

Beaded Wheels

Number
135
April
May '82

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Beaded Wheels

VOL. XXVIII No. 135

April-May 1982

28th YEAR OF PUBLICATION

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CLOSING DATE

Closing date next issue — 3rd May, 1982

COVER PHOTO

1914 12 H.P. Rover owned by S. A. England. Overall winner of the National Veteran Rally. See story on page 11. Photo by Spence Barnard.

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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President: N. A. Dewhurst (Auckland)

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

Club Vice-Captain: Ken Macefield (Canterbury).

Hon. Secretary: Clynt Inns, Phone 34-770, Christchurch.

Club Registrar: Don Bennetts.

Executive: Messrs B. J. Barnes (Southland), W. M. Birch (Wellington), J. W. A. Newell (Banks Peninsula), N. C. Skevington (Canterbury).

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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.

BEADED WHEELS EDITORIAL COMMITTEE

Chairman: Spencer Barnard.

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

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

Over the last two months I have had the real pleasure of attending three calendar events, namely the Auckland Veteran Rally, the Bay of Plenty Anniversary Weekend Rally, and the Eastern Bay of Plenty East Cape Rally, all of which were most enjoyable and a credit to their organisers. Sometimes it is disappointing to see an apparent lack of support from members of neighbouring branches, but everyone must set their own priorities, and certainly those who could go but don't are the losers. A bonus in our club is being able to rally beyond the boundaries of our own branch, to see new country, look at other vehicles, and to make new friends. With tents, camper-trailers and billets this need not be expensive. While on

the subject of calendar events, i.e. an event to which the host branch wishes to attract entries from other branches, organisers should remember that they have a responsibility to ensure that routes are carefully plotted, instructions are meticulously worded, results are accurately compiled and made available to all entrants, and that in general the organisation is of the highest standard. In the past this has not always been so, and I hear that some recent rallies have again slipped up in some of these areas. There is ample expertise and assistance available within the club, including of course our own national club captain and vice-club captain who are only too pleased to help where they can or to suggest someone

close to the branch concerned. But they have to be asked first.

Everyone will be aware by now of the proposed Pan-Pacific Rally and the 100th Rally. Branches have been asked to discuss these at branch level and to forward any comments or suggestions on to the national executive. The subjects have already evoked considerable thought and discussion, both for and against, which is good. Now let's hear from you, or at least let your delegate know. What's that, you don't know who your delegate is? Shame on you. Seriously though, Executive are trying to keep you informed, and to be really effective they must themselves be aware of the "grass roots" feelings within the club.

NORMAN DEWHURST

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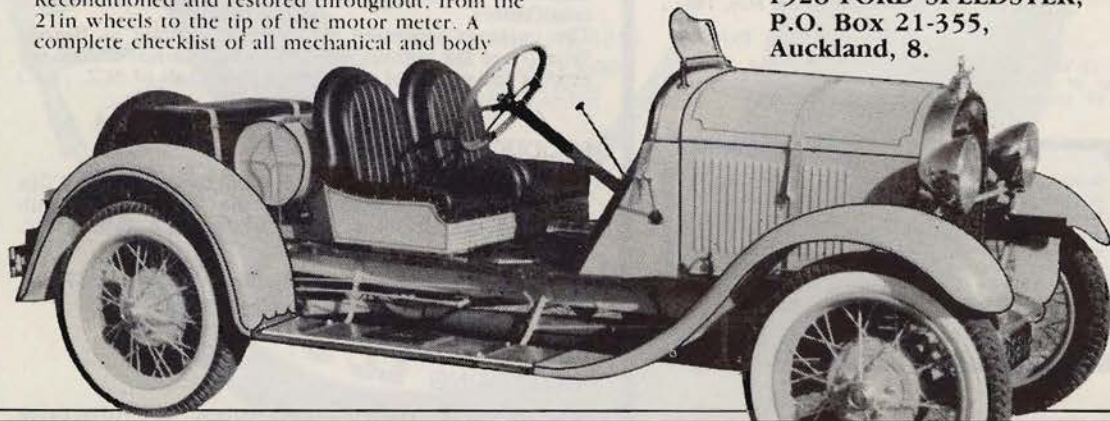
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Harley 8 Valve – a Flyer in its Day

PART THREE

The saga which I shall endeavour to relate commenced when World War II had just ended (THAT wasn't yesterday!) and prospects seemed promising for a return to civvy life for me after nearly five years of mucking around with army motorcycles in Burnham Military Camp (unless of course the authorities decided that I was indispensable!) Some day I may relate some of the fun and games which I experienced in this establishment — after all this time there shouldn't be much risk of infringing the Official Secrets

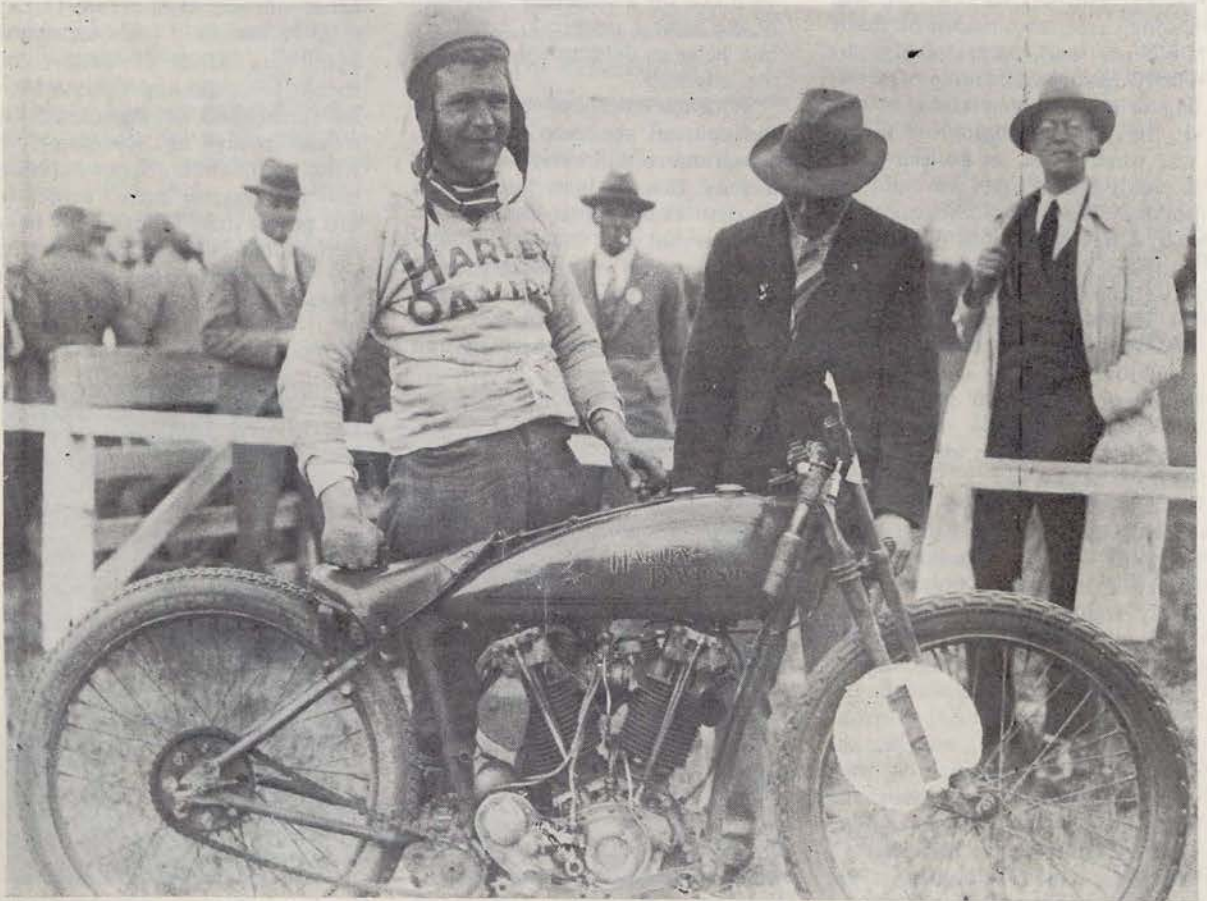
Act or what-have-you. But to get back to the subject, which, as "B.W." readers may recall if they struggled through my effort in the previous issue, dealt with the acquisition by a friend of mine of

by Geoff Hockley

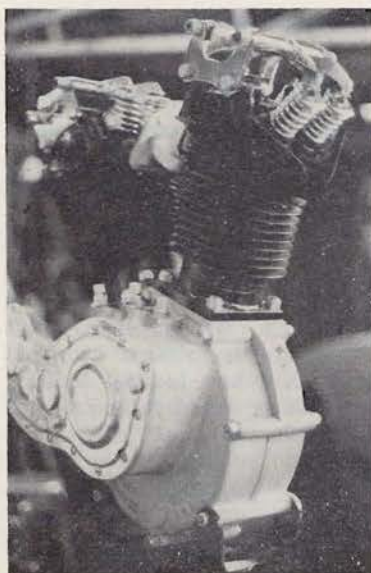
a Harley-Davidson eight valve racing engine — or rather, of its remains, which were in a most sorry state. My friend, an ardent motorcycle enthusiast who I'll call Bill (that's not his real name!) had just returned from a long spell in the Pacific war zone, and had been presented with two months

leave for his efforts. "Well, you certainly have earned it," I observed. "And how are you going to spend it?" "Well, that's what I want to see you about," he replied. "You know that I've always wanted a Harley eight valve engine to play around with, but never had any luck in locating one. Where would you consider a likely place to start?"

"Well, I wouldn't like your chances," I replied, "considering that to the best of my belief only a couple of Harley "eights" ever came into this country. I can vouch for the fact that the first one was imported in 1917 and



THE MAESTRO AND HIS MOUNT. Percy Coleman and the eight-valve at a northern track meeting. This is the engine referred to in the text.



Another shot of the 8 valve engine.

broken up after many seasons of racing. The second one also had a long career too, ridden by Percy Coleman and, occasionally, by Harry Mangham. Harry was riding it on Brighton track at one of the last meetings prior to the war when a rod let go and made a real demolition job of the engine. What its ultimate fate was, I haven't a clue. Why don't you see Percy Coleman and see if he can give you any dope on it? It was his engine which blew up with Harry Mangham at Brighton."

Bill duly took off on his tour of discovery and I didn't hear from him during his absence, but shortly before his leave expired he arrived back and I heard the motorcycle parts — I forget the story of how the bits had finally ended up there. But they were so badly mauled that the cylinders and one or two oddments were the only parts worth salvaging. Back to Burnham, then, came my friend with the two precious pieces of cast iron, congratulating himself that he had at least rescued what were perhaps the most important pieces of the wrecked power unit. But even so, his heart sank (he told me!) at story of his wanderings around the North Island in pursuit of his

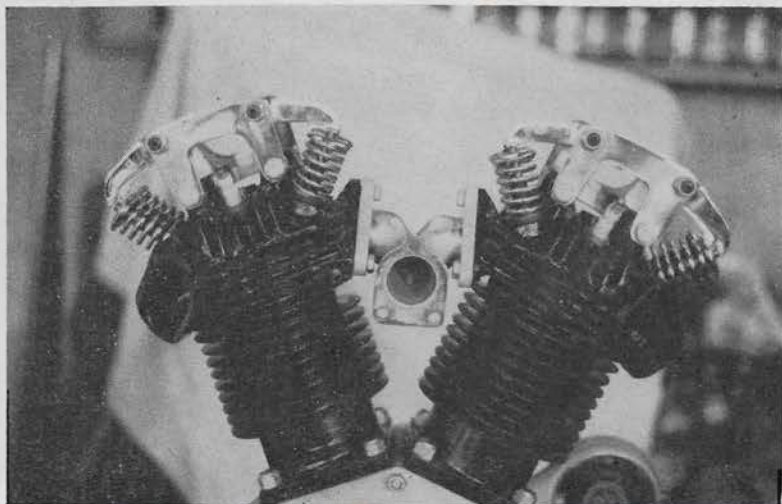
PAGE FOUR

heart's desire. After a fruitless call at the H.-D. distributors in Wellington, his next port of call was Wanganui where he interviewed Percy Coleman, but the old maestro of the grass tracks was no longer in possession of the blown-up engine, and directed him to another N.I. town where resided a person who had taken over the "corpse" with a view to rebuilding. But progress with the job had been slow and he had disposed of it to another ambitious type. So off went Bill on a fresh trail, which proved to be yet another blank. On and on he went (I forget how many localities he visited on the trail of the elusive bits and pieces) but he finally came across the wreckage (in of all places) a junk shop which ordinarily didn't deal in the thought of the items required to make up a complete specimen of the almost mythical "eight" — but he was determined to make the attempt.

