wrong with owning a nicely restored sedan?

(From "The Horseless Carriage Gazette", Sept-Oct, 1979 issue).

Technical Tips

No doubt most owner members of vehicles in the Vintage Car Club of New Zealand would like to know what revolutions their engines are turning over at, for any particular speed. However, without the luxury of a revolution counter this would appear to be a major exercise.

But no, I have checked the following formula on three moderns fitted with the required rev. counter and it has proved to be quite accurate.

Measure in inches the height to the top of a rear tyre, divide this by the vehicle's diff. ratio, and multiply by three. For example my Fiat 501S has 450 x 21 tyres with a 3.95:1 ratio diff
Therefore:

$$\frac{29}{1} \times \frac{1}{3.95} \times \frac{3}{1} = \frac{870}{395} = 22.2$$

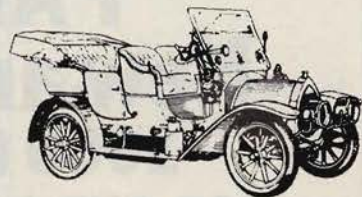
$$= 22.2 \text{ m.p.h.} = 1000 \text{ r.p.m.}$$

If members have the intermediate ratios of their vehicle's gearbox, the same formula can be used to find these = r.p.m.s to m.p.h. figures.

A Cecil Clutton formula from the Fiat Bulletin.

From R.B.S.

1908 ADAMS



LETTER FROM A MOTORING BOOKSHOP

There are bookshops all over N.Z. Most of them are helpful; some stock motoring books; several have more than we do in our second year.

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More about Cottons

I have read Geoff Hockley's articles 'Pages from the Past' with much interest and thought his closing reflection to be true until I found the following article in the English "Daily Mirror" regarding the Cotton motorcycle.

BRITISH BIKE TAKES CHEQUERED FLAG

The British motorcycle industry is not dead yet—and it has taken a tiny company from Bolton Lancashire, to prove it.

Cotton Motorcycles took first four places in the 250 cc class of the North West 200, at Por-trush, Co. Antrim, at the week-end.

And they beat the Japanese opposition into the ground. No other British company has ever taken first four places in the race.

"Ninety-five per cent of the field was Japanese, and a good number of those were works machines, backed by the big

factories," said Terry Wilson, managing director of Cotton Motorcycles.

"We have orders worth £300,000 and we expect to double that in the next couple of weeks, because of our success," he added.

But they may have to turn down orders because, to meet them, they need to expand, and they are finding it difficult to obtain finance.

"We have spent £250,000 on development and we have proved our bikes are first rate, but convincing British banks is a different matters," said Mr Wilson.

Cotton are not newcomers to the motorcycle business. They were founded in 1912, and won the world famous TT races twice in the 1920s.

"We only employ 14 people," said Mr Wilson. "But we have demonstrated that being small is not necessarily bad."

On their race winning machines Cotton used a twin cylinder two stroke engine with disc valves, made to their specification by Rotax, a Canadian firm with a factory in Austria.

It seems Cottons must have shifted from Gloucester to Bolton. But I think they are one in the same firm. I hope this information is of interest.

PAUL DRAPER

Geoff Hockley replies—

Thanks for your comments, which are much appreciated. Yes, Cottons have evidently shifted to Bolton, but Gloucester was their "home town" for many years. And it would seem that they haven't lost the knack of winning road races since the old Stanley Woods days. Long may they carry on doing so! To battle successfully against today's Japanese competition is really something.

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More about Arrol Asters

The most interesting article by I. Mackay in Issue No. 126 on the subject of single sleeve valves, and Arrol Aster, stirred my memory of these cars, and it may not be known that around 1933 or so there were two of these fine cars in Auckland. One was a 23/70 3300 c.c. eight cylinder saloon, the other a tourer. I cannot be certain that this was an eight, as I seem to recall that it was a not-so-large car, it may have been a six, as that model had a 128" wheelbase as against 135" for the eight. Both cars were a pleasing shade of green, and were most striking in appearance—years ahead of the times, as your contributor has mentioned. There was little or no

by Douglas Wood

embellishment on the bodywork; the only plating was on the door handles, hub caps, windscreen frames, radiator and the very large "8" on the core. The very high set headlamps and the side lamps were black. No bumpers, of course. I forget who owned the cars, the tourer was always driven by an attractively dressed lady, and I never saw the hood erected; the car was domiciled near the old Mt Eden tram terminus. The saloon I fancy came from the Epsom area. Both cars were maintained by my friend Jim Ewington who had a motor garage business on the corner of Mt Eden and Balmoral Roads. He was a very talented and versatile mechanical engineer, as well as being a splendid person to know. The eight cylinder Arrol Aster was in his shop more than the tourer; the former seemed to be always in trouble, needing attention to a greater or lesser degree, and they were not an easy engine on which to work. However, as Mr Mackay has

said, when properly adjusted and maintained and driven, Arrol Asters were in a class of their own. In retrospect, I can compare them only with a steam car: uncannily silent, beautifully built, complex in design and maintenance, unforgiving to fools, expensive, and not at their best in traffic. Lubrication problems were to be expected, but

it was a surprise to have an oil pressure gauge reading to 200 p.s.i., with 150 p.s.i. showing when starting a cold motor, and when the 2 gallons of XL oil in the sump was hot, there was only 10 to 15 p.s.i. to keep all 16 conrods, the best part of fifty bearings, and the sleeves, rings, wobble shaft chain, etc. sufficiently lubricated. There was

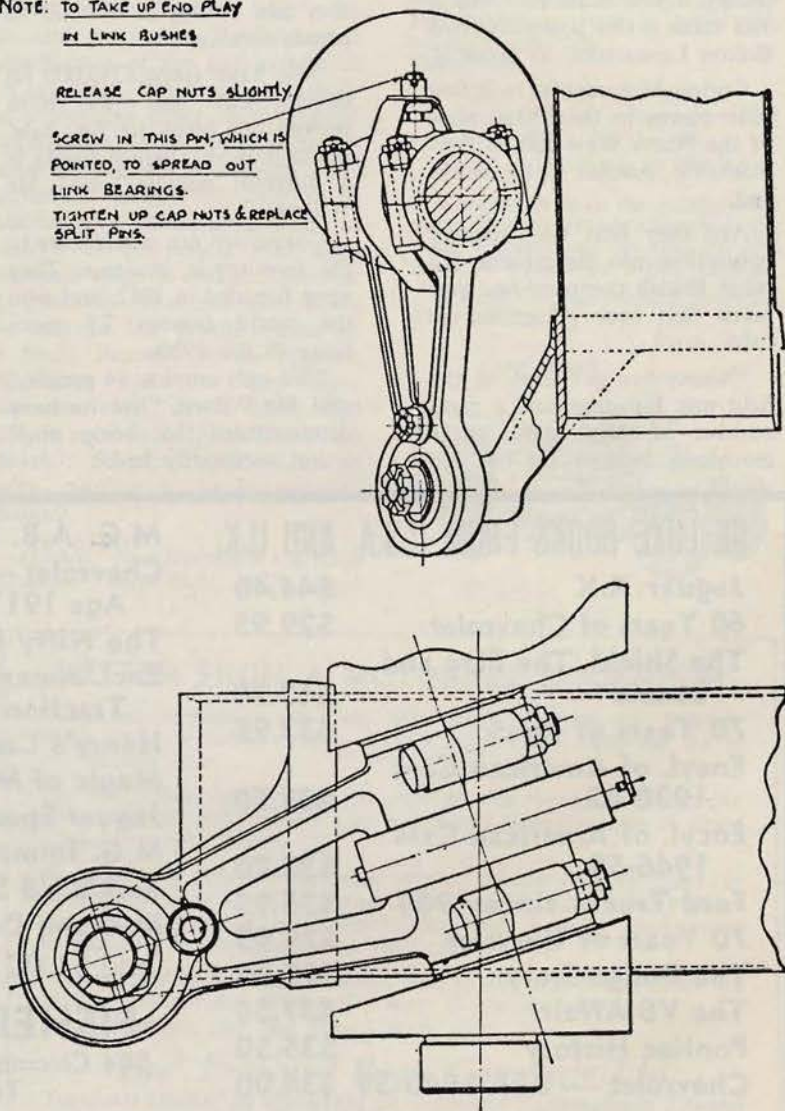
NOTE: TO TAKE UP END PLAY

IN LINK BUSHES

RELEASE CAP NUTS SLIGHTLY

SCREW IN THIS PIN, WHICH IS POINTED TO SPREAD OUT LINK BEARINGS.

TIGHTEN UP CAP NUTS & REPLACE SPLIT PINS.



Wobble Shaft assembly — Single Sleeve Aster.

some difficult machining called for in the making of the engine, and I would like to know how the factory machined the wobble shaft—it was in three sections for the six, four for the eight. Like the crankshaft, “chopped out of the solid”, and of course, machined all over. The side loads on the link bushes must have been quite something — luckily they were adjustable.

Sid Allen, when he lived in Avondale, told me he had owned an Arrol Aster for some time; I fancy that it was the tourer, and he sold it to someone in Hawkes Bay(?), where it succumbed to catastrophic and fatal failure of a wobble shaft conrod; no doubt a sleeve seized. Hopefully someone will remember the car in that area. Sid, I believe, is now in Australia; Jim Ewington went to South Africa, so there the trail ends, as far as I know.

It is of interest to know that Frank Halford, before he became

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an independent engine designer, was on the design staff of the Arrol Johnston and Aster Engineering Company Ltd, of Dumfries, and he later drew up a series of aircraft engines for

Napiers (who were left with nothing to sell when water cooled Lions were N.L.R.). These designs culminated in the 2000 b.h.p. single sleeve valve motor for the Typhoon. Despite having passed



J. B. Cowie's store at Winton about 1920. The children would be in their 60's now, does anyone recognise them or can supply story?

HASTINGS 1910

Photographs on these two pages were taken in the Hastings area in 1910. The following was taken from the back of this post-card sent by Harry Symonds, who was an early coach builder in Hastings. Printed per kind courtesy Mrs J. Parkhill, Hastings. Cars from left to right: Single cylinder Cadillac; Alldays; Single cylinder Cadillac; Zedel.

A POST CARD

My dear Father,

I am not sure whether I sent you any of these cards or not. This is a photo of the cars and drivers in the ladies Motor Competition at the last Autumn Show, which Mrs Campbell won in the Zedel.

The competition between the ladies was very keen, but Mrs Campbell beat them all at gear-changing in the Zedel and won rather easily.