With the ending of the war and the colossal shake-up of people, jobs, and what-have-you, it was a long time before the "Great Harley Hunt" got cracking in earnest, but the months — and then the years — drifted past with little to show for his efforts. Pieces turned up from here and there and were pounced on and

stowed away for "future reference". Then by an amazing stroke of luck, while spending an hour or two in a little country town, I happened upon an old acquaintance of many years past who was a Harley enthusiast and who had amassed an amazing collection of parts, many of which were exactly what my friend was hunting for to complete the job, or partially so—it was still to be some little time—some years, in fact—before the "eight" was finally displayed in all its glory to enthusiasts who, like myself, had followed the course of the project with the deepest interest.

And so, thanks to the doggedness and determination of a dyed-in-the-wool enthusiast, plus one or two contributions from equally keen friends, the N.Z. vintage motorcycle movement can boast of one of the few Harley eight-valves still in existence. Plans are afoot, I believe, to mount it in the appropriate Harley frame, and the completed job would really be something to write home about. (I must confess that if I was the proud owner of this power unit, I'd probably have it mounted behind plate glass on my drawing-room sideboard). Once again—congratulations, Bill!



WAITING FOR THE "GASWORKS". The barrel-throttle racing Schebler Carburettor was being reconditioned when this picture was taken.

Fluid Facts

Part 2

PROBLEMS AND SOLUTIONS RELATING TO HYDRAULIC SYSTEMS

In the first part of this article, some of the problems relating to the use of Glycol fluids in hydraulic systems were detailed. To recount, the problems noted were paint damage, the absorption of water and the resultant wear to components along with the possible loss of brakes through vapour lock and or corrosion. All of the problems associated with conventional Glycol hydraulic fluids may be overcome by the substitution of Silicone brake fluids.

Silicone fluids to cater for all climatic and operating conditions were originally devised around 1967 at the request of the US Army to solve problems of water contamination etc in their vehicles. After approximately six years of laboratory development, field tests to prove the new product were commenced at three different US Army sites, Panama, Yuma Proving Ground (Arizona) and Fort Greeley (Alaska). Significantly, the chosen test sites comprised the extremes of operating conditions, namely high humidity, low humidity and intense cold. Three Silicones (two water intolerant, one water tolerant) and a conventional Glycol fluid for comparison were used with up to four vehicles per fluid, each vehicle being equipped with entirely new hydraulic brake systems. Half of the vehicles' brake parts were stripped at one year of operation and inspected for wear, the balance of the hydraulic systems being dismantled at the end of two years. While the Glycol systems gave numerous failures and malfunctions, no failures were reported for the silicone systems, but one of the fluids was withdrawn due to possible crystallization at more than 82 degrees of frost! Hardly something for owners of VCC vehicles to be concerned about!

The conclusions reached by the US Army were that Silicone will equal or exceed the performance obtained from Glycol fluids. This result was also supported by a large field test (covering 2.6 million miles) by the Dow Corning group. Their conclusion was that undiluted Silicone systems will eliminate wear and corrosion for at least 70,000 miles and that a hydraulic service life of over 100,000 miles is feasible. The information from both these tests has been presented as technical papers to the Society of Automotive Engineers, more commonly known as SAE.

by Wheelnut

The product has been proved, so what are the properties of polydimethylsiloxanes? Silicones, which is their common name, meet the DOT 5 specification which includes a boiling point in excess of 370 deg. C, not even disk brakes getting near that. Vapour formation (after exposure to five days humidification) occurs only at temperatures higher than 315 deg. C (!) but the best news is that under normal usage, it doesn't absorb water, in fact they are hydrophonic in that they repel water. Without water, Silicone will not corrode the metal parts of a hydraulic system and, being a natural lubricant and a rubber preservative, will ensure that both synthetic elastomeric and natural rubber seals are kept in good working order. Further advantages are that, because of its long life characteristics, it is ideal in vehicles subject to little or infrequent use. Unlike Glycols, your Silicone hydraulic systems will be unaltered from when you last used the vehicle. Silicones also have a relatively flat viscosity/

temperature curve. Early Silicone fluids were far too "thick" at normal temperatures (about 100 centistrokes) whereas Glycols are near 18. Centistrokes by the way, is the term used for measuring the internal friction of fluid under comparable controlled conditions. Current Silicone fluids such as the Dow Corning 1270, have a viscosity range of 28 to 1200 over a 275 degree temperature range. Glycols over the same range go from two to 9540 for new fluid and from two to 23460 centistrokes for humidified fluid. The last quoted figure would be like using clay in your hydraulic lines! By having a minimal change in viscosity over vehicle operating temperatures, Silicone fluids will always function as intended. Vapour lock will be non-existent.

Silicones are non-aggressive to painted surfaces. However, before painting over areas on which Silicones have been spilt, all traces of the silicone must be removed using kerosene or any other mineral spirits based cleaning solvent.

Should I have convinced you to change to Silicones, there are some points to note when replacing old Glycol fluids. Simply draining the master cylinder, refilling with Silicone, then bleeding all the slave cylinders, will give you some benefits but this technique may leave up to 30% residual fluid, especially in the wheel cylinders. Should you choose this method, use a pressure bleeder if at all possible but allow more time than usual due to the slightly higher consistency of the Silicone fluid. Remember to use Silicone in your container in which the bleeder hose is inserted. Don't use the same container previously used for Glycol bleeding. Running the vehicle on the road

for a short time with frequent use of the hydraulics and rebleeding the system while the fluid is hot will help lower the percentages of remaining Glycol fluid. The flush/fill method as above will essentially eliminate system wear but corrosion to a slight degree may still be present, depending on the amount of Glycol remaining.

Only by completely stripping the entire hydraulic system can the full benefits of Silicone be realised. To enact this, all the components must be removed and cleaned in solvent, then dried. The drying is critical to remove all traces of the solvent. The hydraulic lines should (ideally) be removed, once again cleaned with solvent, then blown dry with nitrogen. The choice of nitrogen is because it is relatively inert and because of its rubber preserving capabilities. In default of nitrogen, use compressed air, but, only if it is dry! This is not a job to do on a rainy or high humidity

day. When reassembling, replace all the seals unless they are of very low usage and still in as new condition. In such instances, don't forget to clean the seals either. Use a small amount of the Silicone fluid to lubricate the seals on assembly. Bear in mind that the use of worn components will not give you better hydraulics. This can only be achieved with the system in perfect working order and the Silicone fluid will then keep it that way. The use of new components will be recovered through the greatly extended life of the entire hydraulic system.

In New Zealand, availability of Silicone fluid is currently not a strong point, but one VCC club member, Rod Welch in Auckland, is importing some for resale. Rod can be contacted through Veteran and Vintage Cars Ltd., P.O. Box 43009, Mangere. You could try getting the Dow Corning 1270 fluid yourself from Cartel Products Div., Vandenburg Corp., 3757 Lake Dr., Grand Rapids,

Michigan 49506, 616 9429031, but as the average vehicle needs just under a quart, it will be easier to get it from Rod. The price works out about 40% dearer than Glycols but with the advantages as noted above, the cost difference is soon recovered. For those who think the limited availability is a point against, you are wrong again. Silicones are completely compatible with all Glycol hydraulic fluids. If you damage your brakes and lose fluid as is possible on some of our more rough rallies, just top up with any Glycol fluid you can get hold of and you will be able to get home. Silicone truly is a marvellous fluid. ■

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The Engine Makers

PART 5

CONTINENTAL forged ahead; they were not outstanding engineering innovators—except for one series of OHV straight eight for Locomobile, all their engines were side valve; all very conservative, understressed, and able to take a great deal of punishment. By 1929, over three million engines had been installed, and eventually, more than one hundred auto makers used Continentals, big business, by anybody's standards. They had stocks of engines in their warehouses for all sizes of cars: some were just engines without any application at time of building. (I am sure that the splendid little 100 cu. in. L.10 engine used in the Allis Chalmers Model G market garden tractor, and in various fork hoists and stationary uses, was one of these examples of drawing office doodling — so unlike the American norm.) Continental had a team of high-pressure salesmen who travelled the country selling their products — if they came up against a technical problem they phoned H.Q. for an engineer to be sent poste haste. Sometimes they were asked by car assemblers to modify the units for some reason or other — manifolds, engine mounts, carburetors and so on — this was no problem, so long as it was possible and the customer paid. This is one of the reasons why it is often difficult to identify a Continental motor under the bonnet (hood?) of an American vintage car. Some of their engines were originally designed for a stationary application, an example being the unit in the Graham. This motor, not originally meant for motor car use, had been sold to Grahams, and with its 3200 rpm limit, often overheated in an under-bonnet installation. Nevertheless, this six cylinder unit was a solid and reliable motor, and when, after

second World War, Kaiser Frazer wanted the best they could buy, they re-designed the head, combustion chambers, valves, camshaft and demanded better spares standardization and quality control.

As there was at least ninety different Continental engines made for the U.S.A. passenger car market, plus the modifications made for other uses, including commercial vehicles, and not counting the models sold in

by Douglas Wood

Europe, it is beyond the scope of this survey to comment in detail on the great variety of designs. Amongst these there are at least 20 different bore diameters, and eight different strokes, though it is of note that by the thirties, the bore and stroke dimensions were becoming less irregular—perhaps the toolroom boys were indoctrinating the drawing office. Continental made car engines from 1903 to 1963, but by the time of the depression the good old days were fast disappearing. Business for the proprietary engine builders was not always rosy. Car assembly firms rarely admitted that they were using a bought-in engine, so that Continental, who had powered cars sold by Stutz, Peerless, Hudson, Dodge, Auburn, Elcar, Du Pont, Overland, Locomobile, Roamer, Willys, Reo, Scripps, Booth, Ruxton, Durant, and Star, got neither praise nor fame from the public.

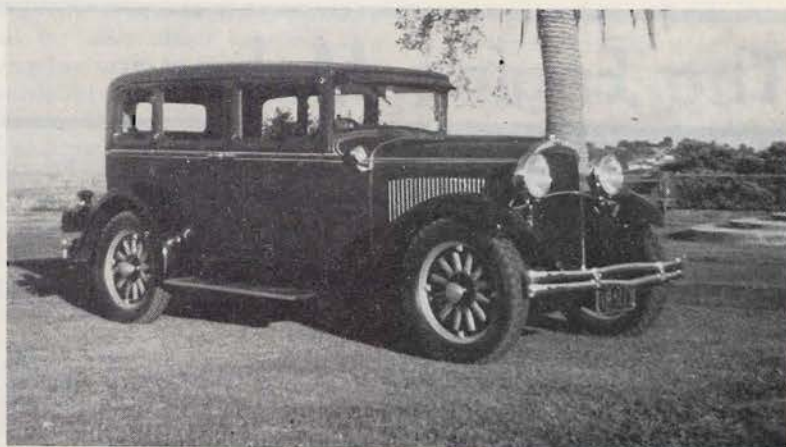
Most assemblers kept quiet about the under-bonnet area — Erskine, who used the Continental models 50, 51 and 52 from 1926 to 1929, always denied the true source of their power. However, some makers were not too proud to give credit where it was due; Moon was probably the most important name in this connec-

tion — they used thirteen different Continental motors in their life span. The other users who owned up were not so well known, and included Ross, Anderson, Sayers, Kenworthy, Stanwood, and Pan — perhaps they got a discount if they used Continental's name in their ads, though often the print was very small. They sold engines any where in the world; Canada, Australia, England, and Europe. De Launay - Belleville, Guyot, Rolland & Pilain, and Tracta were some of the French customers; Hansa Lloyd in Germany; Bond, and Marendaz in England; and Lincoln in Australia. As mentioned before, they did little experimenting — they played about with a V-12 OHV for Pathfinder and Davis, but nothing came of it. They took out a licence for and built one Argyll Burt-McCallum sleeve valve six before dropping that too.

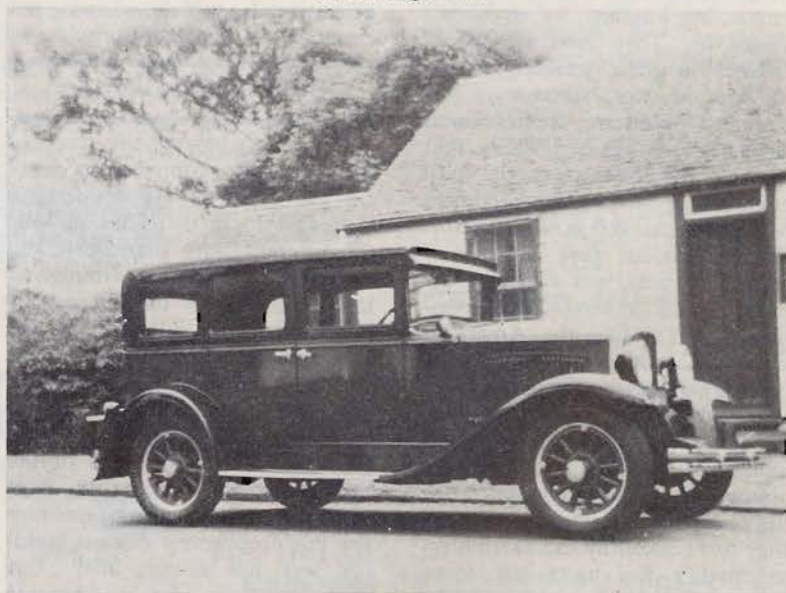
If the depression of the thirties was grim for the European motor industry, in the U.S.A. its effect on the auto trade was calamitous. Only a decade before, they had been through a recession which they thought was bad enough, with a drop in sales of 22%. In 1930 alone, there was a drop of 37%, and production fell by 1½ million cars. Erskine, Roosevelt, Marquette, Viking — all from big and apparently strong firms. Many smaller makes disappeared soon to be followed by Kissel, Ruxton, Moon, Gardiner, Diana, Windsor, and Jordan, most of them customers of the engine makers. By January 1932 there were over 9,000 fewer franchised dealers in the States than there had been a year before and those remaining had over 50 million dollars on their books outstanding over 90 days, largely uncollectable. De Vaux Motors, after a brief existence making cars in

the Californian ex-Durant factory, using Continental engines, were taken over by Continental for their debts. With the outside market drying up Continental figured they could use up surplus motors and market cheap cars under their own name. This they did with the Beacon four, and Flyer six, both cars priced way below their competitors; it would be fair to say that they were cheap in more ways than one — there was only one shackle on the chassis, which was suspended on five leaf springs. For Continental it was an ill-chosen and financial disaster, lasting little more than a year. Matters went further awry at their headquarters. A man named Angell had got himself onto the directorate, eventually to oust Judson, one of the founders, and Walter Frederick the designer. In 1930, Angell had secured large contracts for engines from Jordan and Peerless, (he was also a director of the latter firm), and Continental were building to Chrysler's specifications the Dodge Senior Six so things looked good, to Mr Angell. He had also got large contracts from W. C. Durant for Star, Flint, and Durant engines — despite the fact that the Northway Engine Company was part of the Durant empire. But Durant failed in 1932, already we know of the demise of Jordan; Peerless petered out in 1933; Walter Chrysler planned for, and produced, five million cars in 1931, two million too many, so he too cut back on orders from outside. It was a blow likewise, for Continental, when E. L. Cord bought the Lycoming Mfg. Company, whose engines he promptly installed in the Auburn Car Co. (which he also owned), because Continental thought very highly of their business with the long established and above average Auburn car. Altogether, by the end of 1934, Angell could see that as suppliers of proprietary engines to the motor car trade (as distinct from the light and heavy commercials), their end

PAGE EIGHT



1929 Dodge D.A.



1929 Durant.

was nigh. From the 101 customers who had used the Continental motors over the years, only a handful remained. They carried on, making varied designs for stationary, truck, tractor and aircraft use — anything that would sell. From 6,000 workers in 1928, they were down to 600 in 1939. World War II saved them, as it was to save so many others, and by astute new management they reached a work force of 25,000 in the fifties. The last car engines they made were for Kaiser Frazer and Checker Cabs; they bought out Wisconsin Motors, another well respected name. To-

day they are part of the vast Teledyne - Continental Motors Corporation, still in Muskegon, a plant they expanded greatly in the balmy days of 1928. Apart from the names already mentioned, the following better known makes were also at some stage users of Continental engines — Anderson, Case, Columbia, Davis, (who used 21 different Continental engines from 1911 to 1928) Marion, Marion Handley, Lexington, Paige, Star, Velie, Westcott, and Wolverine.

Although not all their engines were the equal of their competitors, they were in some cases

capable of very good performances on the race track. In England, D. M. K. Marendaz was not only a steady customer, but knew how to modify the basic ingredients into his relatively high performance Specials. However, his greatest efforts with a production car were with a Graham-Paige Straight 8, originally raced at Brooklands in 1929 as a stripped touring car, where he did his best lap at over 83 mph. In March of the same year he took the 200 km and 200 mile records at 76.97 and 77.77 mph respectively. This was with the standard Continental 5296 cc Model 13K 8 cylinder, an engine also used by Jordan, Diana, and Peerless. Marendaz must have worked on the potential of this motor, (and no doubt the chassis also), because in July he raised

the figures to 92 and 93 mph. He took what I think was the same car, but now with a light pointed tail two seat body, to Montlehy, and secured World Records for 3000, 4000, and 5000 miles with lap speed up to 87 mph. He followed this with the 24 hour record, taken in shocking weather, at over 86 mph. This was not the only car so powered to do well in big time racing, the Du Pont Model G, which used a variant of the same Continental 3.38 x 4.50 inch motor, credited with 140 bhp at 3600 rpm, did very well at the 1929 Le Mans 24 hour race, being forced out when well placed (and after some much more famous cars had retired) due to transmission bothers.

To finish off this necessarily very condensed survey of Continental motors, there is this dis-

putable story about the "Red Seal" brand by implication so much better than the earlier "Blue Seal". It is reported that the great entrepreneur Ned Jordan — the "Somewhere West of Laramie" advertising genius — discovered that engines were being sent to him with a dab of red paint as a check-out seal, instead of the customary blue blob. On questioning the plant as to why the change in procedure, he found that the final-inspector had merely run out of blue paint, but had some unused red. Quick as a flash, the great promoter advertised his "Jordan Continental" engines as the "latest Red Seal" type. The impact on sales was so good that Continental stayed with red paint.

To be continued.

1928 Trusty Triumph

This is a short story about the 1928 Trusty Triumph 2½ H.P. Saddle Tank Model. The first time I met this bike was quite an experience. A young chap from Westport came to Nelson and bought the bike from a local shop (Cole & Ellis). He set out to ride it to Westport but had an accident on the way home, ran into the Buller Bridge going into Westport and finished up in hospital.

Cole & Ellis arranged to have the bike returned. A young chap named Patterson had a little shaft driven Cleveland he bought from Sam Winn's cycle shop in Hardy Street. He offered to take me down so we said we would get it back to Nelson. I rode pillion with him and what a trip but little Cleveland arrived there complete, in fact fitter than we were, no seal those days. (1929).

We picked up the bike and started back, it had a bend in the front forks but otherwise O.K. We arrived back late at night so I took the bike home with me

and delivered it next day. In the meantime I fell in love with it so made a deal, they straightened the forks and I bought it for £70 (seventy pounds). I used it for a few months in Nelson, then went to work in Wellington and took the bike with me.

by Charlie Scholfield

Some time later a friend of mine (Syd Dailey) from Westport and I decided to go to Palmerston North for a weekend. He rode pillion and we left early in the morning over Paikakariki Hill and through Levin. We looked around Palmerston North, had a feed at the pie cart, bought some sandwiches and a bottle of milk for breakfast, then went and slept in a bus shelter. Came back the Rimatuka Range route and I can tell you it was rough in those days of 1929. We made it O.K., good old 'Trusty Triumph'.

One experience we had was a bit uncanny, coming down the

Wellington side of the range we met a mob of wild cattle, we stopped the bike and put it against the bank and climbed a tree till they went past!! Then we made our way down. It started to rain and kept it up till we made Wellington. We were cold, wet tired and damned hungry, but it was an experience that was unforgettable. No mechanical trouble either, good old 'Trusty Triumph'. You can guess the state of the roads, no seal in those days. ■

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4th Tokoroa M/C Rally

Ever since Tokoroa branch held their first motor cycle rally in 1974 it has been a popular and well-attended event. Those who have attended will agree the reasons for this popularity are not difficult to understand. It's not the climate that's for sure, to say the least they have their extremes in the weather. Remember the 1974 boat race, or the 1976 camel derby. No, it is undoubtedly the organisation and hospitality that brings us back each time. An outwardly casual approach obviously hides a well oiled organisation for on the day everything slots into place with a minimum of panic and fuss on the part of organisers or competitors. As for hospitality, nothing seems to be any trouble, (breakfast in bed even). You can put up with a wet backside in these circumstances. They have some good roads and pleasant scenery as well. Robin Heavey and I left Auckland about mid-day Friday convinced it wasn't going to rain. I was wet through before the end of the Southern Motorway, but dried out in time to be saturated again about Maramarua. Other entrants arriving all reported similar drenchings but the hot cuppa and the general camarade soon dismissed the weather from mind.

It was then off to our various billets and motels for dinner and then back to rally H.Q. for a few beers and a natter and meet even more late arrivals from as far away as New Plymouth and Masterton.

Saturday morning dawned fine and 54 entries attended the briefing and were sent off by the starter to follow a trail of various coloured ribbons which led to the Waiotu school for the lunch break. It was pretty easy really but surprising that there were a couple of quite experienced rallyists among the few that got lost

(I shan't mention their names or they may let my tyres down next time out). There were two checks along the way and at these you were asked these awkward questions. Well now we know there were 17 different makes of bike on the rally, and that BAT stands for best after test. There was a substantial box lunch waiting for

by Ken Hume

us at the Waiotu school and during the lunch break the cameras were well in evidence among the bikes lined up in the school ground. It was only a short run from the school to the hillclimb course. This was an optional event but most wanted to have a go. Who made the fastest time? Who cares, it was good fun watching the different approach depending on the machine. Kerry Smith took the little X Lambess veteran Matchless to the top with no LPA whatever. A great effort. From here we made our way to a forestry road for a quarter mile sprint event. This was also an optional part of the rally but try and stop any motorcyclist when there is a straight stretch of road and a stop watch. Again the times were immaterial, it was the fun aspect though I must admit to be

embarrassed again by the fact that Pat Woods' veteran Excelsior climbs hills and does quarter miles faster than my PWV Beeza. Kerry Smith deserves a further mention, hunched beside the Matchy with engine running at fast idle, the flag drops, he takes a couple of rapid steps, leaps into the saddle, knocks it into gear and pedals furiously into the distance. The time may not have been spectacular but the effort was fantastic.

After the speed work it was back to the billets for a clean up and a meal and then the after-rally function. There, many a rally was re-ridden, bikes restored, yarns and experiences remembered. The prize giving was followed by an ample supper. On Sunday morning there was a brief stop off at rally H.Q. to say goodbye to various friends and a mighty thanks to our hosts. To Mike, Graham, Peter and all those others involved, again thanks for a great weekend. We'll be back I assure you.