Signed: Harry



(From page 19)

its type test, the production units were disasters, Napiers being able to produce reliable sleeves from chrome molybdenum. Meanwhile, Fedden of Bristols, after years of disappointments and the spending of millions of pounds, evolved methods of making production cylinders and sleeves for his radial single sleeve series. Napiers, much against their will, were directed by the Lord Beaverbrook team to use the Bristol nitrided austenitic steel,

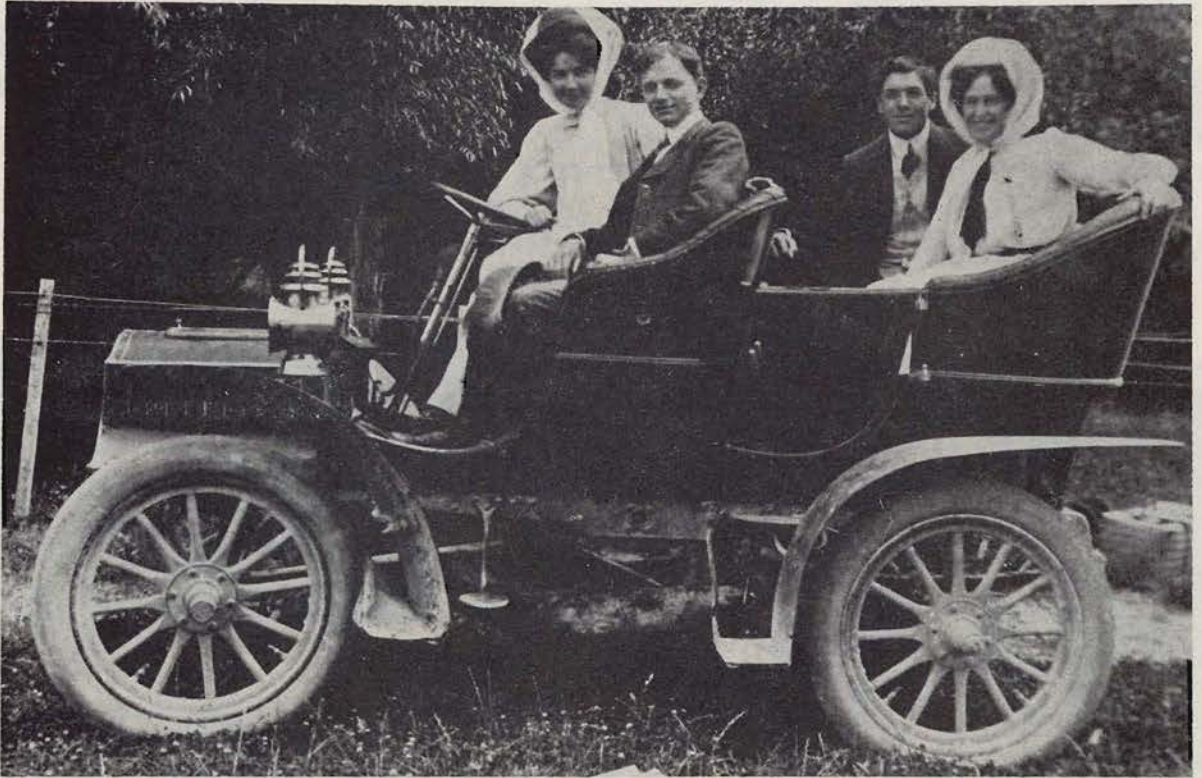
PAGE TWENTY

and the Sabre engine made the Typhoon a successful aircraft. I can find no reference as to the type of steel, nor the treatment, for Arrol Aster sleeves.

Aviation was the ideal domain for sleeve valve engines—their high thermal efficiency, at least 15% up on poppet valves, smaller frontal area, low weight and smooth operation made them most attractive. However, the high cost of manufacture was only matched by their higher cost of operation, and left the field wide open to the protagon-

ists of the rugged dependability of the normal push rod o.h.v. radial. In fact, arguments for and against the use of sleeve valve engines would no doubt still be ensuing, if it had not been for the timely development of the pure-jet and jet-prop engines. One thing is clear, however, and there are so many examples of failures to prove it—mechanical efficiency as typified in the simple poppet valve four stroke, has been proved to be the best in the long run.

See also further comments by Mr I. Mackay in *Letters to Editor*.



1905 Single cylinder Cadillac — That Sunday picnic drive in 1910.



Mr Harry Symonds with Mrs Campbell at the wheel of the Zedel.



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which first manifested itself in a reluctance by the motor to idle, and culminating during the afternoon in the discovery that the top of one carburettor had vibrated itself loose (doubtless due to excessive speed . . .). This rectified, the Jowett pressed on for Gore without further hestiation. During the evening function, Kevin was presented with the cup for the most notable performance during the day.

In Owaka, a gratified garage owner was somewhat overcome by the unexpected arrival in rapid succession of a stream of vehicles requiring petrol for the last stage of their journey. The midday meal provided by the Catlins Inn for the refuelling of drivers and crew also proved an unexpected silver and linen occasion, the excellent repast really more deserving of the title of dinner than lunch. As contestants checked out the M.G. owners in particular seemed to be taking their usual serious view of the contest, complete with stopwatches and other more sophisticated gadgetry. As a result, of course, Wayne Marsh's TD, John Grey's TF and Barry Russell's TD came respectively third, second and first in the competition for best performance by a representative of a one-make owner club.

Southwards, now on gravel roads, the Catlins rain forest proved no exception to its description, and one or two of the previously hardy drophead owners, including Neil Cunningham with his beautifully restored Armstrong Siddeley (later proclaimed the most suitable vehicle for the tour), were observed in damp haste erecting hoods by the side of the road. However, the cloud remained high, so that good views were to be had of this lovely bush area which seems somehow more typical of the West Coast than the East. A slight digression made from the

route at Tautuku Bay was rewarding. Here we saw the ancient tractors kept as transport by local crib owners for their sole means of access to their holiday homes along two miles of beach. The homemade wooden cabs topping many of these decrepit vehicles to protect their occupants from seaspray and the local weather on their hazardous journeys along the edge of the ocean are original and picturesque, to say the least.

Progressing further south through the Chaslunds, we found ourselves back on sealed roads and within sight of Stewart Island. From Fortrose, contestants then turned west, dodging the parked cars of the whitebaiters thronging the banks of the Matura River, crossed S.H. 1 and circled the Hokonui Hills of spiritous fame before ending at the Croydon Lodge on the outskirts of Gore. This last stage proved somewhat confusing to many navigators as an A.A. sign had apparently been turned back to front leading to a variety of routes being chosen by different cars in their efforts to reach the last checkpoint. Fortunately Gordon Sharpe and his entourage had by then packed up for the day, and no penalties were exacted for losing the way.

On arrival at the Lodge, Bill Chamberlain was heard to complain that his car had changed colour during the day, and certainly if there had been a prize for the acquisition of the most liberal and consistently uniform coating of dust, the XK 150 would have claimed it. John Grey also was to be found before breakfast next morning washing the TF before he would drive home in it.

Following the evening prize-giving, a good buffet meal was consumed to the accompaniment of live music nearby, and a happy group headed home next morning after an unusually small but nonetheless enjoyable Post Vintage Tour. ■

Branch notes

ASHBURTON

Rally season commenced in October with the opening run, which took us on good roads to the historic Barrhill settlement on the banks of the Rakaia River. Surrounded by oak trees, this would be a pleasant spot on a nice day, but in spite of the cold weather, everyone appeared to enjoy lunch, and a look around the cars. After lunch a short drive took us to the old gate keeper's cottage at the Cowar Estate. This interesting old building is over 100 years old and has been faithfully restored to its original condition. It is furnished with articles of the period many of which have links with early settlement in the district.

Planning is well under way for our Annual Rally. This year we have changed the style of this and instead of starting in the morning, will now leave the clubrooms after lunch and will end with a barbecue tea and informal social country style at a country hall. This will give competitors from other centres more time to travel to Ashburton before lunch and will save the cost of an extra night's accommodation in many cases. Concours judging will be done in the morning before the run commences.

Several new members have joined our branch, Colin Hubbard has the ex Jim Sullivan Packard truck, Jim Ruck has a 1946 Chev truck, George Drummond with a collection of motorcycles, Kerry Horrell has a 1925 Chev truck, a 1925 Douglas motorcycle and the 1923 Dodge tourer which belonged to the late Cyril Protheroe, and Valda Scott has also become a full member.

On the restoration side I must apologise to three Austin Seven owners I missed in the last notes, namely Han van Lith, Warwick Protheroe, and Gavin Smith. We now have six Austin Sevens, they are almost as popular here as Ford Ts. Speaking of Ts, Ron Winchester has had the engine reconditioned for his immaculate 1917 Doctor's coupe, this car has been laid up for some time but if Ron hurries he might have it going for the veteran run. Chris Shephard has had the motor done on his 1919 roadster, and Bevis Begg is also working on an early T.

Merv Chapman is well on the way with the woodwork on his 1928

Lord Montagu goes into Combat



at the National Motor Museum with the Molyslip range of products

Lord Montagu, founder of the National Motor Museum at Beaulieu in Hampshire, England, (seen here in 1941 Humber Staff Car used by General Montgomery in World War II) and Howard Wilson, Chief Engineer, in charge of the Museum's Workshops.

Lord Montagu: "The policy of the National Motor Museum is to keep the exhibits in running order and to use them as much as possible in Veteran and Vintage vehicle rallies and similar events, not just to keep them as static museum pieces. Our workshops are therefore absolutely essential to us, not only in maintaining the exhibits, but also in carrying out complete restorations and I know that they make use of many Molyslip products in their daily work".

Howard Wilson (Chief Engineer): "Yes, we do in fact stock the complete range of Molyslip products, and have recently added 'Combat' to our armament with very good results, and take it with us on all the rallies in which we participate. At the F.I.V.A. Rally in Ireland the cars had to be left out all night and it rained every night, so everything was soaked. Not only did

'Combat' get all our cars going, but it was handed round to all the entrants and succeeded in getting everyone on the road again".

Lord Montagu: "I know that you make good use of 'Clean-Slip' too to keep the upholstery spick and span; which other Molyslip products do you use mostly?"

Howard Wilson: "The 'Multi-purpose Grease' is in constant use for chassis assemblies, particularly for the springs and wheel bearings, and we wouldn't be without 'Copaslip' for the brake assemblies. The brakes on these old cars are nearly all rod operated with lots of linkages, so we need a good lubricant we can trust. The whole of the Molyslip range is excellent and is now part of our daily life".

Lord Montagu: "I am glad to hear that, because our exhibits are fine antiques and deserve to be well cared for."



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tourer. This is a very original vehicle which was bought new by Mrs Chapman's family in 1928. Merv has completely rebuilt the car, and is hoping to have it finished in time for the Annual Rally. How is it that woodwork looks so easy and so neat when done by an expert?

The branch now has another classic car with the acquisition by John Morrison of an Alvis Gray Lady.

LES BENNETT

AUCKLAND

The last of our winter runs was plotted and organised by the Ladies section and took the forty-odd competitors off into the Waitakere ranges for some serious navigating including tulip and straight line work designed to sharpen up the novices ready for the Auckland Springtime Rally at Labour weekend.