The winners: Classic — Peter Hutton, PWV — Don Gordon, PV — Les Diez, Vintage — Wally Hunt, Veteran — Pat Wood, Side Car — Frank Panes, Oldest Rider and Bike — Pat Wood, Hard Luck — Jack Andersen, Raffle Prize — Fred Hemmingway. ■

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1982 National Veteran Rally

Perfect weather, fine cars, good company and planning that went without a hiccup combined to make the National Veteran Rally a weekend to remember.



A total of 76 entries were received with no less than 18 cars in the one and two cylinder class, including one electric and one steamer.

The Banks Peninsula branch had done its homework and the small enthusiastic committee under the chairmanship initially of Alan Meredith and later the writer, had put together a weekend of motoring and social functions and even thrown in a harbour cruise on the veteran (1912) steam tug "Lyttelton I".

by Gavin Bain

Through the courtesy of Amuri Motors Ltd the cars congregated on the Friday evening in their central city showroom. The public were able to view the cars, rally packs were distributed and old friendships renewed.

The following morning the cars assembled at Deans Bush for the start of the rally proper. The backdrop of magnificent oaks and the old homestead was a perfect

foil for the veterans, and how nice to see Warner and Patsy Mauger in the 1907 2 cylinder Unic that they last conducted at one of the early Deans Bush rallies some 26 years ago!

Bill Delaney was down from Wellington with the 1902 Crestmobile, Eric Robins up from Timaru with the 1906 Darracq, and no less than six Type AX 2 cylinder Renaults faced the starter.

Tony Pyne was down from Blenheim with the 1914 A.C., which unfortunately suffered from an internal derangement later in the day, and the Mehrtens family were up from Dunedin with the 1912 Talbot.

From the North Island came the Sizaire Naudin of Don White, Auckland; the Finucanes from Te Aroha with their 1917 Dodge,



At the lunch stop at Orton Bradley Estate, Charteris Bay.

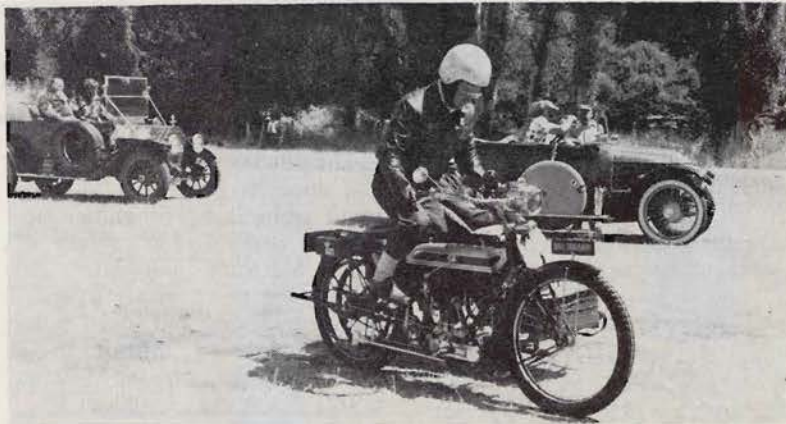
which combination took the age-mileage trophy; Les Anderson with his 1911 Ford T from Wellington, and from Hamilton the Neave 1912 Renault and the Clark 1906 Model N Ford.

After coping with the first of several tests devised by Bill Luxton and his team, the cars and the nine motorcycles were flagged off by branch chairman Ron Hasell. The three routes took competitors across the city, through the road tunnel to Lyttelton, and around the harbour to Governors Bay. Here the pioneering route completed their section and the other vehicles took the different route to the lunch stop.

After lunch it was back to Governors Bay for a cup of tea before motoring back to Lyttelton wharf where the local Rotary Club took care of the cars while the crews enjoyed the trip on the steam tug.

The evening festivities consisted of a delightful buffet meal at Riccarton House, and the usual socialising and spinning of yarns.

Sunday morning dawned fine and clear and the cars assembled in Hagley Park for more driving tests and then a pleasant run through the outlying districts of



Another shot at the lunch stop.

the city and on to the lunch stop at the old Cracroft-Wilson homestead, now the headquarters of the Girl Guide Association.

Mid afternoon saw the final run to Mona Vale, yet another of the city's historic homesteads where those checking in at the final checkout received their rally plaques.

Drinks on the terrace overlooking the river were then the order of the day, until we were summoned to dinner. Following this the various prizes were presented. Ces England with his 1914 Rover, appearing on this month's cover, took the Auto Restoration's Trophy for overall winner; the

Autoshow-Queenstown Award for overall motorcycle going to Ross Haynes on the writer's 1910 Humber.

The concours d'elegance, judged by the competitors themselves was taken by Alan Roberts with his 1909 Wolseley-Siddeley and Brian Moir with his 1910 Ford T won the Car-Aid Trophy for the field tests.

Class winners were: Class 1 — R. Mundy, 1907 De Dion Bouton; Class 2 — S. England, 1914 Rover; Class 3 — L. Anderson, 1911 Ford; Class 4 — R. Haynes, 1910 Humber. ■

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11th Otago P.V. Tour

On Saturday 19th September, 12 of a total of 13 entrants gathered for briefing in the club-rooms, Park Street. Although the weather then looked a little doubtful, it cleared throughout the morning for an enjoyable day's motoring for contestants and marshals alike on the 11th Otago Branch Post Vintage Tour. The missing driver, Des Grey, turned up for briefing in his 1953 MGTF five minutes after everyone else had left, collected his instructions and set off in pursuit of the remainder of the field, finishing the day without much evidence that he had been greatly handicapped by the delay.

The initial route proceeded out over Three Mile Hill to the Taieri River at Outram, where the S.H. bridge partly demolished in the 1980 floods is still spanned by a Bailey construction. Immediately over the river, competitors turned right and followed the good sealed Hindon road over the George King Memorial Drive to Clarks Junction. Barry Russell's 1951 MGTD on this stage lodged its protest about lack of exercise over the previous few months by exhibiting a notable dearth of energy when faced with its first substantial hill. However, Barry had coped with this foible before, and when the MG's carburettor had been cleaned out, it continued happily trouble-free for the rest of the day. As usual, the MG Car Club's response to its invitation to enter was a strong one, consisting in addition to Des and Barry, of Wayne Marsh with the 1952 TD and Murray Sligo in his 1953 TD. This contingent took the competition as seriously as ever, and consequently as well as gaining the trophy for the Best Representative of a One-Make Owners' Club, Murray was also the overall winner of the rally.

Three Jaguars were participating, driven by Michael Throp, Ray Larsen and Neil Cunningham. Neil's navigator, new club member Tony Kennerley, obviously did a good job, as Neil in his 1950 XK120 not only took the trophy for Best Performance by a V.C.C. entrant but was also placed second overall.

by Eileen McMillan

The two Bentleys, Ron Hassell's 1951 Mk VI and Russell Dueil's 1954 R-type, made an impressive pair throughout the day. Good clear roads, as the route circled through Hyde, Oturehua and then Alexandra, brought most cars to the Shingle Creek lunch stop earlier than they had been expected. Here a pleasant buffet meal was consumed by many competitors relaxing in the sunshine on the verandah outside. After lunch, the rally continued back through Conroys Gully and Earnsclough, crossing the river at Clyde and dodging earthworks in the Cromwell Gorge where new roads to service the hydro works on the Upper Clutha were in construc-

tion. Slips in the Kawarau Gorge also caused some delays. At this point some entrants had the temerity to pass the chief marshal's Bentley when, upon its refusal to start while hot, he had to climb out and crank in front of lines of the admiring general public. However, by short-cutting the competitors, whose route directed them circuitously through Arrowtown, he was able to anticipate their arrival in Queenstown and be waiting to log them in at the final checkpoint, the Queenstown Motor Museum.

In Arrowtown, a faintly reprehensible tendency on the part of a few competitors to follow-the-leader rather than follow-the-route-notes led to some confusion when it transpired that the leader was actually taking time out to visit friends!

The morning's run had been completed without any contestants encountering Gordon Sharpe or his minions with their customary tricky tests and questions. On the back road from Arrowtown to Queenstown, their suspicions were confirmed by the abrupt



Most Notable Performance: Peter Bell's 1940 Studebaker at Shingle Creek.

rising from the overgrown verge of what at first appeared to be some raffish vagabond intent on flagging them down. Initial doubts were experienced by at least one driver as to whether this apparition out of the ditch was a hitchhiker or merely a somewhat inebriated swaggy, but when Gordon laid aside the bottle of wine with which he and his fellow

marshals had been finishing their picnic lunch, it became clear that here indeed was the expected quota of tests for which the Post Vintage Tour has become justly renowned. All drivers having negotiated these, everyone proceeded to the final checkpoint without further incident.

Dinner and prizegiving took place at the courtly old O'Con-

nell's Hotel. Here Gerry Van Strik's 1948 2½-litre Riley convertible was voted Most Suitable Vehicle for the Rally, also winning third place overall, while Peter Bell's beautifully restored 1940 Studebaker, fifth overall, won the trophy for Most Notable Performance of the Day. And thus the 1981 Post Vintage Tour drew to its normal happy conclusion. ■

The Super Salesman

Early Austins in Hawkes Bay used to have a small plaque on the dash bearing an aeroplane and 'Anderson & Hansen, the Plane garage', the firm hoping to sell cars and aeroplanes. Early in the 1920s, a carpet bagger entered this garage and asked the floor attendant "Where's the boss?" "He's having a sales meeting in his office" was the reply. "Sales meeting eh? I'll soon fix that." The newcomer kicked the manager's door open saying, "What's going on here, a sales meeting? Where I come from we don't sit round talking about selling, we get out and sell 'em. I'm a super salesman. Show me a car, any car and I will go out and sell it." The sales staff looked rather deflated but the boss rose from his desk and leading our worthy to the door said "See that white car in the corner, it's an Austrian car, a Wonderlich and I want £300 for it. Now take that car and yourself off these premises and don't come back until the car is sold and the £300 in your hand." He gave him a shove and slammed the door.

The super salesman strolled over to admire the cobwebs on the windscreen, the mechanic's lunch wrappers on the back seat and the semi flat tyres. After considerable trouble he had it running then took it out the back to wash and generally make it fit to show. Not knowing a soul in

Hawkes Bay, he grabbed a telephone book and started at 'A' looking for an Austrian name. He reached 'H' before he found Heinmanns Orchard Ltd, F. Meissner Mgr, Te Mata Rd, Havelock Nth. Well, mused our salesman this Mr Meissner is going to buy a car and he proceeded to Meissner's door stop just as he finished lunch.

"Mr Meissner, welcome, you are a good Austrian?" "Yes indeed". "Well here is a product from Austria I knew you must see. Such quality and craftsman-

by Gilbert H. Lloyd

ship only Austria can produce. Such care in design that production costs were prohibitive so only a few were hand made and this is the only one in New Zealand. Several people in Napier have pestered me to buy it at the ridiculous price of only £300 but I said, no, this must go to an Austrian who will appreciate this fine vehicle from his homeland."

After 20 minutes of this blurb, Frank Meissner was rapt, handed over his cheque and drove the salesman to the bus to return to Napier. Entering the garage just 5 hours after his previous welcome, he again kicked the manager's door open saying "The

Wonderlich is gone, here's the money, now where's the next one?"

On this result he just had to be employed but he told so many lies and false promises that he was down the road in 2 months and it took years for the firm to regain its reputation.

It was some 40 years after these events that I first heard this tale and one evening I joined Frank Meissner at his usual table at the club.

"Frank, when I picked apples for you as a school boy, you had a lovely big white foreign tourer, how did you get on with that car?" "Don't talk about it" was his reply. "It was the worst car ever made, the Wonderlich, I often wondered who was the bigger fool, the man who built it or me who bought it. Everything went wrong that could go wrong. I could not sell it or give it away. In desperation I removed the front and rear axles for trailers and tipped the rest down a gully at the back of the orchard." I replied, "It's a funny thing, Frank, but I understand that's what Haskell Anderson had decided to do when that super salesman came along and sold it to you."