The holiday weekend turned on some beautiful weather and helped to make our first swap meet on the Saturday a great success. There was a lot of good stuff traded during the afternoon. Sunday started a little overcast but soon cleared to give competitors in the "Hunua 100" a pleasant run through the Pukekohe district where a stop was

made at Paerata for morning tea and then through Tuakau and Mercer to finish at Lyons' farm for the traditional barbecue lunch. Most drivers enjoyed the straight forward motoring but their navigators were lulled into complacency when approaching Mungatawhiri and forgot all about the "No Exit" roads in their starting instructions. Trevor Birchall was the overall winner and Peter Butler from Mount Maunganui took the prize for the longest distance travelled. There were seven other entrants from Bay of Plenty, eleven from Waikato and seven from Whangarei. The run was altogether an encouraging turnout for organisers Jim Lewis and Doug Pinker and team, considering that a few stalwarts had ventured further afield to Hawkes Bay for their 21st birthday Safari. We believe three Aucklanders travelled down for this historic occasion which attracted entrants from every North Island branch and a couple of Southerners to boot!

The following weekend saw another contingent heading north for Whangarei's Far North Tour which started at Dargaville this year. The tour then proceeded through the Waipua forest and across the Hokianga harbour on the Rawene Ferry and into the wilds of Punaru somewhere south of 90-

mile beach they say. The overnight stop at Kaitaia was the turning point and the tour then proceeded through Peria and Taipa where a stop was made to inspect Dennis Hewitt's collection of World War 2 vehicles before heading home.

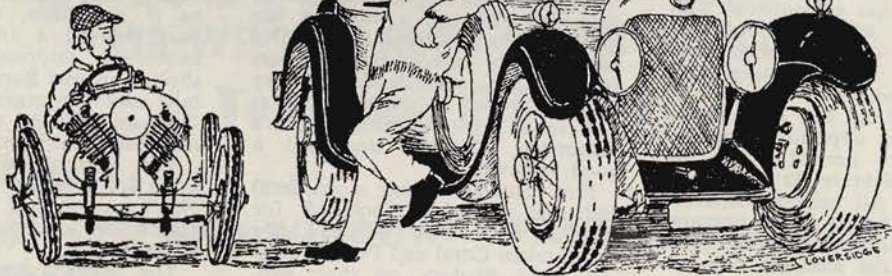
Many will be interested in the sale of the late Dick Messenger's Vauxhall and we are pleased to report that the car has gone to John Stewart who will garage it only a couple of miles from where Dick kept it for so many years.

We win some and lose some—Charles Edwards has another De Dion coming in from U.S.A., this time a 1913 four cylinder and Alf Seccombe's Speed Six Bentley has been sold to Stan Lucas, the American tyre man who has kept many of our N.Z. cars supplied with unusual tyre sizes over recent years. Stan already has a 4½ Bentley garaged at Queenstown for N.Z. rallies and plans to keep the six in Australasia for the present time. Bryan Jackson has bought the ex Bruce Catchpole Packard.

Another serious loss was the very original 1930 20/60 Vauxhall saloon belonging to Geoff Thorpe which was severely damaged by fire when a shed was destroyed recently. We hope Geoff can find enough bits to replace things that have melted or burnt beyond repair.

BARRY ROBERT

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BAY OF PLENTY

New member Les Jeffries is at present showing the Club what enthusiasm is really about when it comes to restoring a motor car. Les has only been in the Club for several months and already his 1939 Chevrolet Sedan has had an overhaul of the running gear and the body has been panelbeaten by fellow Club member Trevor Gordon and is at present being prepared for painting. By all accounts Les will not accept second best for his car. He will be rewarded in the final outcome with a superb restoration.

Kerry Smith has lifted the body from his Sunbeam. First indications reveal a relatively easy restoration and he hopes to have this fine vehicle ready and motoring shortly although he is not prepared to put a date on it.

Other restorations making steady progress are Jack Hoven's 1937 Studebaker, Rex Williams' Ford Model T, and Ivan Allen and his veteran F.N. All will be an asset to our Club when completed.

Club nights continue to be well attended. With a membership of about 70, we usually have 35 or more turn up. It must be the interesting guest speakers the members manage to find. In September we had the local representative from Goodyear tyres who gave an interesting talk and showed some films on the history of Goodyear. October guest speaker was Mrs Adamson from Archer's Auto Spring Ltd in Rotorua who gave us a run down of their manufacturing ability and some of the problems she has encountered with local truckies who have had the misfortune to break a spring leaf. Mrs Adamson is an interesting and entertaining speaker.

Labour weekend saw local members heading in opposite directions. Three vehicles headed south to Hastings to celebrate Hawkes Bay's 21st birthday. All vehicles behaved admirably (although I'm not sure about the occupants) covering over 500 miles in the weekend without

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Canterbury Branch ANNUAL RALLY

6th-8th February, 1981 (NEW ZEALAND DAY WEEKEND)

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faltering. All members returned with glowing praise for a well organised and entertaining weekend.

The Hunua 100 was the other destination of seven Club members. Five fabulous Fords left Tauranga in convoy, for what proved to be an exceptionally enjoyable weekend. With no hassles with our cars, an excellent rally and entertainment, excellent food and our sunshine we could not have wished for more. Peter Butler won the trophy for the longest distance travelled to the rally.

We wish all readers a happy and eventful Christmas and New Year. See you in 1981.

STEWART GRADON

EASTERN BAY of PLENTY

With the warmer weather life seems to be flowing back into club members although a working bee held at the clubrooms in early October only induced five members to show any enthusiasm and they were the usual stalwarts.

A social night was held at Butt's Motor-Inn, Kawerau and had a good turnout.

Five cars (including a modern) and one motorbike took off for Hastings at Labour weekend. We congratulate Coral and Peter Worrall and Peter Buckley on their win. Congratulations must also go to the host club on organisation and an excellent dinner.

November 2 saw a large turnout of members and friends at Chris and Allen Peterson's farm to celebrate Guy Fawkes. This is an annual event and eagerly looked forward to by young and old alike. The bonfire and B.Y.O. fireworks was preceded by a barbecue. It all made for an enjoyable and relaxed fun night.

Several cars from here participated in the Miss Ainsworth Memorial Trophy Rally on November 15. Despite the fact that our Christmas social is on December 5 some members will join the Bay of Plenty Club's fun weekend at Tirahanga, Opotiki, on December 6 and 7.

Bill Stuart assures us that he and his helping hands have a last few knots to tie and then entry forms will be sent out for our Dunlop East Cape Rally, February 6, 7, 8.

LOROLEI POLLARD

CANTERBURY

Canterbury calendar got off to a good start on October 4 with our Opening Run. There was an enthusiastic entry of about ninety cars including several new restorations. Whilst the weather wasn't as kind as it has been, everyone taking part enjoyed a free rally and a humorous informative instruction sheet. This was Barrie Hartley's first rally and the organisation and enthusiasm that he put into it was reflected in a memorable day.

The Sunday following was set aside for a speed event. The cars didn't race against each other, but against the clock—all on grass for added safety.

The following weekend was the event of the month — the Swap Meet. Because we were holding the event in October instead of December it left only nine weeks for preparation instead of seventeen. Considering the short amount of time available, the problems of organising promotion and displays and last minute problems with the clubrooms, some people might have despaired. But Alan Parris and his few helpers did a splendid job. Alan ate, lived, and slept with the Swap

Meet for nine weeks and he deserved every success.

In many ways this was the best Swap Meet yet. About 15,000 people came to see the displays etc. Altogether there were about 200 sites—and bargains for everyone. Canterbury Branch members displayed about 170 cars during the weekend and all in all everyone had a good time. On behalf of Alan, I would like to thank those members from other branches who attended and made our Swap Meet such a success.

MARTYN TUCKER

GISBORNE

With winter behind us it is good to see the local vehicles once again motoring on our local highways.

An interesting Sunday run organised by Tony Bartlett was held at the end of September. This was won by R. Cameron in his Whippet, Rod Clague 2nd (Mod), Burnley Cooper 3rd (Standard 9).

A successful film evening on Motor Racing in New Zealand was held at the Museum and Art Centre in October. The Centennial A. & P. Show saw our local cars taking part in the grand parade along with the Clydesdales and bullock team. The parade also featured early farming equipment from the Museum of Transport and Technology.

Labour weekend saw a large number of the Gisborne contingent heading south for the 21st celebrations of the Hawkes Bay Branch. A mighty weekend—grand weather, grand entertainment, grand motoring.

We welcomed a new member to the Gisborne Branch, Mr Lowe, who runs the following B.S.A.s—1927 250, 1930 V Twin, 1951 500. Also we hear that Gordon McDonald's T Tourer is almost ready for the road. Just three mudguards to fit.

The local club truck now sports a re-conditioned radiator, thanks to Robin Cameron, Tony Notting and Joe Webber. Progress on the Carlton came to a halt for a couple of weeks while the radiator was being doctored but good progress is now being made on the woodwork. This restoration is being done on Tuesday nights in the Cameron shed.

BERNICE WALTERS

GORE

Our October meeting was followed by our Annual Auction with Gerald Kennedy and Neil McVicar being the auctioneers. They had to work hard at times and in general this is a bit of a fun night as there is nothing of much value to be bought.

Opening Run on Sunday, October 12 saw a last minute change of plan because of inclement weather conditions. Instead of going to Forrest Hills we went out to Dolamore Park and after a short stop went over the hill and down into Mandeville. Here we joined the main road and headed back to the clubrooms for afternoon tea. The kids enjoyed table tennis and were treated to some housie and a lolly scramble.

There have been two working bees recently and it won't be long before we have our barbecue area with good shelter set up.

Labour weekend eight cars set off for the Scout Camp at Whare Flat and were joined by members of the Balclutha Branch at Tuapeka Mouth. After taking six crossings to get all the cars across the Clutha River by punt they carried on to Lawrence for lunch at the camping ground. Eventually after going through Lake Mahinerangi, Outram, Mosgiel (where a certain well known Christchurch member with his son joined them) they reached Whare Flat. They were greeted by two Dunedin members and wives and duly settled in. Over the weekend they took in trips to Larnachs Castle, lunching at Portobello where they visited the aquarium, and Olveston house. The trip home on Monday was down the coast road to Taieri Mouth, on to Bull Creek,

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turning inland towards Balclutha. Phil Bewley's D.A. Dodge unfortunately gave trouble and had to be left at Balclutha and was collected and towed home next day. A hearty thanks to Club Captain Brian Grace for a well organised and interesting trip.

Have not viewed any restorations lately as I've been busy catching up on gardening, but the grapevine tells me they are going on.

RON OSBORNE

HAWKE'S BAY

The Hawkes Bay Branch 21st Birthday Celebrational Rally went off at Labour weekend with scarcely a hitch. The weather was perfect. The rally was over excellent roads and through some most interesting Hawkes Bay countryside. Lionel Priest and Digby Young are to be congratulated on their efforts. The entertainment throughout the weekend was rib-busting. And the turn out of over 200 vehicles from districts far and wide (all North Island Branches were represented! and a number from the "Mainland" too) was fantastic and a joy to see. From comments I heard it seemed our visitors more than enjoyed themselves—and that's what it is all about.