Note. If any reader is tempted to locate the gully and dig out the Wonderlich, forget it. That car would break down even travelling on a trailer. ■

Club Captain's N.I. Tour

For a holiday that is different with a chance of a bit of excitement, varied scenery and a contrast in road conditions, meeting old friends and making new, I can recommend the Club Captain's annual tours, be they in the North Island or the South. The growing popularity of them was evident by the large number of entries this year. It is not necessary to run the full course or to stick religiously to the official route as long as someone knows when and where to expect you in case of break-downs. The tour this year took us round the centre of the North Island with cars from Timaru in the south to Wellsford in the north and a lot of new faces and old from many points in between. This was our sixth tour and although we did some old ground, for the most part it was new territory. The hospitality extended by the branches we visited, was overwhelming. A very pleasant evening was spent with Lionel Priest and family with a continuous supper provided by Judy and friends. Val Brannan whipped ahead in Waipawa to get a welcome cuppa and eats ready for

the travellers after a hot run through from Hastings.

There were back roads aplenty. On the Wanganui River road we had a close encounter of the worst kind with a wool-laden ute travelling too fast. The only improvements on that road in the last 32 years are the bridges, you are no longer asked to give way. It is

by Helena MacDonald

necessary to stop to fully appreciate the view of the river a questionable number of feet below and to realise it must be very tempting to make use of the gorge-like valley for hydro schemes. The road to Kawhia was rough but not as bad as that to join the Hamilton-Raglan road. The rain had now well and truly set in and most of the scenery was lost to us. Several of the cars decided to give Raglan Harbour a miss as Kawhia had been seen only dimly. The final test of springs and staying power was the Motu road from Opotiki to Gisborne but having never been that way before, we decided to take the easy way out and go through the Waioeka Gorge, a fact which

a certain Gisborne member kept reminding us. No doubt that will take a bit of living down if ever we go to those parts again! But the gorge was well worth seeing and the final pull up Trafford's Hill to 2380 ft. before a lunch stop at Matawai was quite an effort. Strange how reports on the Motu road differed from a "piece of cake" to 'a bit hairy in parts'! I believe the cars created quite a stir at the Motu school.

We visited museums with entry fees varying from cheap through reasonable to over-priced.

First was Len Southward's at Paraparaumu where there is always something fresh to see and hours can be spent trying to take it all in. I believe there was even a guided tour below ground for those privileged ones lucky enough to be around at the right time. A private museum on the way to Kawhia was well-stocked and easily viewed with a full set of Dort side curtains available for (on site) copying but not for sale. At Kawhia we viewed Waikato member, Bob Blackwood's 1938 Chev, '27 Chrysler and 1930 Model A which any other day he used for going to work, but being



A pause whilst passing through the Motu.

wet, had decided to leave at home not knowing we were coming. The Clydesdale Museum in Hamilton had something of interest for most although an open day with the horses working would be an added draw. The Maritime Museum at Paeroa was small but of special interest to me as ships and shipping have always been my first interest. A lot of work to be put in there to complete their proposed plan of the park and riverside setting and should be well worth a visit in a few years' time. Another museum where we could have spent more time was the Historic Village in Tauranga. Don't know how we have missed it on earlier visits. A ride on the steam train twice round the grounds gives one the chance to spy out the land before looking round on foot.

While in Hamilton John Benton demonstrated the power of his gyro-copter — it looked as though the neighbours were used to these demos in their "quiet" street. Into the garage to view the Chater Lea, last seen at the 1980, plus various other cars too numerous to mention, and the basic woodwork of a curved-dash Oldsmobile now in the pipeline. On to John's works with various stationary engines on show, and then to Ross Haines' collection of army vehicles. Ross was away but had kindly left the key so we would get a closer look. A slight detour into the car wrecker's yard — rather smaller than the Horopito "Smash Palace", one on the way to Taumarunui where an hour was spent happily poking around with the odd find of consequence. I believe some planned to return there at the end of the tour in order to have a better look. The final viewing in Hamilton was Mr De Leeuw's 1913 Albion char-a-banc finished with a very professional coat of white, gold and red paint. Reported speed to be 15 miles an hour with four miles to the gallon.

At Whakatane a guided tour of the Board Mills was organised in parties of about six so that it was

PAGE SIXTEEN



The tour at Opotiki.



Seen at Kiwi House Otorohanga.

easier to hear the guide explaining the different processes. Interesting to learn that waste paper can and is used in the making of some cardboard, saving many tonnes of wood pulp.

In Gisborne the locals had arranged an excellent tour of the points of interest ending at the Ormond Winery and Museum. A slight deviation from the planned route was made in order to give the visitors first "go" at a garage sale of an assortment of goods of a recently deceased local. We acquired a box of records which put about an extra 40lbs weight into our already well-laden car. In the evening the tourists were invited to the Gisborne branch Club Night and shown some films of the 1980 International. These were followed by an excellent supper. It is easy to put on weight on these tours, a month of fasting is needed before-hand.

A lunch-stop in Wairoa beside Neil Paterson's store and a chance to see his immaculate cars — the '36 Morris 8 Sportsman, the '29 Chev Roadster and the '29 A Tudor. If my notes serve me correctly there was also a 1938 Chev Sedan for sale.

A free day in Hastings was much appreciated for shopping and doing one's own thing. By the next day we were ready to follow the famous Hawke's Bay Wine Trail. The surprising thing was how hot it was inside the wineries. The most interesting was the Mission Vineyards where we were taken round and the different processes explained to us. The evening ended with a grand barbecue at Geoff Quarrie's Balmoral Orchard.

Next day saw a somewhat depleted tour headed south and detouring 1600 ft up into the Ruahine foothills to Smedley's, a

farm left to the nation in 1919 as a training establishment for boys of 15-19 years. Ten boys start each year on a two-year course so that there are only 20 boys on the farm at any one time. Back to the main highway with the next stop at Onga Onga to take on supplies at Hank Hurley's store, and then with Geoff Brannan leading (three Erskines on the tour this time) a stop at the Abbotsford Children's Home in the Waipawa and a welcome tea-break at the police station (the house behind actually).

Much refreshed after Val's tea, we took off for Palmerston North.

Going through Dannevirke the fire siren nearly blew us off the main street, but we never discovered the fire unless it was Stan burning up the tar away ahead of us. The Manawatu clubrooms have gone ahead in leaps and bounds since Skip and I saw them in August. Lovely and cool inside and a hot air balloon outside. I preferred to keep cool but Skip took off in the balloon and nearly lost his precious cap into the bargain. Once more we stuffed ourselves on a delicious and plentiful spread and went on our way after many sad farewells.

By now we had forgotten about all the rain we had at the beginning of the trip and were panting in the heat. Of course Wellington managed to put the rain on again for our arrival for the Monday afternoon boat. Don't think I've ever got on board the ferry in the dry. The sun broke through about half way across the strait and we were soon back in the land of perpetual sunshine (well, almost) and brown hills. Our final farewells to Allan on Tuesday morning and then back to the everyday grind. Next year's proposed tour sounds interesting and possibly gruelling, so see you then. ■

5000 Miles South

In the Autumn of 1957 while living in Toronto, Canada, a friend and myself decided to spend our holidays travelling by car down the Inter-American highway through Central America to Panama. We travelled south through the United States, Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica to Panama City, Panama.

We decided to use my car, a 1951 Buick straight 8 which I had recently acquired. The car had 83,000 miles on the clock, been a one owner/driver car and had been regularly serviced and maintained and was in excellent order throughout.

As our aim was to spend as much time as possible in Central America we travelled the first 2,500 miles south through the east coast of the USA to Mexico City in four days, spent a couple of days sight-seeing here and prepared ourselves for the arduous trip ahead.

Mexico is a land of sharp contrasts. Towering mountains alternate with broad plateaus and scenic highlands give way to unexplored jungles and breathtaking coastal panoramas. South from Mexico City we joined the Inter-American highway and

passed over the 8,000 ft. Poblano mountain range which was extremely tiring driving twisting and turning like a serpentine into the semi-tropical valley of the Rio Atoyac and on to the city of Oaxaca. From here the road climbed through the rugged Sierra Madre del Sur roller-coastering in and out of valleys to the Guatemalan border.

by Alex Dobson

Central American border crossings leave a lot to be desired, depending on the attitude and mood of the customs officials. Formalities take anything from five minutes to five hours. We found a few packets of US cigarettes discreetly left on the counter eased the waiting period considerably.

The following 200 mile stretch of road to a few miles north of Guatemala City was one of the most arduous of the whole trip. Once inside Guatemala the road enters Rio Selegua canyon, called El Tapon, the Spanish name for cork or stopper and this area is notorious for land-slides and extremely heavy tropical downpours and in 1957 the road was

nothing more than a narrow steep mud track (now I believe it's sealed) and reached an altitude of 10,000 ft before dizzily descending to the town of San Cristobal where we turned east off the highway and travelled into the highlands to the town of Chichicastenango, a village where the Indians dressed in colourful local costumes conduct weekly markets and observe their religious customs by burning aromatic incense to their pagan deities in the church of Santo Tomas built by the Spaniards in 1540.

After a few days in the old colonial city of Antigua and Guatemala City we rejoined the highway and travelled south on a reasonably good sealed road over a fairly steep mountain pass and descended down to the El Salvadoran border and past intensely cultivated fields and on to the capital city of San Salvador. This city with about half a million inhabitants is perhaps the most pleasant and attractive of the Central American cities with its abundance of parks and monuments and spacious suburban villas. Like all Central American republics with the possible exception of Costa Rica, San Salvador city has more than its share of

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slum dwellings where the destitute seem to have to fight for survival. El Salvador, smallest and most densely populated of the Central American republics is dotted with beautiful lakes and lush tropical scenery with orchids and gardenia blooming profusely and the gently sloping hills are covered with coffee plantations.

South from San Salvador we passed through San Miguel on a good hard top road surrounded by fields of cotton and crossed the border into Honduras and over yet another mountain range with its hair-pin bends where the road wound down to the quaint Spanish colonial city of Tegucigalpa. Its narrow curving cobblestone

streets flanked by pastel painted, tile roof adobe houses with their wrought iron balconies helps the city maintain that charm of a past era when Tegucigalpa was founded in the 16th century by Spanish colonists.

Continuing on to Managua, Nicaragua, the road was rough, pot-holed and uninteresting pass-



The 1951 Buick straight 8 used on the tour.

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ing through a predominantly cattle raising area and past a couple of active volcanoes billowing smoke in the distance. Managua, situated on the shores of Lake Managua is hot and humid and having been destroyed by earthquakes in 1931 (and again in 1972 since I was there) it had very little about it that appealed and seemed to lack the charm of the old colonial towns that survived the catastrophes.

The 250 miles to San Jose, Costa Rica, was relatively flat and had a good surfaced road

which gradually rises to an altitude of around 3,000 ft before entering into the highlands of Costa Rica and remains at that altitude until approaching San Jose. Costa Rica, an agricultural, sugar and coffee growing country is regarded by many people as the Switzerland of the Americas. Well tended farms, clean towns and cities gives it an air of freshness with many parks and gardens in the cities that abound in orchids and numerous other tropical flowers.

We had been warned about the stretch of road from San Jose to the Panamanian border passing over the highest point on the highway and although it was very steep, narrow and extremely rough in sections, our worst problem was combating the dense fog which prevails in this region. Another of our concerns was how the car would perform in the thin air of 11,000 ft but we had no problems at all, maybe this was due to the very damp foggy conditions.

The 250 mile stretch of highway through Panama to the Canal was flat with a good surfaced road and offered excellent views of the many islands that abound in the Pacific near the Panama Canal. As we approached Panama City we both had a feel-

Wales Bank

Bank of New South Wales

ing of accomplishment that we had completed what we set out to do. 5,000 miles over numerous very steep mountain ranges and through hot humid tropical lowlands in three weeks, on roads, many of which were not for the faint hearted is perhaps not everyone's way to spend their holidays.