Several newly restored vehicles were out for the first time and it

was pleasing to see Ken (the Grim) Rieper out in his 1909 Argyll, the first time this well known Hawkes Bay veteran has been out for some years. Peter McCool was out on his first rally in his 1929 Ford A Pick-up; Peter still has the finishing touches to do to the truck but he was more than pleased to be out on the road at last. Tau Hawaikarangi brought his 1928 Harley-Davidson motorcycle out for the first time and picked up some of the spoils. And another car rallying for the first time in its new regalia was Colin Hill's Austin Seven Sports.

The Experts Trial on 28 September was well attended. Gordon Vogtherr and Paul Stichbury organised a short run round the Awatoto and Meeanee areas where everything was thrown at the participants. The winner of the Geoff Quarrie Experts Trial Trophy was none other than the donor! Couldn't bear to part with it, I'm told.

"Round the Restorations" Run was held on 9 November. We toured a small area of Napier and saw six vehicles at various stages of their restorations. These included a 1918 Essex of Richard Anderson's which has progressed a lot since I saw it last two years ago, and his Morris Special which created a lot of interest. Next call was to Graeme and Ester Smith's Humber collection where we could see the shape of things to come in the form of a 1934 Snipe. Next call was on

organiser, Gavin Harris, where his 1936 Oldsmobile was on display. Gavin is making a nice and full job of this car and is only short of a grille at this stage. Mrs Harris and her crew of ladies supplied a most welcome cuppa—thanks girls. The final call was on Dave Niethe and his recently acquired 1924 Chrysler Sedan.

Another restoration I had the pleasure of seeing lately is Paul Stichbury's Cadillac. I can not help but marvel at this machine and the fine restoration it promises to be.

Coming events include the Annual Homestead Run and the inevitable Christmas Party. Both are characteristically well supported and great fun.

ROD MCKENZIE

MARLBOROUGH

Steady progress is being made on the museum building. The good weather over the past few weeks has helped to encourage members to take part in the working bees. The shrubs and plants are taking on well and by the time the building is finished, the garden should be well established.

About 16 vehicles of one kind or another turned out for the opening run to the Tua Marina Rodeo. At least two new members showed their faces, but the MacDonalds and the Erskine were conspicuous by their absence, but with Skip just out of hospital, we haven't been able to "go vintaging" yet this season.

A smaller number than usual went over to the Nelson Rally, many leaving early in the morning and going over for the day only. By all reports it was a good rally with the usual pleasant run through the Nelson countryside.

The following weekend one modern and seven vintage cars left Brayshaw Park for the reinstated Marlborough Anniversary Safari to Nelson. Another lovely weekend spent in the Nelson sunshine.

HELENA MACDONALD

NELSON

Recently we had an evening put on by Firestone who showed us the latest in wheel alignment and tyre changing gear, then took us step by step through the retreading process.

Later we had a Sunday afternoon run through the Hira State Forest, if somewhat at a slower pace than



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the Motorgard Rally a few weeks before!

The Christchurch Swap Meet was attended by at least 10 members, some buying—some selling. I got a few goodies again this year!

Labour weekend we held our Provincial Rally with 72 cars entered. Nelson turned on its usual hot sunny weather. We had a morning run of approximately 55 miles and a gymkhana type event in the afternoon. Presentation of prizes, dinner and dance in the evening and a right royal time was had by all. On Sunday a short picnic run was held at Rabbit Island. Fords dominated the scene with nine "As", three "Ts" and a Prefect. The Ford versus Dodge rivalry was rather lost with only one Dodge turning up! Maybe it had something to do with the night before, or the change to daylight saving.

Sunday, November 2, a good number met at Kina Peninsula on a combined run with Marlborough members who were in Nelson on their anniversary weekend Nelson Safari. The new restoration of Dave Sparrow was out for the first time. This 1929 D.A. Dodge has had a very extensive restoration and is a credit to our club and Dave.

MURRAY SUTTON

OTAGO

Our annual Taieri Tour drew a field of twenty-four entries. The day started with a few showers but improved as the afternoon went along. Overall winner and concours winner was Ivan Bennett in the beautiful 1922 Lorraine Dietrich. The evening function at Wains was equally successful.

About eight or nine vehicles from the Branch attended the Clutha Rally this year, whilst several other members headed northward to the Classic Motorcycle event at Timaru on the same weekend. This shows that our members are circulating throughout the country.

Time is fast approaching for the opening event of Dunedin's Festival Week, namely the Brighton Run—Saturday, 24th January—let's hope your entry is in by now (Note that the date shown in North Shore Calendar is wrong!)

Recently one of our well known members, Bob Oakley acquired for himself a complete fire station in the city—thus he must be one of the few owners of a Dennis fire engine to have a genuine home for such a vehicle!

The Pomeroy Trophy has been retained by Michael Haggitt for the second year in succession in his Bentley.

Structural alterations have begun on our Clubrooms and working bees are now under way, with Robin Barnes holding the whip! With such a project as this involving as many of our members as possible the Otago Branch is heading towards a brighter future.

The Otago Branch extends to all its friends in other parts of the country a Merry Christmas and happy motoring into the New Year.

MOTORCYCLE NOTES

One of our most popular events of the year has been and gone—namely the Dunvegan Rally held in October. This year we had a field of over seventy bikes—riders coming from towns as far away as Auckland and Bluff. Only one retirement for the whole weekend which goes to show the high standard of restorations present. Overall winner: C. Winter, 1926 B.S.A.; Age Mileage: Barry Williams, Auckland. Next year will be the tenth Dunvegan Rally.

Time is fast approaching for the National Motorcycle Rally in February and entries (at time of writing) are still coming in from all parts of New Zealand. The Southern Lakes Tour is also proving to be a popular drawcard, according to the organiser, Peter Curtain.

BARRY LONGSTAFFE



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ROTORUA

August club night was held at the Community College where a good attendance of members saw a demonstration of automotive test equipment operated by the two tutors. Some of our cars were put over the dyno-tune and tested out quite favourably despite their age.

We decided against a run for September because of two busy weekends by our members working a paint-a-thon. This was a mighty effort and resulted in the Clubhouse being made debt free. The Club night was a noggin and natter for a change.

October was also a busy month. Sunday the 4th we joined the Eastern Bays Club for their run to the Tarawera Falls. This ended up more a mountaineering experience on foot rather than a run but it was a very enjoyable day out, albeit a few aches and pains suffered by the "not so fit".

The following weekend was our own run put on by Bill Kelly and won by Bill Clouston, out to Lake

PAGE TWENTY-NINE

Okataina for a cuppa and back to the Clubhouse for a gymkhana.

Labour weekend saw eight cars heading for Hawkes Bay. Unfortunately only seven of us made it there, Eldon and Nancy Johnson had some very expensive noises coming from underneath the Nash, so decided to leave it at the Rangitaiki and proceed as passengers only. What a great weekend! Thank you Hawkes Bay.

At Club night for the month we had a talk by Paul Greaves who was navigator for Paddy Davidson on the Motogard Rally. Some hair-raising experiences were had, I think we will stick to the Vintage Car Club for our entertainment!

Eric Buckley now has Barry Piercey's Model A coupe and apart from that the market is quiet as far as I know.

MYRTLE FLEET

SOUTHLAND

The alterations to our Clubroom are almost complete now and the inside has also been much improved by the construction of new bar facilities. Most of this has been done by Arthur Warren and in his holidays too! Our aim has been to have all work complete before our two bigger rallies—Veteran in late November and Riverton Rally in early February.

The bike-owning contingent—that is most of our members—has been getting revved up for the Arrowtown Motorcycle Rally. Many bikes have been completed and put up for acceptance with a view to the big rally in Dunedin next year. Ray Harris has sold his G.P. Triumph to Neil Neilson and has restored his B.M.W. Among other, Cyril McRae and Ashley Bell were planning to attend a day of historic bike racing at Levels, taking with them their Velocettes etc. George Killick, long a source of replica mufflers, tells me he has made his last one . . .

Stuart Harrison, a keen young member, is still toiling away on his 1926 Essex tourer hoping to make Riverton this season. Other restorers have the same aim, I believe, with Jim Taylor's big Nash 8 sedan progressing well. Neil Calvert is hoping to have his Nash 6 finished too. Neil tells me that he has all the running gear of a 1930 Buick tourer in excellent condition but the bodywork was lost in a flood. After looking at various possibilities, Ken Rillstone has bought a very tidy 1930 Model A tourer from Kaiapoi. We look forward to seeing Ken and his wife enjoying some open-air motoring again. Tired of studying the disappearing tail-pipe of David McIvor's Beardmore, we have been looking for something suitably fleet of foot. Pleased to re-

port that most of an early 12/50 Alvis Ducksback has been acquired and an exhaustive restoration is underway.

ALASTAIR McINTOSH

TARANAKI

Our annual Motorcycle Rally held in September was a big success. We had 28 entries and most classes were covered. The rally was again based around the Y.M.C.A. Camp Huinga which provides ideal accommodation, good sleeping cabins and an excellent kitchen and dining hall. It was good to see all the outside entries again, meeting old acquaintances and making new friends. We had a noggin and natter on the Friday night and we saw some Castrol films on motorcycle racing. This year we had very clear and precise written instructions and they were easy to follow. A welcome cuppa was held at our clubrooms half way round the run. The rally finished with gymkhana events back at the camp.

This year the committee decided to buy a beautiful trophy to be presented each year to the overall winner of this the 3rd motorcycle rally. Wally Hunt of Taranaki was the winner. A very close 2nd overall was B. Williams and Ross

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Glenny. A big thank you to rally secretary, Rob Thompson and Ian and Sheryl Bleakley for organising the catering.

We had our birthday party at the clubrooms this year and the theme was a shipwreck. The usual pot luck dinner was held and what a beaut spread was laid out for all. Jim and Madeline Potter were the best dressed and one would have thought that the ship had really just gone down. It was a fun night enjoyed by all.

We have just purchased a Skyline shed to put beside our clubrooms to keep our spare parts and club motor mower in. This will relieve the space in the clubrooms and our thanks to club member Stan Priest and his son Campbell for giving their time and labour in putting it up.

We have had Mr and Mrs R. B. Richards and family transfer from the Christchurch branch, we welcome them and their 1929 De Soto.

Over ten Taranaki entrants took part in the Hawkes Bay Rally over Labour Weekend. By all accounts it was a first class rally and a credit to the organisers. The weather was beautiful and made very pleasant motoring.

Des Moore of New Plymouth was seen on Television's "Tonight-Today" news show recently with his beautifully restored 1938 Buick straight eight tourer. He was driving our local All Black captain Graeme Mourie on his return from Wales where he was given a civic welcome back to New Plymouth after his very successful tour. Des enjoyed driving him around and his car looked just the part and is ideal for this sort of thing. Des has also returned from Australia where he attended the very large Swapmeet at Bendigo. There was a large gathering of people from all over Australia and New Zealand.

Please keep Easter 1981 weekend free for our Maunga-Moana. The rally is not on the calendar of events but it is sure on. Book your accommodation around New Plymouth.

COLIN JOHNSTON

WAIARARAPA

The 1980-81 rally season commenced on October 4th with our Annual (Akura Adventure) Rally. Unfortunately the weather turned out to be the wettest for some years, but didn't stop 38 entrants setting off from the Stadium car park.

After a detour through the hospital grounds an untimed run to a Regularity Test start took place then on to Straight Line Navigation ending at the lunch stop. As the rain continued the driving tests had to be cancelled, however the afternoon run continued using the Tulip Pattern and written instructions. The afternoon run finished at our Zenith Park Clubrooms at Kopuaranga with some a little wet, but an enjoyable run. It was also good to see David and Elaine Churchill's newly restored 1934 Morris 10 out for the first time, a very nice car. Thanks to the organisers Peter Smith and Willis St Clair for a well organised rally.

The Branch also attended the Swap Meet at Woodville this year with a trailer full of goodies. Quite a few parts changed hands which will help the Branch.

Ten Wairarapa members attended the 21st Birthday Rally of the Hawkes Bay Branch at Labour weekend. The rally was enjoyed by all and perfect weather made for good motoring in the beautiful country.

November Club Night proved interesting, members visited the local Aerodrome and viewed home built and vintage aircraft. Thanks to Ray Lester for an interesting evening.

GRAHAM GORDON

WANGANUI

We now have a new roof on our Clubrooms and our water leak problems seem to be over.

During the past couple of months our members have been very active attending rallies out of town as well as setting up a display of vehicles at an outdoor life exhibition organised by the local Lions Club.

Our October club night was a visit to a printer where we were shown the basics of offset and letterpress printing and our thanks go to the partners of Hanton and Anderson. As our November club night fell on November 5, we celebrated (huge bonfire etc) Guy Fawkes in grand style at the home of Hugh and Helen Clapham.

The out of town events we have been represented at include—the Taranaki Branch Motorcycle Rally, Woodville Swaparama, Manawatu Motorcycle Rally, Hawkes Bay 21st Birthday Rally (very successful weekend, we now have the inter-branch Challenge Shield), Wellington Annual Rally (local member Brian Turner won this event). We

even managed to squeeze in a local afternoon run on Sunday, October 19, organised by Jackie and Ivan Kendall.

Entry forms are now out for our Annual Burma Rally—this event being held on Wellington Anniversary weekend in January 1980. The date shown on the national calendar of events is incorrect and should read January, 17-18-19, 1981. If participation at recent national events is anything to go by we are expecting a good attendance at this rally.

EDDIE BLEACKLEY

WHANGAREI

September 6 last, saw our annual look in, barbecue and film evening with a good attendance. Our first shed visit was to Bert Brickland to view his 1934 Morris Cowley, which has an unusual two door, four seats, sedan body with sidemount spare. Next was Ray Scampton's Rolls Royce chassis waiting restoration. Ray Mitchell's 1927 Chev Roadster coupe was next, this car being near completion and looking very smart. Bernie Dawson, 1925 Buick Master Six tourer was our last visit, this car also is near completion, and since our visit has had upholstery and wiring completed, plus a drive around the block. It now requires a hood to complete restoration. The barbecue and film evening went off well, an enjoyable day.

October 5 saw our annual ladies run organised by myself and my wife. Unfortunately, due to the terrible weather it turned out a fizzer member-wise with only 11 vehicles (two vintages, two post vintages and seven moderns taking part). Nobody could be blamed however, for not bringing out their vintages on such a day.

In contrast, this year's Far North Tour was a boomer, with a record 65 entries and beautiful weather. Our start was at Dargaville for a change and from there we proceeded up the west coast through Trounson Park to morning tea. A visit to the giant kauris in the Waipoua Forest highlighted the morning's run; with progress on through Waimamaku, Omapere, Opononi to Rawene for lunch. A trip on the ferry across the Hokianga Harbour to Kohukohu started our afternoon run, with optional routes to Kaitaia through either Pangu or Broadwood, with arrival in Kaitaia late in the afternoon. Our evening meal, very well done as usual by the Far North Sub-Branch members was spit

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roasted lamb with vegetables done in camp ovens, a good substantial meal after a day's travel. The evening entertainment was fairly light, with everyone off to an early bed. Sunday's return run started with an assembly of vehicles at Woolworth's Supermarket car park, leaving from there about 9 a.m. through the Peria Road to Taipa. A leisurely trip down the east coast through Coopers Beach, Maungoni, Kaeo brought us to our lunch stop at Kerikeri. This venue was in an orchard, where they have a miniature train running, giving a recorded commentary on the citrus orcharding, history and operations. From this point we dispersed, tired but happy, for home.

Our Library is near completion and with the fine weather ahead of us it will be all go on our new amenities block, to be completed before the A.G.M. next August. Waitangi Hangi entries close on January 14. Come and join us on our camping weekend.

WALLY BULLOCH

SAFETY WITH FIBREGLASS

At a recent safety conference, an eye specialist described a hazard that could affect each of us and our families. That hazard is the catalyst or hardener added to fibreglass resin before the resin is applied. The specialist stated that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness. This will occur even though an attempt is made to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way of stopping the destruction or repairing the damage.

The specific toxin agent involved is methyl-ethyl-ketone peroxide (MEKP). In laboratory tests, MEKP in solutions of varying concentrations was found to cause eye problems ranging from irritation to severe damage. The maximum concentration causing no appreciable irritation was a solution containing only 0.6% MEKP. Material published on the subject indicates that washing an affected eye within four seconds after contamination prevented injuries in all cases, but no known chemical neutraliser has been discovered. Suggested precautions for catalyst uses are eye-protective spectacles and the immediate availability of a source of bland fluid such as water for thorough washing of ocular tissues.

One disastrous experience was

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BEADED WHEELS BACK ISSUES – SPECIAL OFFER

Copies of every issue (except No's 80 and 83) back to August 1969 are available

60 cents a copy or 6 for \$3.25

Postage paid.

Send payment with order to Beaded Wheels,
P.O.Box 13140,
Christchurch.

National Executive Report

Report on the National Executive Meeting held in Christchurch on the November 7 and 9, 1980.

PRESENT: The elected members of National Executive.

1980 INTERNATIONAL FILM: Resolved that W. Birch see the National Film Unit re possible use of the film material which was not used in the official film. That we endeavour to secure our copy of the film as soon as possible.

MINISTRY OF TRANSPORT—MOTORCYCLE LIGHTING: It was reported that the Ministry of Transport had said that any legislation passed would contain options which would be suitable to our members. It was resolved that W. Birch be appointed to liaise with the Ministry of Transport in Wellington regarding this matter.

ANNUAL GENERAL MEETING APOLOGIES: It was resolved that in future apologies for the Annual General Meeting should be given to the Secretary prior to the meeting preferably in writing.

COMPUTERISING CLUB RECORDS: This investigation is continuing and the Secretary will be in a position to report to the March 1981 Executive Meeting.

ACCIDENT COMPENSATION LEVIES: The survey has been completed with approximately 25% of our motorcycle members making returns. The results have been reported to the Commission and we await their reply.

PROPOSED 1986 INTERNATIONAL RALLY: Resolved that any proposals for possible venues put forward by individual branches be investigated by the steering committee together with a member of the branch making the proposal.

Appointment of Steering Committee:— After considerable discussion regarding numbers on the committee geographical locations it was resolved that the committee consist of three members from both the North and South Islands plus the secretary. The following were appointed:— Messrs Dewhurst, Priest, Birch, Skevington, Macefield and Barnes and the secretary, C. J. Inns.

PROPOSED RALLY TO COMMEMORATE THE CENTENARY OF THE MOTORCAR: K. Macefield presented a proposal to have say five rallies during Easter 1985 and suggested three to be held in the North Island and two in the South. Resolved that we seek clarification of the year in which the centenary falls due. A letter was received from the Greater Hastings Promotion Council asking if they could be involved in such a venture.

REPRINTING OF MEMBERSHIP LIST: An approximate price of \$7000 had been received to completely reprint the present list. It was suggested that membership lists be made available to members only on request due to the high costs involved. New members would automatically be supplied with a list on joining the Club. The alternative appeared to be to make

a charge for all members for membership lists supplied and this was not considered to be a satisfactory solution at this stage. Resolved that tenders be sought for printing lists for 30, 50 and 60% of total membership. That the March 1981 Executive Meeting make the decision on the reprinting.

BEADED WHEELS: A letter was received from Mr G. Bain resigning his position on the Beaded Wheels Committee. This was received with regret. Included in his letter were several recommendations and these were noted by the Executive. After considerable discussion it was resolved that:— The National Executive appoint a member of the Executive to the Beaded Wheels committee. It was further resolved that Mr N. Skevington be appointed to fill that position. Investigation was to follow on times taken for Beaded Wheels magazines to be received by members after posting takes place and report made to the next meeting.

INVESTMENT OF CLUB FUNDS: A letter was received from Southland Branch as to the long term policy of The National Executive re investment of and accumulation of funds. As a result National Executive resolved that it was not policy to build up further large funds for investment purposes. The present surplus was invested giving us a good rate of return which would assist in holding the future national subscriptions.

NOVEMBER NATIONAL EXECUTIVE MEETING: Letters were received from both Gore and South Otago branches regarding the decision to hold this meeting with only elected Executive present in a bid to hold costs. Resolved that a reply be sent pointing out that the decision had been made at the previous Executive meeting by majority vote to hold the November 1980 Meeting on this trial basis. The matter could certainly be discussed again at the March 1981 meeting.

ANNUAL GENERAL AND EXECUTIVE MEETINGS: Considerable discussion took place at the above meetings. This resulted in many members not being informed about their organisation. Resolved that a full report of the November meeting go to Beaded Wheels and that a revised agenda set out be printed for the March 1981 meeting making provision for notes to be taken by all delegates. All delegates are to be reminded that they are expected to report back very fully to their branches on the business taking place otherwise the cost of holding meeting and getting delegates to those meetings is not justified.

It was resolved that in future, general business items for these meetings be notified if possible to the Secretary prior to the date of the meeting. Delegates would then be advised prior to the meeting of items to be discussed.

INSURANCE: Mr R. Hasell representing Phoenix Assurance was invited to join the meeting and present a proposal that would enable branches to be paid a rebate on any general insurance business which members took out with the company. This would give members an incentive to place their insurance with Phoenix and so benefit their individual branch funds. National office would pay out the rebates as and when received. The report was welcomed and accepted and Phoenix will advise both their local offices and all the V.C.C. branch Secretaries of the scheme.

POST WAR ACCEPTANCES: One car and four motorcycles were presented and accepted.

The standard of photographs received with applications was again discussed and it was resolved that sample photographs of both motorcycles and cars be sent to all branch secretaries to enable them to show members the type and quality of photograph required. It was also stated that we still prefer black and white photographs but coloured photographs of high quality will be accepted in future.