The following day after our arrival in Panama City we put the car on a freighter bound for New York while we spent several days seeing the sights of the city, a trip through the canal on a tug boat and a return trip along the canal by train and a couple of days swimming and relaxing on the beautiful island of Toboga situated near the entrance to the canal.

After saying farewell to Panama by plane we had a few days in Havana, Cuba and arrived back in New York the day the freighter docked with the car. The 400 mile drive back to Toronto on the New York thruway seemed rather dull and meaningless after the excitement of the trip south on the Inter-American highway. ■



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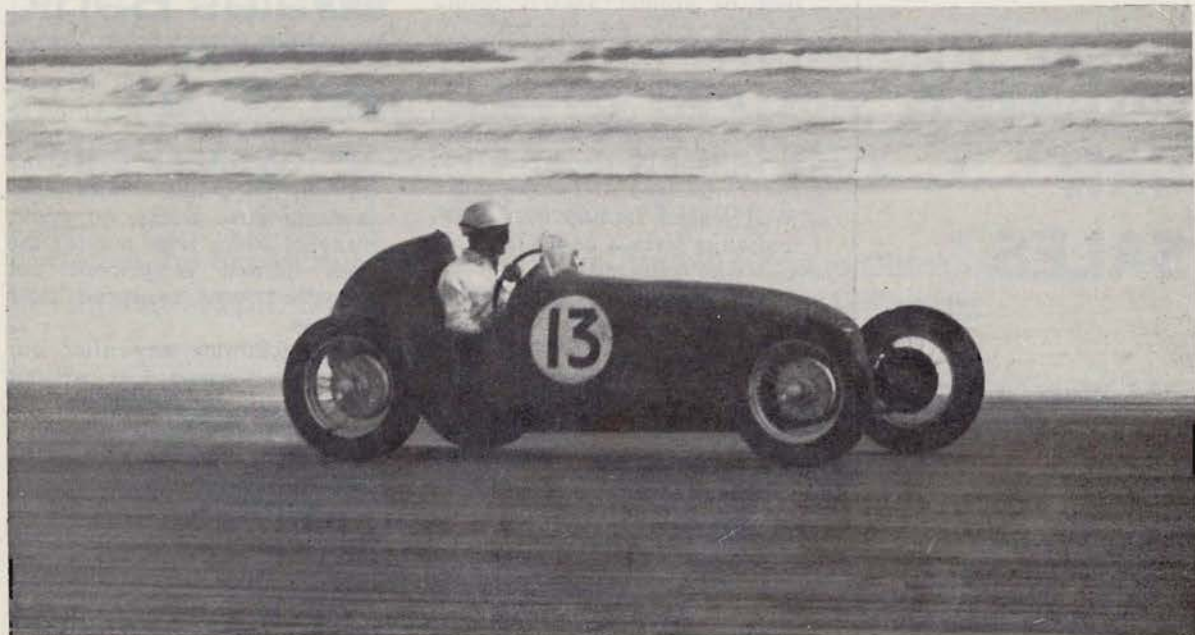
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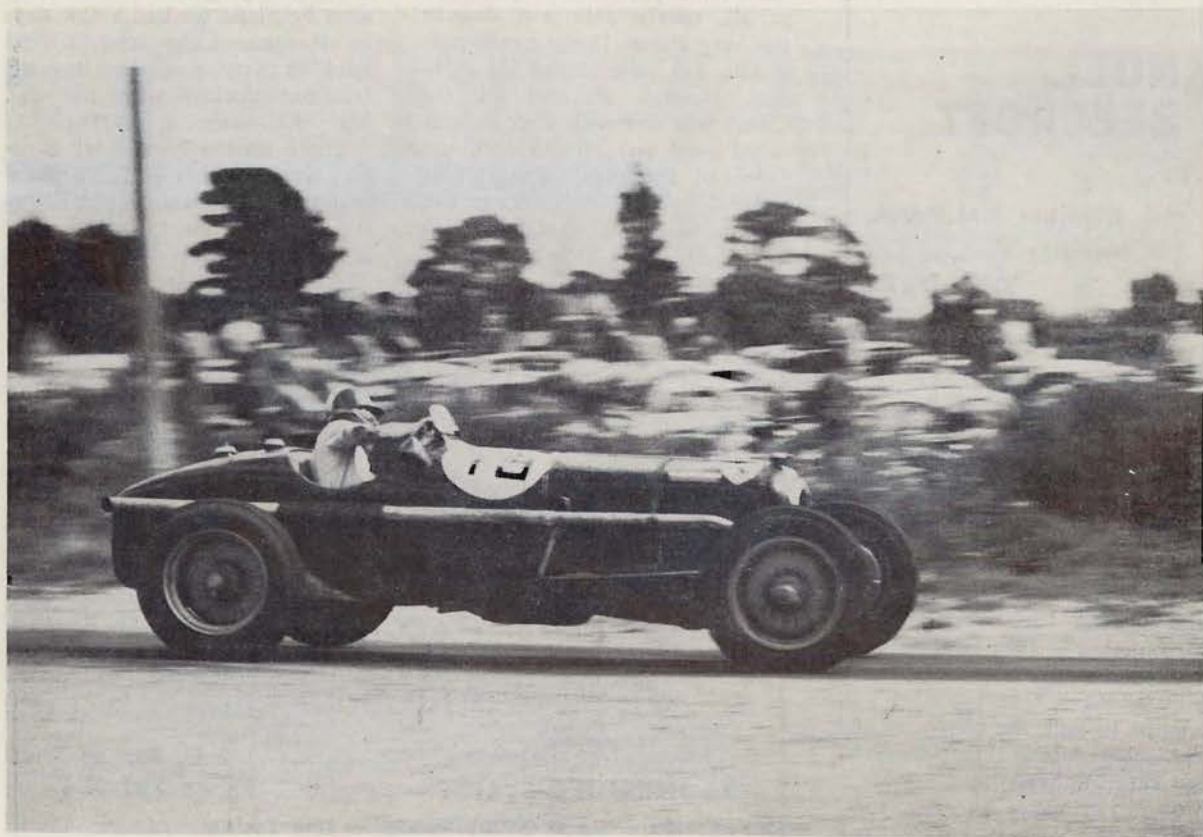
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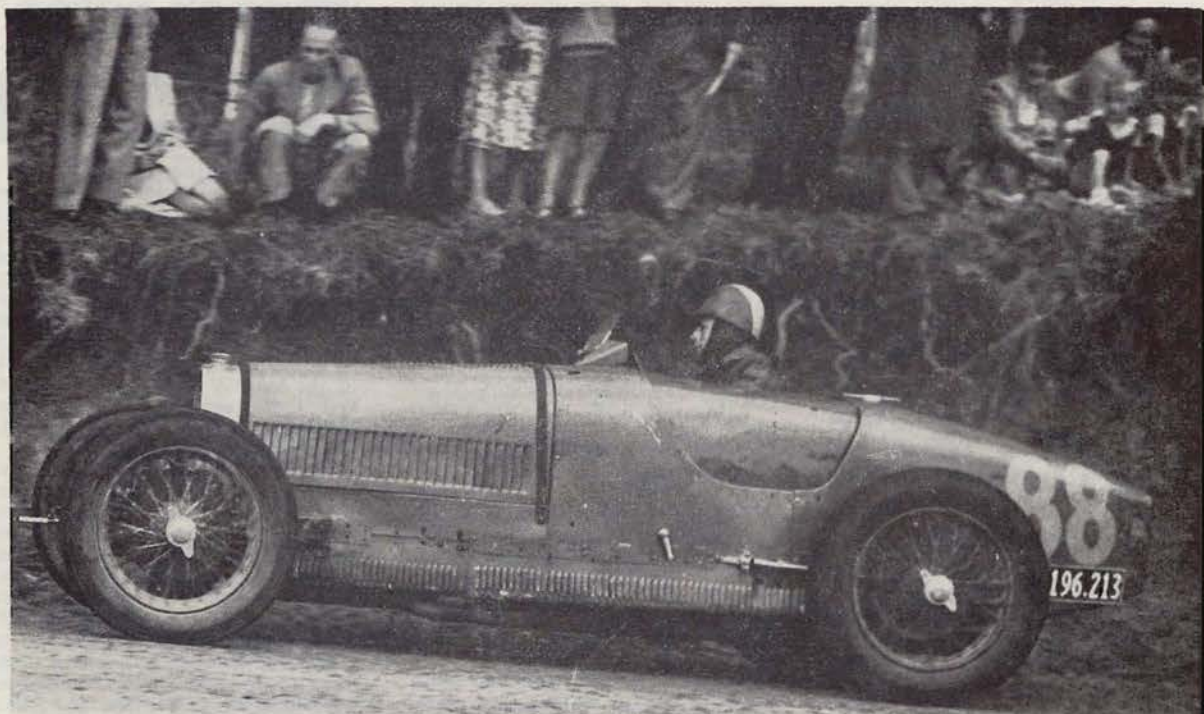
A SELECTION OF HISTORIC RACING CARS — Photos supplied by Jim Maud



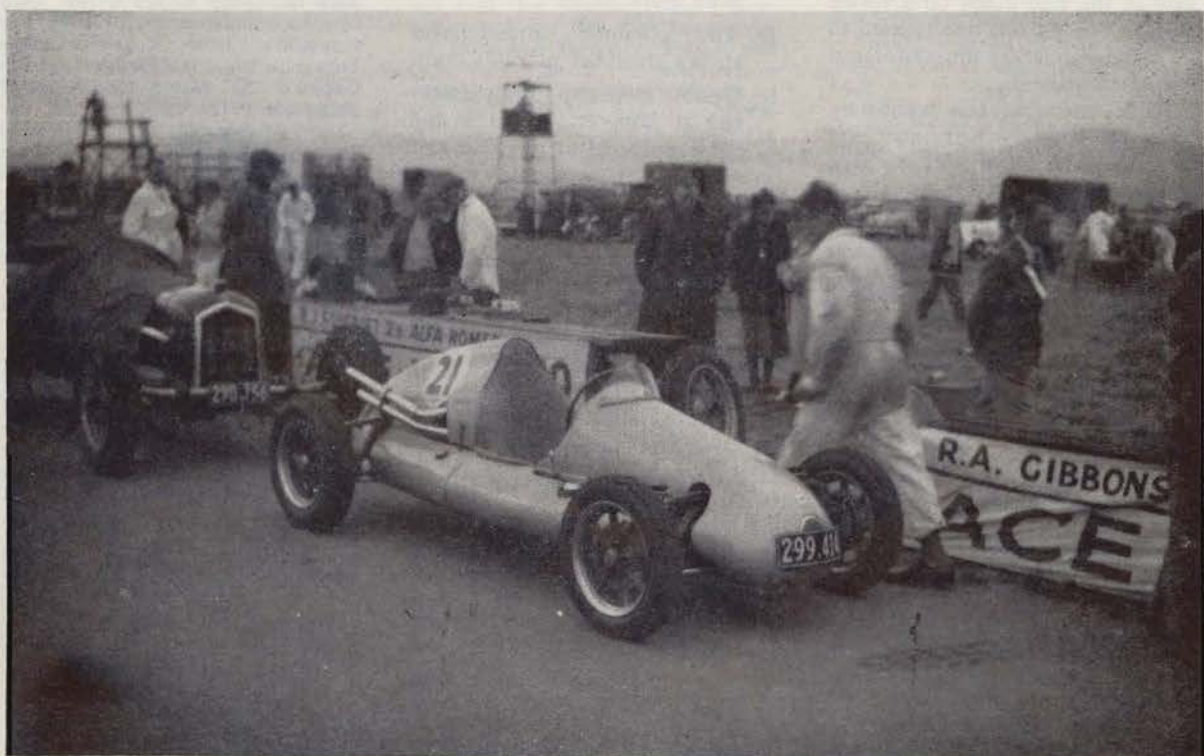
Hec Green of Christchurch in Wolseley Special at Muriwai Beach in the 1950's.



Ron Roycroft's P 3 Alfa on Christchurch road circuit (car now owned by Bill Clarke).



Ron Roycroft's Bugatti seen at a Hill Climb, Northern Sports Car Club, Onewhero.