MANUALS FOR BRANCH SECRETARIES: It was resolved that to assist local branch secretaries with administration a manual be prepared covering all aspects of his duties. This would be a considerable help when the position was taken over by a new person at branch level. The manual would take time to prepare but as soon as it was completed one copy per branch would be sent out.

TROPHIES FOR NATIONAL COMPETITION: It was resolved that we investigate and list all trophies which are available for North or South Island or National Rallies. With the changing pattern of events some changes in the criteria for competing for these may need to be made.

NOVEMBER EXECUTIVE MEETING: The committee discussed the workload achieved at this meeting and decided that in this instance the experiment appeared most successful.

W. M. BIRCH,
Minute Secretary.

described. While fibreglassing a chair at home, a victim had both eyes contaminated by MEKP. Though he made an effort to wash his eyes out, several minutes apparently elapsed before he found water. The sight of one eye was lost immediately. The other was gradually lost over a period of about eight years.

The fibreglass resin danger was previously unknown to those attending the conference, though many had used it at work or at home. The hazard may be unknown to readers also and to wives and children who may use a similar kind of resin and catalyst (hardener) when working with fibreglass or hardeners used in liquid casting plastics.

So before using any of these catalysts, check their chemical composition and take appropriate precautions. The cost of a pair of safety goggles is small price to pay for the protection of the eye-sight.

So there you are. Before you next use fibreglass resin on that rusty old petrol tank or body panel . . .

1. Read the label and find out its chemical composition.
2. Don't take any chances with it anyway.
3. Have your safety goggles ready.
4. Have a jug of water and eye-bath (obtainable from your chemist) on the bench alongside of you . . .

FOUR SECONDS is not very long.

(Reprinted from Buick Car Club of Australia Journal).

Letters to the Editor

AUSTRALIAN RALLIES

Sir,
It may be interesting to note in one of your editions our future planned rallies, contact can then be made to us a little later on.

I did attend your International Rally in 1972, my husband and I took our Studebaker over, enjoying it immensely and making some friends over there, which we still visit, and them likewise.

Major Rallies in the future are— Australia Capital Territory in May 1981; Tasmania Silver Jubilee Hub Rally, March 1981; N.S.W. Club for 1 and 2 Cylinder Cars, March 1982; South Australia National Rally, Autumn 1984.

This may be of some interest to you.

Please say hello in your magazine

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to Fred Hunt and Bill Shears and their wives and tell them the beds are vacant here at Wandin for any of these Rallies. They are members in Auckland.

With kind regards to Beaded Wheels,

NANCY BAILEY,
Hon. Secretary,
Veteran Car Club of Aust. (Vic.),
P.O. Box 1, Wandin Nth., 3139,
Australia.

MORRIS REGISTER,
United Kingdom.
October 17, 1980.

RE MORRIS MINORS

Sir,

I note that the delightful article by Mr G. B. A. Cowie in the July 1980 issue has resulted in some correspondence. As Club Historian for the Morris Register in the U.K., I wonder if I might be allowed a few observations.

Ross H. Haynes, in his letter, correctly states that William Richard Morris never designed a car in his life, but to imply that the Austin 7 was "designed" and the Morris Minor not, is rather unreasonably biased. The overhead camshaft Minor was of course designed by Wolseley as was its 847 cc engine—the same "unnecessarily compli-

cated engine" was subsequently used in the M.G. "M" type that was very successful in racing.

For the record, the Morris Minor with the o.h.c. engine did not cease in 1930 but continued to be produced for the 1931 season (and even in 1932 as a long wheel-base Family 8 Saloon and Coupe) alongside the newly introduced side-valve Minor. As with the Austin Sevens the Minor was capable of being modified to gain records—witness the 1931 side-valve Minor that was supercharged to exceed 100 m.p.h. and then again modified to do over 100 miles to a gallon around a selected road route. The object being to tie the 100s together for publicity purposes to its £100 price tag. Austins only achieved this low price with the Opal model, and Fords with their 8 h.p. saloon, in 1935.

Unfortunately I have no figures of the numbers of Austin 7s and Morris Minors imported into New Zealand, so I am unable to answer Mr J. C. Whittaker's query. I note his suggestion that rot and decay in fabric caused the Minors to end life prematurely—this suggests that Minors were all fabric bodied, which is far from the truth. Far more Minors were produced with

coachbuilt steel panelled saloon and two-seater bodies, and considerable numbers made with steel panelled tourer bodies. I am sorry to read that few Minors still exist in New Zealand—this is not the case in the U.K. I did note an advertisement in the same issue of "Beaded Wheels" offering a 1930 o.h.c. Morris Minor for sale and another advertiser requiring parts for a similar model.

I have no figures for Austin 7 production which was higher than that of the Morris Minor. From its introduction to demise 39,083 o.h.v. Minors and 47,227 s.v. Minors were produced.

HARRY EDWARDS
Club Historian

RE ARGYLLS AND
ARROL-ASTERS

Sir,

I am grateful to you for publishing my article on the above cars which is a little contribution to early motoring history in New Zealand.

My big hope is that someone among your readership may be able to throw some light on the fate of the cars mentioned in my article, or perhaps comment on my story, or even point out an error or two!

I am certain my father's Arrol-Johnston must still be in existence



Brace of overhead camshaft Morris Minors, 1930 coachbuilt saloon models. Harry Edwards on left, Ken Martin on right. See letter from Harry Edwards.

down in Southland. That steel body and chassis, and that 4 cylinder o.h.v. engine were virtually indestructible; I trust your Southland members will try and run it to earth.

Anyway for the next six months I will be watching the pages of "Beaded Wheels" with great interest.

I. MACKAY

61 Cromwell Avenue,
Highgate,
London N6.
October 27, 1980

Sir,

How pleased I was to see Gavin Bain's "25 years ago in Beaded Wheels". It brought back memories of much toil and research, that my sister and I put into our "glancing back in Beaded Wheels" page. Long may Gavin keep it up, as it is interesting reading, even for a youngster like myself.

It was a great shame that the Pat Hoare Ferrari ever left New Zealand, but I can report that Neil Corner has rebuilt the car beautifully, and when I was last at Donington Park with the "White Mouse" team, saw it in action, and glorious it was. Neil was rather surprised when I told him I'd ridden in the car as a two seater, some 15 years ago!

May I take this opportunity in urging members to support the "Moore Sulman Memorial Hill Climb". This venue is world class, and in my opinion, superior to the many climbs I have seen in this country. I am hoping to make the trip to New Zealand for the day.

My father has renewed my sub to "Beaded Wheels", so I look forward to my next issue.

ROBERT B. SHAND

We have no official advice of the Moore-Sulman Hill Climb to which you refer.—Editor.

Sir,

I am indebted to both Mr W. J. Glasgow and Rob Shand for their comments in the last issue concerning my piece on the late Dick Messenger.

The error concerning the description of the 1922 TT Sunbeam was entirely my own—I should have known better. Having talked so much with Dick about the car, I did write and submit the article on the day I learnt of his death, so put it down to haste.

Late last year when helping Dick to clean out part of his garage we came across the original porcelain-faced oil pressure gauge out of the

Sunbeam, replaced nearly 50 years ago when Dick made a new instrument panel to incorporate some aircraft instruments he had brought back to New Zealand after the Great War. This gauge was in a box of aircraft instruments and fittings which included World War I biplane rigging screws and turn-buckles, sundry Le Rhone and Gnome rotary gauges and fittings, and most of a set of instruments which appeared to be out of an Avro 504K or similar. I wonder where they are now?

Behind the garage at Vale Road, where Dick lived on and off for over 50 years, is the original crankcase from the 8 cylinder Sunbeam which Dick replaced with a new spare crankcase which came with the car when he bought it. In case anyone has thoughts of retrieving it, decades of lying under five feet of damp creeper have reduced it nearly to powder. Surprising though what still lies in the suburbs.

If I may be permitted two subjects in one letter, I would like to comment briefly on Doug Wood's letter on the 20/60 Vauxhall.

I can only imagine that the letter from Vauxhall Motors in the October 12, 1928 issue of the "Autocar" was in fact a careful piece of company whitewash in the

The South Canterbury Vintage Car Club invites you to a

NATIONAL RALLY

to commemorate 25 years of activity in
our branch

WASHDYKE RACECOURSE, TIMARU.

EASTER, APRIL 17-20, 1981.

Entries Close FEBRUARY 1st, 1981.

All Communications to: RALLY ORGANISER,
P.O. BOX 623, TIMARU.

days of "Empire" Oxfords and Billy Morris's advertisements exhorting the public to "Buy British" even if they didn't buy a Morris! I believe (and I'm sure Leith Newall will correct me if I'm wrong) that General Motors acquired the majority shareholding in Vauxhall Motors late in 1925, so not only was the fabulous 30/98 actually made for nearly two years under the aegis of G.M., but also the abortive sleeve-valve 25/70 six cylinder car which was intended to replace the robust but splendidly Edwardian 23/60. Certainly all the development of the 20/60 Vauxhall was done by G.M., but to be fair the company did not finally die until 1931 when the horrible Cadet and its successors destroyed overnight the reputation of the old firm.

Although a very good car in its class (saloon, sankey wheels!) the 20/60 Vauxhall owed absolutely nothing to the great Pomeroy and his superb sporting cars of 15 years earlier, and has suffered unfairly in comparison with them. In fact it is probably a better all round car in many respects than the 14/40 which it partly replaced, the latter car being largely designed by Mr King who replaced Pomeroy. King was much more a tamperer than an inventor and did the company little good.

GRANT H. TAYLOR

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Members of Vintage Car Club Inc.
\$2.50 for first 40 words or less thereafter 3 cents per word.

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FOR SALE

1927 20/60 "R" Series Vauxhall Sedan; 1929 Century 6 Hupmobile Sedan; 1934 Riley 9 Kestrel Saloon; 1953 Norton Dominator m/c; 1955 L.E. Velocette m/c; 1955 Rover 90. All reg. and w.o.f. Contact Bob Galbraith, 305 Hill St, Richmond. Phone RD 8870. (Member).

FOR SALE — Matchless 1956/2 350 c.c., alloy guards, scrambler tank. Runs well but needs cosmetic work. \$600. John King, 29 Fairclough Road, Beach Haven Auckland. 10. Phone 436-318.

MOTORCYCLE PARTS

FOR SALE

Plastic tank badges: Norton; A.J.S.; Royal Enfield; Matchless; B.S.A. (pear and round); Velocette. Die-cast: Triumph; Panther. Also available: transfers; cable fittings; lapel pin badges; allen screws; C.E.I., B.S.F., B.S.W. nuts and bolts; Lucas, Doherty and Amal parts; brake linings; fuel parts; bearings; pistons; etc. Also: Car carb Holley NH model. Swap for motorcycle parts. For further details write to John Gurney, Motorcycles and Accessories Ltd, P.O. Box 21-391, Henderson, Auckland.

WANTED TO BUY — Austin 7 Tourer or Sedan. Early model required but prefer not later than 1931 model. Must be authentic and faithfully and fully restored. Write with full particulars please, to Advertiser, C/o 31 Forbury Avenue, Palmerston North.

FOR SALE

1934 Standard 12. Work done is reconditioned motor, seats upholstered, petrol tank, radiator and mostly rewired. Complete set of spares included, as is where is, \$1700. Inquiries to F. H. Gibbins, 44 Sunnyside Road, Henderson, Auckland. Phone Hsn 62-925.

FOR SALE—Flint radiator cap with wings and moto-meter; "T" parts—coils; new timer; ignition keys; 1925 dash panel; cast running board bracket; New Beauty Ruckstell diff. Rugby 4 gearboxes; pair 475-500 x 20" tyres; split rims and wooden wheels; split rim spreader; 2 starter generators, one large with brushes both ends of amature. Many other "T" and "A" parts, some new. Offers wanted. D. Collingwood, 24 Mt Pleasant Avenue, Nelson.

FOR SALE BY TENDER

For health reasons only. Highest or any tender not necessarily accepted.

1. 1.2 litre, 2 cyl., air-cooled, horizontally-opposed 91.5 x 91.5 mm, A.B.C., circa 1918-1920. 97½% restored, all parts available. Original 7,600 miles. New tyres, all new body panels. Only known oldest existing model complete. Sports body, 2-seater with dickey, polished aluminium body with black steel guards, disc wheels, spare crankshaft.

2. 1932 Morris Major wide body sedan. No rust. Rare model. Needs tidying inside and paint, motor needs rings, spare motor available plus 2 new tyres.

3. 1938 Chevrolet 85 Standard. No rust, needs inside tidying and paint, radio, and heater, some spare parts, well shod.

4. 1952 Chevrolet De Luxe. Little rust, needs rings, original, little tidying needed, well shod. Tenders close March 31, 1981. Replies to E. A. Campbell, 98 Kakapo Street, Gore. Telephone 6805 Gore. (Member).

THE MORRIS ENTHUSIASTS CAR CLUB OF N.Z.

caters for owners and enthusiasts of Morris, Wolseley, Riley and M.G. vehicles designed before the end of 1948. Information, parts and practical assistance offered.

Contact R. Salmon,
24 Conclusion St, Porirua.
Phone 58-782 PRO.

FOR SALE—1949 9 h.p. Singer Roadster. Car in dismantled condition. Complete chassis in good condition, good gearbox, engine in parts, body ¾ complete, but dismantled and in poor condition, though is repairable or good for patterns, \$200. **WANTED**—500 c.c. or 350 c.c. J.A.P. Speedway engine. Would consider complete bike in rebuildable condition. Matchless 350 G3LS parts. Engine parts for 1954 T20 Tiger Cub and also later model Tiger Cubs. Will swap Ariel 500 c.c. Twin engines, gearboxes, frame, wheels etc. Some B.S.A. Starfire engine parts, plus other B.S.A., Matchless, Triumph parts. D. Welborn, P.O. Box 23-132, Papatoetoe, Auckland. Phone 278-3716.

TR OWNERS

Contact N.Z. TR Register for: events, technical information, spares, magazine etc. Details — P.O. Box 4137, Auckland.

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Electroplaters of:—Copper (Dull and Bright),
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**P.O. Box 1836, 23 Bangor St., Christchurch
Phone 60-233**

WANTED—For 1938 Chev Coupe: Original chrome edged window channel, quarterlight windows, one complete tail-light, radiator emblem, set of window rubbers, workshop manual, set of overriders. Frank Ward, 89 Coopers Road, Tauranga. Phone 81-396. (Member).

WANTED URGENTLY
Pair P100 (Prefix "S") Lucas headlights complete. Also rear nearside "D" tail-light (clear glass lens for reversing-red lens stop/reflector and chrome surround) as fitted both sides of glass panelled recessed number plate holder, pre-war 1936-39 S.S. Jaguar etc. Also windscreen wiper park knob controls and mechanisms (both wipers) bottom of windscreen off same models. F. B. Langridge, 58 Stamford Park Road, Mt Roskill, Auckland, 4. Phone 655-076.

FOR SALE — Chevrolet 1937 Deluxe. Father and son owner from new. Low miles, excellent order, silent motor, ton spares, \$4000. Box 5111 Wellesley Street, Auckland or 686-642 Wellington.

CITROEN parts for sale: Gearboxes, engines, guards, lights, doors, seats, valves plus many others. The lot for only \$1500. For further details phone Bill Geursen, 6410 Tawa or write 3 Court Road, Tawa.

FOR SALE
1930 Model A Tudor. Fully restored and very complete. Price \$5,800 o.n.o. Genuine enquiries only to L. Pearson, Christchurch, Phone 881-316. (For sale on behalf of non-member).

HOOD IRON PROBLEMS? Write to Hood Iron Specialities, 53 Mortlake Street, Christchurch, 4.

SELL—Jaguar Mk V. Price \$5500. First registered at Dunedin 9th November 1950, second registration 20/12/50 (same owner, but change to Ltd Company), third registration 23/12/55, fourth registration 3/2/58 to present owners and family. This car was reconditioned by Archibalds Garage Ltd, Christchurch, engine, gearbox etc, and serviced since by my motor engineer Russell Thomas Ltd. This car has done no more than 3,000 miles a year since reconditioning. Body good, upholstery original. Present owner is a member of Civil Defence Corps and also a member of the Amateur Radio Emergency Corps. Contact address owner, 18 Smith Street, Woolston, Christchurch 6. Phone 899-218.

FOR SALE
Talbot 25/50 h.p. For the enthusiast who appreciates quality workmanship in a motorcar. I reluctantly offer my 4.5 litre, 4 cylinder, 25/50 h.p. 1919 Talbot. This car is a direct descendant of the first car to exceed 100 miles in one hour. Mechanical restoration is well underway, there is a spare motor, a complete inventory of lamps, instruments and front and rear windscreens. Also a quality Klaxon horn, Wefco leather spring gaiters and seven new tyres. Genuine enquiries to Bill Shannon, 436 Carrington Road, New Plymouth. Phone 36-335.

WANTED—Villiers 122 c.c. or 197 c.c. m/c motor or pre unit gearbox, any condition, to complete James m/c restoration. Price and particulars to E. Collins, R.D. 3, Kaitaia. Phone 822 Peria, collect.

FOR SALE

1935 Oldsmobile Sedan. Good running condition, w.o.f. Recently painted, mechanically sound, needs some reupholstering. 3 owners from new, \$1600.

Large quantity of parts for the above car: motors, gearboxes, diffs, suspension parts, grille, doors, guards etc. Will sell extra to car or separately after car is sold. Also 1917-20 Buick 6, motor, gearbox, diff. etc, \$200. Phone 88-403, Palmerston North.

WANTED — Jaguar parts: crankshaft for 3½ litre motor (1938-48 or Mark V); set of conrods for early XK motor (Mark VII or XK 120); must be usable. Chris Lovell-Smith, 22 Heath Street, Dunedin. Phone 45-414.

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Try us for all your upholstery needs including Bedford cord, velvets, wool headlining, leather, satin blind material. Send S.A.E. for full list to D. E. Conlon, 6 Pitfure Road, Wakefield, Nelson. 10% discount to club members.

WANTED TO BUY—Ford Model "T" required. Pre 1926 model, prefer two door Sedan or a four door Tourer. Must be authentic and faithfully and fully restored. Write with full particulars please, to Advertiser, C/o 31 Forbury Avenue, Palmerston North.

1928 MODEL "A"
Buy or preferably swap 1928 Model "A" Roadster Pickup parts. Phone 346-388 Invercargill.

WANTED—In good condition, Vol. 1 to Vol. 6 inclusive of "Thoroughbred and Classic Cars". Will pay up to \$250.00 depending on condition. Contact J. Dando, 2 Standish Place, Glenfield, Auckland. Phone 4445630.

WANTED
For 1937 Riley 12/4: Rocker cover; carb side, held by four domed nuts along centre line; also oil pump skew drive gear. F. A. Parker, 24 Clark Road, Papakura. Phone 298-5254.

WOODGRAINING
Dash boards, window frames, etc. Professionally done. Contact **Lisignoli Automotive Ltd**
P.O. Box 9167, Hamilton North,
or
Phone Bus. 79867, A.H. 492002

FOR SALE—1928 Chrysler Roadster, restored for Rotorua. Considerable spares with the car, including radiator, motors. \$6500 o.n.o. Jack Barnes, 99 Russel Street, Invercargill. Phone 84-348. (Member).

FOR SALE — 1950 Sunbeam '57 motorcycle. Good touring bike with many extras including windshield, steel panniers, crash bars and wheel trims. Some spares. Attractively painted and in good condition. Highest offer to W. B. Hunt, 71 Mangati Road, Bell Block New Plymouth. Phone 71-050.

WANTED—To help finish restoration of 1920 Hupmobile Tourer: good windscreen frame, bonnet clips, one 24" wooden spoke front wheel (six bolt hub), good gearbox or cluster. Have three 9" Liberty lenses to swap for 8½" Liberty lenses. Have Hupmobile parts to swap: Model R up to 1925; complete back end for Model E straight eight about 1925-26 (mechanically good). Also have Dodge 4 parts around early '20s; complete motors and motor parts. Replies to Ron Osborne, 39 Huron Street, Gore. Phone 5975.

CALENDARS FOR 1981

The Popular Vintage Car Calendars will again be available for next year. These will be similar to the 1980 issue with 6 beautiful glossy prints in full colour each 13½ x 10".

The cars featured are:

- 1914 MORS
- 1927 O.M.
- 1934 ASTON MARTIN
- 1925 DELAGE
- 1932 MERCEDES
- 1924 ROLLS ROYCE

A brief description of each car is given.

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PAGE THIRTY-EIGHT

LETTER FROM A MOTORING BOOKSHOP

There are bookshops all over N.Z. Most of them are helpful; some stock motoring books; several have more than we do in our second year.

You may, like some, write to one of the overseas mail-order specialists. IF YOU DON'T and you aren't handy to one of those bookshops, then there's US.

We parked a little off the main street; there's time to listen to visiting enthusiasts, answer letters and take the little extra interest in our own enjoyment encourages. We have a solid background in motoring books and where they come from.

Professional, technical, electronic and similar non-fiction titles are also in our service, almost any book if you are stuck.

Yours faithfully (for less than a litre).

The Froward Book Company Ltd.*

Trentham House, 28 Wakefield St, Auckland 1. Telephone 370-959

(* we're in the Shorter Oxford)

WANTED TO BUY — 4 interior and 4 exterior door handles; 2 good hub caps; 1 tail-light, Model B type (oblong not round); wood rim steering wheel; spare wheel carrier (disc wheel type). For 1924 Dodge 4 Tourer. Brian Grace, 1 Huron Street, Gore.

FOR SALE—Dodge, Plymouth or Chrysler left hand running board, brand new (old stock). Thought to be for 1939 car (leading edge turns inwards). Part No. 494666. \$50 plus freight. D. W. Cunningham, 111 Oakwood Avenue, Mary Hill, Dunedin. (Member).