R. A. Gibbons Cooper 1000 and Ron Roycroft's Alfa Romeo Dubonett I.F.S. Seen at Ohakea.

TALKING ABOUT SPRINGS

LEN (HANDY HINT) ELLIOTT

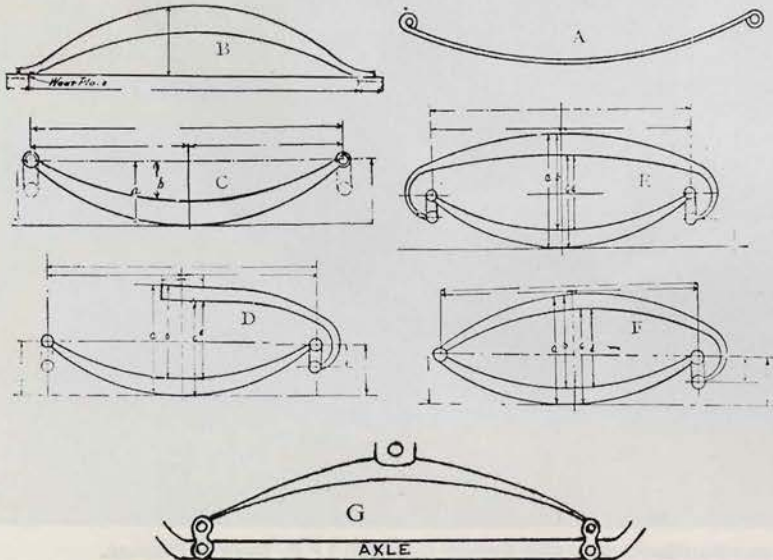
To the older club members, certain types of vintage and veteran car construction and mechanicals are recognised as common practice, but there are many to whom it is a mystery. There are many types of springing but the illustration shows the main ones. Some makers prefer the spring to be shackled at the front while others prefer the rear, but the advantages are debatable. Very few makers in the old days used independent springing, but one that springs (excuse the pun) to mind is the Brush. This make was the first with four wheel independent springs to cross the United States in 1910. No mean feat, for a single cylinder with a wooden chassis, no clutch pedal, wooden axles, chain drive and no hand brake. The parking brake is effected by pushing the foot pedal down and to one side so the teeth cast in the side catch on a sprag. To top this lot off, one needed to be a left-hander as the motor ran anti-clockwise.

Some manufacturers were very loath to change their springing methods, and Ford was perhaps the greatest user of the transverse type, possibly because only two

were needed on each vehicle instead of the conventional four. I spoke recently with an old chap who used to live in the centre of the North Island, near a notoriously rough stretch of road. He made his pocket money by collecting broken Ford springs and reassembling them to sell to unfortunate motorists who came through in the weekends when the local garage was closed. He said he was an expert on the replacement of Ford springs and could change one in half the time it took the local garage.

Various types of springs are shown in the accompanying illustration.

- A. The first leaf of a spring with scroll end eyes formed by bending over the end of the plate or leaf. It is as good as any end eye when properly made.
- B. Single elliptical spring with ends sliding on a wear plate.
- C. Elliptical spring shackled at both ends.
- D. The common three-quarter spring shackled at both ends.
- E. Double elliptical spring shackled at both ends, and F the same shackled at one end and on a pin at the other.
- G. Transverse spring.



Branch notes

ASHBURTON

The year started with a new year's day outing to Devauchelle. Six vintage and P.V. plus two "close to vintage" took part on this cloudy day, stopping at Coes Ford on the way for "smoko", before tackling the hilltop road, and finishing up at the country cottage of Jim and Joan Ritchie, who launched their boat for us after lunch, much to the delight of the kids. A hearty thanks to Jim and Joan for making the day so successful and a resolution to do this sort of thing again.

The Annual Rally has been and gone, and over 100 vehicles enjoyed a top day, travelling three different routes to Mt. Somers for dinner, and swim, and browse over the other competitors' cars, then back to our clubrooms for afternoon tea. We had people there from all over N.Z. Some of the highlights that come to mind are, R. Galetly winning three trophies to take back to Nelson with him — a just reward. Allan Cleaver from Invercargill, first as always in coming to share the day with us. Good to see a few locals in too, Rob Ross, 1915 Dodge, Ray Copland's 1924 Rugby, Colleen Dowie in the 1918 Dodge van, Phil Capon's '52 Matchbox, Allan J. Stringer's 1953 A.J.S. (wonder why he picked that bike with his initials), Johnny Hart's 1930 "All Jars and Shakes", and Tom Pethick on his jazzy 1929 Douglas and sidecar who got "roped" into winning the vintage m/c overall. All these and lots more famous people helped make our annual rally the success it was, finishing up, as it should, on a high note with the cabaret.

One more prize was presented for a genuine Dodge wheelchair with starter, generator and all, the manufacture of which will be hard to duplicate. This prize being given with great enthusiasm to Rob the Dodge. A great night to remember and one certainly not to be missed next year. . . !

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Our club night consisted of a garage night in Ollie's engineering shop where many a fine Ford is in the making. Lots of members took the opportunity to snoop around the yard looking for treasure. It was then onto Ray Copland's, another place where lots of work must have gone on to get those cars and bikes and tractors set up, most of which were started up for us.

Coming events are, our swap meet, the Temuka Home Run with the Waimate branch (don't you dare flatten the ball again this year Waimate) and the continuation of our railway line to the museum. We are now on the home straight with this which will be a great addition to the club in the future with the steam boys next door bringing their steamers down to us.

STEVE GIELINGH

AUCKLAND

The 1982 year has started off with plenty of activity and one or two new restorations on the road. Dave Allbon has his 1929 20/60 Sunbeam saloon running well now and Hec Walker is looking pleased with the 1937 Lagonda LG45 saloon he brought up from Rotorua a while ago. We noticed Vic Mathias driving around in his 1928 Chrysler Imperial (that's the one that looks like a Vauxhall) after a long absence from the scene. On the debit side we hear that the Southlanders have got the Seccombe 3 litre Bentley.

Speaking of Mainlanders — those h'll people overlooking Christchurch really got at our Equire Sizaire et Naudin. Don White is still looking for Waitahuna on a Peninsula road map and says that next time he enters a southern veteran rally he is going to find a local navigator

who only weighs seven stone. He's not going to be caught again carrying top weight on a hill and have that other S-N get to windward of him.

Our own veteran run, only one week later was short of the usual Waikato team, probably because one or two were still recovering from the National. However we had 30 starters and a good run was had by all. The heavies won the day with Bruce Madgwick's F.W.D. truck first and the Team Renault Charabanc second. The route took them through some pleasant West Auckland country to finish at a Kumeu orchard where a team of helpers had prepared an excellent lunch. There was just enough room at the venue for people to try out each other's cars on the lawn and this probably fired up some enthusiasm in some of the owners of half finished veterans that abound in this region.

The F.W.D. was out again the following weekend for the Commercial vehicle campout at Waharau Regional Park on the Firth of Thames, and although the drought had broken the day before, a good time was had and Denis Linton's Chev "Cargo" 4 x 4 had no trouble in climbing the steep hill at the back of the park to give the truckies kids the time of their lives.

Next event was the annual campout held this year at Awhitu Regional Park on the Waiuku side of the Manukau Harbour. This is one time when the P.V.s turn out in force with trailers and caravans in tow and there was also the opportunity to call in at the Pukekohe swap meet on the way. That event is organised by the Chev owners' Club and attracts a lot of P.V. and hot rod parts trading, but there was quite a lot of V. & V. parts amongst the stalls and club members from all over the country were to be found there browsing around. Geoff. Thorpe remarked that it was almost as big as Bendigo, Australia.

BARRY ROBERT

MOTOR CYCLE NOTES

Our first Annual Motor Cycle Rally last November was a great success thanks to the efforts of Don Nicholson, Don Mardle and Barry Williams. There was in excess of 50 entries from all over the North Island and all reported a good run in reasonable weather. The after run barbecue and film evening was also very enjoyable. Our sincere thanks to the car section who handled this side so well. Overall winner of the rally was Keith Williams.

The Sunday Swap Meet, advertised as the biggest ever in N.Z. undoubtedly was just that. It was

incredible, I arrived early to get a good position only to find queues already formed. I think as much business was done outside as in.

There was a large number of motorcyclists present at the Branch Gymnic in December and it gave us quite a boost when Dave Philpotts' 1953 BSA B33 took the Club Prize for the best restoration of the year. This is a truly fine job. Attention to detail is very noticeable and the bike is just perfect. Would you believe it's only his ride to work bike! It later won the Cecil Light Trophy for the bike section best restoration.

The Bert Cuthbertson Memorial Run was this year won by Bob Cleave on his 1920 ABC. Ably organised as usual by Ray and Ann Clark there was a very large entry including some Waikato members.

Eighteen members from Auckland went down to Tokoroa for their fourth Bi-annual Rally, and came home with a fair share of the trophies. This was a very enjoyable weekend and Tokoroa hospitality is hard to beat.

The New Zealand Classic Racing Register's meeting at Pukekohe in February was once again the success it deserves to be, and large numbers of vintage club members were to be seen in organisational, competitive or just spectator roles. Interesting to note a growing number of vintage machines on the race track.

Finally I would like to thank all those members who visited me and kept me in cigarettes and reading material during my recent stay in hospital. Good to know the camaraderie doesn't stop when the engine does.

KEN HUME

BANKS PENINSULA

Highlight of recent weeks was of course the National Veteran Rally, the organisers of which were heartened to receive no less than 77 entries, some from as far afield as Auckland and Hamilton.

One or two cars didn't make the start but we saw several which had not seen the light of day for some years.

Veteran owners from this branch have also been active in attending other veteran events, and with some distinction. Alan Roberts with his 1909 Wolseley Siddeley took the concours at the Canterbury Branch Annual Rally, while Philip Jeeves with the ex Peter Croft 1917 Ford took the class prize, the field tests, and overall winner at Dunedin-Brighton.

The writer also attended this always excellent event with the 1913 Calthorpe Minor, and finds it hard to understand why more veteran owners don't make the effort. They're a very hospitable lot in Dunedin, the motoring is consistently good and the atmosphere of that start in the Octagon and the drive through the crowd-lined streets has to be experienced to be believed.

At least two vehicles have left the area recently, one being the delightful veteran Clement Bayard being restored by Alan Stanton, foreman at Auto Restorations. This car has found a new home in Hamilton. We hear also that the ex Hearne, ex Hicks Hyper Lea-Francis has been exported back to its homeland and that Nigel Price has accepted a position in Australia and that the Prince Henry Vauxhall will follow.

Coming events of note include the annual Peninsula Campout, the Ashley Forest Hillclimb and the annual cricket match between the "Hilltribe" (Banks Peninsula) and the "Swampdwellers" (Canterbury). We actually let "them" win last year to instill a sense of false security. This year we'll take them apart!

GAVIN BAIN

BAY OF PLENTY

With Tauranga City celebrating its centenary this year, our club has been besieged with requests by many organisations to supply vehicles etc. as "props" for the many and varied forms of shows, displays and processions. Almost every member has supported these events in some way. It certainly will be an occasion for Tauranga and a good feeling to be part of it.

Our Anniversary Weekend Rally was again a success. Plotted by club captain Calvin Law it proved that you don't have to have a technical or complicated rally to find a winner. Instructions were kept as simple as possible and more emphasis on timing meant that everyone reached the lunch and final checks without the usual "domestic" dispute. With an easy rally, family barbecue, and loads of laughs from Morrie Nottle, Jack Hoven and John and Joy Inder, this weekend would be one of the most enjoyable rallies we have hosted. Congratulations to Owen Goldsmith for taking away the overall and vintage prize.

Kerry Smith created a sensation recently when he purchased a very original 1911 Matchless 500 cc motor cycle only weeks before the Tokoroa Motor Cycle Rally. He set to work and overhauled the motor, then competed in the rally and won

PAGE TWENTY-FOUR

second prize overall. Although I have only seen photos of this machine, it certainly is a fine original example, even though over 70 years old.