FOR SALE—Collector's car. 1962 Prince Skyline Deluxe. 82,000 original miles. Excellent all round condition. Photos available if required. \$1500 o.n.o. Pat Clay, 18 Victoria Heights, Nelson, or Phone 80-781.

WANTED — Humber handbooks, sales brochures, parts books etc. for all veteran, vintage and pre-war models. All literature wanted for reference library. Please send details to Peter Noonan, 58 Abbotts Way, Auckland. Phone 547-176. (Member).

WANTED—Humber parts for six cylinder vintage models having inlet over exhaust (F) head motors. Anything is of interest. Replies to Peter Noonan, 58 Abbotts Way, Auckland. Phone 547-176. (Member).

FOR SALE—1952 Plymouth Cranbrook. Complete except for petrol gauge. Some bodywork required, interior good, gearbox requires a bearing. Price \$500 o.n.o. Jack Barnes, 99 Russel Street, Invercargill. Phone 84-348. (Member).

STANDARD Car Assn. Bimonthly Australasian Newsletter. For Standards 1903-1946. S.A.E. to Trevor Lightfoot, 92 Greenhaven Drive, Christchurch, 9.

WANTED TO BUY—2 rear wheels for 1929 Essex. Top price paid. Also 2x 1939 Chev Overriders. Contact Trevor Slater, 11 Tairere Crescent, Papakura. Phone 298-8050 Auckland. (Member).

FOR SALE—1939 Humber Super Snipe. Genuine ex Army staff car. 48,000 miles, woody wagon, everything there for rebuild, \$450. Write S. Barnard, Box 13140, Christchurch.

WANTED—For 1939 Chev: Grille badge and strip from front of grille; quarterlight windows and surrounds; wiper stanchions and knob; boot handle; steering wheel; knobs for radio. All parts must be mint. Replies to K. W. Inwood, 19a Guinness Street, Timaru. (Member).

WANTED TO BUY — For circa 1938 350 c.c. M.A.C. Velocette: Gearbox, sprocket and brake backing plate for rear wheel, rear engine-g/box mounting plates, front guard, primary chain covers, electrical gear, main shaft pulley, or any other bits. Have incomplete M.S.S. g/box, 3 speed foot change B.S.A. g/box mid '30s, some B.S.A. Sloper bits for swaps if necessary. Trevor Lightfoot, 92 Greenhaven Drive, Christchurch 9. Phone 856-827.

WANTED

Triumph 250 '35 to '37 Tiger 70 primary chain case, alloy. Also B.S.A. Bantam Super 175 piston, std +40. W. H. Junk, 22 Villers Street, Bay View, H.B. Phone 266-809 BV.

WANTED — Rear cylinder for Excelsior (Big X) 1918-20. Will buy or swap. Wood, 7 Maxwell Avenue, Papatoetoe, or Phone 278-6160, collect.

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WANTED—For 1924 Hupmobile Tourer: Left rear door and rear body section; also hood bow clamps. R. Popkin, 89 Rose Street, Christchurch 2. Phone 33-663, evenings. (Member).

FOR SALE—5, 720 x 120 sankey wheels off Fiat 509, excellent condition, \$50 set. Plus tappet cover, \$5. 5 wire wheels '30-31 Chev. with caps, excellent condition, \$75 set. Springs: pair 35" x 24", tapered leaves, as new, \$25; 1, 38½" x 24", new, \$15. D. King, C/o Box 164, Nelson.

FOR SALE—1921-22 Vauxhall D Type 4 litre tourer. Complete and in motoring condition. \$10,400. Phone John Southward, Wellington, 674-339 or write to 18 Summit Road, Lower Hutt.

WANTED TO BUY—Any model Austin 7 Tourer body. For sale: 1936 Austin 7 Sedan or exchange for Austin 7 Tourer with cash adjustment. D. Lemmon, 3 O'Connell Road, Bay View, Napier. Phone 266-556.

WANTED—For 1929 B.S.A. Vee Twin: Side car body only, 1920-1930 style, any condition, also 50" Lucas vee twin magdyno, Lucas headlamp rear switch type, valve lifter lever for 1" bars. Phone Waldron, Papakura 299-8895, collect. (Member).

WANTED—For 1930 Austin 16/6: 5 wire wheels, 6 studs, 5" x 20"; 1 pair headlights (large one); 1 pair sidelights; 4 T door handles; 1 front bumper; 1 pair front seats; 1 horn operation ring; 1 distributor cap; 3 window winders and any parts. R. Townshend, 10 Blakehall Place, Christchurch, 2. Phone 382-927. (Member).

FOR SALE—Austin Ten Saloon. Original and intact, five excellent tyres, 1947 model, ideal for restoration, \$450 or would swap for English four stroke motorcycle. Cash adjustment either way. Also B.S.F. die nuts, \$5 each up to ½", \$8 each over ½". Taps \$2.50 each. Add \$1 per order postage or S.A.E. for replies. Dean Oswald, Kohinui, R.D. 2, Pahiatua.

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P.O. Box 23386 Papatoetoe.
After hours, Flat 1
32 Hayward Rd., Papatoetoe, Auckland.

FOR SALE — Set of tyres, 700 x 15, car type, 2 at 90%, \$60 each, 2 at 75%, \$50 each, 1 at 20%, \$10—several tubes. Fred Ryan, R.D. 15, Te Pahu. Phone 891.

SUNBEAM tapered leaf springs, Rotax gas headlights, brass hub caps, photos, literature, diff gears or complete axle pre 1920. Minilite 10 x 6" mags. B.S.A. Bantam front mudguard glove box, tail-light and bracket. Wanted. Jim Maud, 4 Mahana Place, Rotorua. Phone 84-227.



FOR SALE

Paige 1926 6/75. Restored 1969. 3000 miles since overhaul. New mains, big ends, rebore and pistons, 10" single plate clutch and differential. 6 tyres almost new. Exterior and interior excellent. A great rally car in top condition—have no garage space. \$8000. S. Mills, 41a Mellons Bay Road, Howick, Auckland. Phone 534-5566.

WANTED—For 1929 Austin 16/6 Burnham Sedan: Windscreen frame, preferably with undamaged top rail; also radiator, core condition immaterial but top and bottom tanks must be A1. Serk make. Lindsay Coghlan, 11 Hallberry Road, Mangere East, Auckland.

FOR SALE—Ford T Coupe, 1924, dismantled. Body very good. Ron Galletly, 19 Warwick Street, Richmond, Nelson.

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FOR SALE—1927 Austin 12/4. Complete but unrestored. Has fully reconditioned motor and a trailer load of spares. Price \$1500 o.n.o. R. H. Hill, 222 Nixon Street, Hamilton, Phone 65-917.

SPOT LIGHTS WANTED—2 pairs fog or driving lights (bumper mounted) suitable for 1930 Packard and 1933 Studebaker, both straight eights. Any condition, new or restorable, price and fullest details to B. Jackson, 232 Marua Road, Mt Wellington, Auckland. Phone 595-403, anytime.

FOR SALE — 1935 Stewart Truck restored ready to assemble. Offers wanted. Reply to Stewart Truck, Box 11061, Sockburn, Christchurch. Phone 515-589, evenings (Member).

WANTED

Riley 15/6 cylinder head 1935-37. Has hemispherical combustion chambers 60 mm dia. Valves 90° to each other. Spark plugs sit vertically, recessed into head. Crossflow head, 6 inlet and 6 exhaust ports. Hotspot tube between no's 3 and 4. Dimensions—block face 487 mm long x 153 mm wide. Top of head 230 mm wide. Head 70 mm deep. 16 stud fixing. Water outlet centre front. Letters CBS and numbers 784 casting identification between plugholes. Contact Ian Howell, 66 Brookfield Street, Hamilton. (Member).

FOR SALE—1938 Hudson Sedan, \$2000. Complete and in going order. Current registration, radio. This car has been well looked after. Enquiries to Barry Smith, 70 King Street, Paeroa, South Canterbury. Phone St Andrews 596. (Member). North Island enquiries to Mr K. Nelson-Moore, 6 Glandwyr Crescent, Wanganui East. Phone 37-725.

WANTED — Ariel girder forks, petrol tank and 8" headlight to suit '37 500 single. Have to swap: early 350 tank, late 500 tank, tele fork and some engine stuff. Also wanted: Tiger Cub motor. Contact Don Mardle, 13 Buckley Avenue, Hobsonville Airforce. (Member).

FOR SALE—Motorcycle, Triumph Thunderbird, 1961, 650 twin. Good condition, needs finishing touches. Motor and gearbox sound, new tyres and carburettor, reconditioned alternator, \$1300 o.n.o. Phone Paeroa HKA 706, collect.

WANTED — Small convertible Austin 7 Nippy, Morris 8 Sports, or similar convertible car, complete or parts, pre- or post-war. Will swap or sell trucked Chrysler "66" to obtain. W. P. Corkin, 9 Onehuka Road, Lower Hutt. Phone 695-158 WNTG.

PAGE FORTY

NEW ZEALAND CHEVROLET OWNERS Canterbury and Nelson Chevrolet Clubs

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Canterbury Chevrolet Club,
C/o 4 Banks Place,
Rangiora. Phone 7780 Rangiora.

Nelson Chevrolet Club,
P.O. Box 2101,
Stoke.

WANTED TO BUY — 1934-39 Citroen Coupe, soft or hard top. Any condition. Or body only. All replies answered. J. Crook, Box 1318, Hastings. Phone 82-579 (Member).

WANTED URGENTLY — Flywheels for D.B. or D.B.D. B.S.A. Gold Star. Please help me complete this bike for Pukekohe Classic Racing next February. Also require rotary breather timing cover. Michael Phillips, Woodcocks Road, Warkworth. Phone KF 873.

RESTORED CARS magazines, sell. 40 issues from No. 1, and 4 leatherette binders. All mint condition. At today's rates worth \$110 plus. My price \$60. Reply Tunley, 43 Kenmore Street, Newlands, Wellington. Phone 783-250.

FOR SALE—1938 Buick 8. Average condition, \$800. Wanted for 1926 Standard Six Tourer: Amp meter, 2" dia., has an Indian Chief's head at bottom of face; spare wheel carrier 21", have 24" to swap; two piece windscreen. Peter Lowe, 5 Fairview Terrace, Paeroa. Phone 8012.

FOR SALE—B.S.A. 1915 Veteran 4½ h.p., 3 speed gear model, complete, plenty of spares after years of collecting, including bike trailer and spare wheel, major chassis components of sidecar unit, etc. etc. Reluctant sale, caused by purchasing of a new property. \$2000 o.n.o. Brian Wright, 29 Kirkwood Avenue, Christchurch, 4. Phone 44-775.



FOR SALE

1924 Ford Model T Bread Van. Rebuilt 2 years ago. Best restoration 1978 N.S.U.C.C. Standard and original engine, gearbox, 2 speed diff. Will sell \$8000 o.n.o. or consider restorable T as part exchange. Phone 478-5158 Auckland.

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