Gordon Hyslop had members covering new ground for our February run. We went south through Kawerau, then into the Tarawera Forest to a picnic area at the head of the Tarawera River. The river disappears underground a mile or so downstream, and then gushes out of a sheer cliff face approximately 60 or so feet up the cliff to form a spectacular waterfall.

Many members headed to Pukekohe for the swap meet. This meet would be the biggest yet and there was something for everyone. One local bought a whole car in the form of an Austin Atlantic and another member found a set of points (distributor type) for his veteran motor cycle. This annual event is certainly not one to be missed.

Although club nights recently have been taken up with this year's North Island Rally, we were fortunate to have Wayne Petley and his travelling video show at our last meeting. Wayne showed us a tape of his recent trip to USA and the Brigg Cunningham Motor Museum. Not only did he manage to get some good close-up shots of the Bugatti Royale, but he got a sound recording of the engine running. Wayne also managed to sit behind the steering wheel. The museum is certainly a must for any person interested in motor vehicles.

STEWART GRADON

CANTERBURY

The last two months have been records for Canterbury — record heat, record dry spells, record humidity and record entries at all Canterbury branch events — a most pleasing sight.

Klondyke corner meet with the West Coast sub-branch had a 300% increase on last year's attendance. Let's try for a 1000% increase next year.

The 32nd Branch Annual Rally on February 13th-14th attracted 166 entrants in and on all types of club vehicles from all over the country. The perfect weather suited the fourteen or so veterans who elected to take the short route. This included a lunch stop at Redcliffs and afternoon tea at the prize winning gardens of the Sanitarium Health Food Company. This visit was a bonus for the bus load of Japanese and American tourists who were all over them as if they had never seen anything like it — maybe they haven't

and we should reflect a little on how fortunate we are in this country to have so many. The rest of the entrants had the choice of two routes over the Port Hills via the Summit Road and over the plains out to Lincoln's Liffey Domain, returning to McLeans Island following a section of straight line navigation. That sorted a few out! The whole weekend was a credit to Alan and Shirley Wills for their organisation. Mention should be made at this point of a presentation that was given at the dinner. Ken Ivory was given a certificate of merit for attending 25 of our annual rallies. He's been rallying longer than some of our newer members have been alive! Well done and see you next year Ken.

The following weekend was the Branch Motorcycle Annual Rally which attracted an entry of around 75 bikes ranging from a 1912 Humber to an immaculately restored '51 Royal Enfield and a Corgi with just about every make and model in between represented. A great turnout. Mention here of Ken Ivory from Nelson again. This time he turned up on a '54 Matchless whereas last week it was a Model A. You can't keep a good man down. Canterbury rallies usually attract a considerable following from other branches and this was no exception with riders from South Canterbury, Ashburton through to Nelson and Wellington. Surely we must have one of the strongest motorcycle sections in the country as they continue regularly to provide such excellent and well run rallies. This one took in the Peninsula and its magnificent scenery. To quote "the scenery was something else — when you could take your attention from the road and enjoy it. Certainly a cracker vintage road as long as you can toss your vintage into low gear and just let her meander down the steep bits — that is provided you can climb the hills first" — Wire Whiskers. The great evening in the Barn was rounded off with the presentation of trophies and the idiot awards for those who thought they had not been noticed playing up etc! A superb supper followed.

One final record was announced and that was the profit on last year's swap meet. One hundred percent up on the previous year's. Incidentally, with 20,000 at last year's event you should start planning now to be at this year's — October 9th and 10th, 1982. Camping facilities are available on site at McLeans Island. If you haven't yet sampled Canterbury hospitality, be there this year and see why so many come back to Canterbury events year after year.

ALAN PARRIS

EASTERN BAY of PLENTY

The first meeting of the year wasn't very impressive as again, no quorum, there only being eight members present. It's appreciated that school holidays are a time to get away, however the decline has been throughout the year and not during festive season.

Four club vehicles travelled to Tauranga and joined B. O. P. for the Sunday half of their annual Anniversary Rally and it was most enjoyable. The weather which had been unbearably hot throughout the week cooled just enough to be thoroughly pleasant.

Our own Dunlop sponsored East Cape Rally saw a line-up of 24 cars and one motor-cycle on the Saturday morning. For a few hours on the previous Friday we had an anxious time as the heavens opened with a deluge, but the rain cleared leaving us with dry bedding for a large percentage of us were under canvas.

A mystery run held on February 21st brought out seven vehicles. We visited four sheds (two members and two non-members) and also visited the "Awaroa Homestead" in Edgecumbe. This was once a very beautiful home but has now fallen on hard times, however it is to be re-sited and restored.

Club night for February was held in the Greenstone Lounge at the Tainui Hotel. Twelve members and two potential members put in an appearance.

Seems quite a few club members went to Pukekohe on February 27th for the swap-meet. Some merely did a day trip, others a three-day weekend. All agreed the journey well worth while.

LOROLE POLLARD

GISBORNE

A successful campout was held at Doneraile Park at Anniversary Weekend. Members had the choice of camping out for the weekend or just making the day trip.

This year two entrants from Gisborne entered the East Cape Rally. They were Russ Wilcox in his Austin and Brian Williams in the Nash. Twenty-five cars in all took part in the run. After completing a run through the back roads and forestry roads they ended up at the Rotoma Motor Camp, where a gymkhana was held in the afternoon with five events. The prize-giving and dinner was held at the Still-Water Motel restaurant which was very pleasant. Congratulations to Russ for bringing home the "people's choice" cup.

The North Island tour passed through our city between 22nd and 24th February. They were taken on a sightseeing tour of our sunshine city and an enjoyable evening was held at the Museum Concourse where films were shown of the 1980 International. Great supper boys, and good to see some familiar faces.

Burnley Cooper took part in the first national rally for the Morris Enthusiasts' car club at Taupo in January. Congratulations Burnley for winning a prize even though it was the "Trying the Hardest".

We are pleased to see Tom Clague back home after a lengthy spell in hospital.

Graeme Revell has been busy on the Fargo trying to get it ready for the Auckland Branch Commercial Rally.

Recent visitors to this district include Colin and Lucy Smith, Geoff Johnson from Hawkes Bay, L. C. Emeny from Eastern Bay of Plenty and Alf Lamers from Wairarapa.

Bruce Scammells Chev is back on the road after a gearbox transplant. Phil Cook has started on the restoration of his 1947 Mercury. Also Roland Foster has started work on his 1947 Morris 10. Max Carruthers' big Austin 16/4 has been seen on the road lately, resplendent in maroon coachwork and black guards.

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GORE

On January 23rd three Gore cars took part in the Annual Dunedin-Brighton Festival Rally for veteran cars and motorcycles only. I had been invited to navigate for Frank Robson in his 1911 Ford T Tourer. Colin Pearce and family from Clinton in their Sunbeam Tourer and Gordon Boulton and family in the little Aldays and Onions made up the rest of the Gore contingent.

This is a very popular event on Dunedin's Festival Week programme and many people line the route. Many of the children shouted out at us to "toot your horn" but unfortunately our horn was not working.

The journey took us along the main road except that after Green Island we went out past Fairfield and joined the old Brighton main road. After being on display to the public in the Octagon, the first car was flagged away at 11.00 a.m. We duly departed at 11.24 and had a trouble-free run to Brighton. Thankfully it stayed fine as Frank's car has no hood as yet. Lunch was at the Brighton domain after which field tests were held.

The return journey back to Dunedin took us on a different route and we even did a circuit of the Northern Cemetery being one of Dunedin's oldest, and finally finished at the milk treatment station at Logan Park. I really enjoyed the day's outing and found it a little different to vintage motoring.

We recently saw two new restorations, Brian Grace's 1924 Dodge 4 Tourer and the writer's 1920 Model R Hupmobile Tourer. Both these cars are running satisfactorily and have covered nearly 1800 miles between them. Another recent restoration was Joe Roy's 1928 Model A Ford Sedan. Harvey Young has his 1914 Model T Tourer registered and warranted but has yet to have upholstery and hood done.

Our own Festival Rally has just been completed, having its usual good patronage from the Invercargill branch with a total of around 80 entrants.

The rally route covered the Napdale, Chatton and Waikaka districts before returning to Gore and field tests at Hamilton Park. Prizegiving took place on Saturday evening during a social at the clubrooms, this being well attended. Rally organiser Russell Braden and assistant Phil Bewley did a good job, making it a very successful weekend.

RON OSBORNE

PAGE TWENTY-SIX

HAWKE'S BAY

The summer months are an active time for vintage car club members, not the least being Hawkes Bay. There have been a number of local runs and several cars have gone further afield. We have been represented on the Ruahine Ramble, the Wanganui Burma Rally and the North Island Tour and the local motorcycle boys have been very busy too with the annual motorcycle rally, and the 1000 mile tour. Bruce Carrad was the overall winner of the motorcycle rally.

Hank Hurley's well known 1929 Chevrolet truck, "Old Louis", took his owner and family on quite a tour this year for their annual holidays. Having secured the commercial prize (yet again) at the Wanganui Burma Rally, they headed to the far north travelling over 1,300 miles.

There are still quite a number of cars being restored in Hawkes Bay, so numbers are still increasing. Alan Harris is getting on well with his Chev Tourer. Ian Annett's Ford A Tourer is in the paint shop, as is Michael Harding's Studebaker. Doug Bixley has driven his Studebaker Roadster between the rows of apple trees, and back. Brian Watson has a hood on the Chev Roadster now, as his wife wasn't too keen on the hail storm they encountered. Yours truly has acquired a gigantic load of Model T "junk" which my wife delights in showing her friends who mutter and shake their heads.

ROD MCKENZIE

MARLBOROUGH

The joint veteran and motor-cycle run to the Broughams' lovely home at Tua Marina turned out fine for the veterans — quite a line up, but the bikes were conspicuous by their absence, so the judging for the Keown Cup was scrapped. A lovely day for a run and it was very pleasant under the trees in front of the house for lunch. A good turn-out of members and nice to see Paul McNabb and family recently transferred from Oamaru.

We recently had a half day run to Picton with a stop at Eric Collins to see his workshop and bikes and have afternoon tea in his restaurant, then on to Karaka Point round the Sounds.

While we were on the Club Captain's Tour a warrant of fitness morning was held, but the run following was cancelled through lack

of support. The weekend at Pine-dale, spent trying to find that elusive nugget, was enjoyed by all.

HELENA MACDONALD

NELSON

The new year began with a motor show held at the Trafalgar Centre with over 60 cars from 1904 to 1939, some motor cycles and a couple of trucks. Vintage vacations have once again been popular. Murray and Jocelyn Sutton took their cute little 1932 Morris Minor Roadster to Taupo for the Morris Rally and came home loaded with prizes.

Geoff Clark and family travelled in luxury to Queenstown in their 1929 Hudson Super Six Limo. They covered 2,000 miles in four weeks. As I mentioned in the last issue of Nelson Branch Notes plans were being made for a round the South Island tour. My wife and I enjoyed 1,600 miles of comfortable travel in our 1927 Dodge Senior 6. We crossed the Haast Pass and Crown Range and arrived in time for the Gore Festival Rally. I would like to do a similar trip next summer.

BOB HELM

NORTH OTAGO

It appears that 1982 has started well, with plenty of motoring at home and outside events.

Our branch was represented at the Dunedin/Brighton run, Ashburton and Gore rallies and also the Mid Island Rally.

The Ninth Commercial Rally and Second Motor-cycle Rally held on February 20th was a very successful day. The motor-cycle section was won by Cyril Bringans of Oamaru with his recent effort being a 1940 B.S.A. The commercial section was won by Theresa Scott with her 1937 International from Ashburton. Hard-luck trophy went to the Graham Bros, owned by Alistair Allan.

On February 13th, Oamaru held its Floral Festival in which the club had a floral princess with the float for the procession made up with tussock etc. along with the kindly loaned car of Colin Winters from Dunedin. Over 40 floats took part and the club's float gained third place.

The Frozen Meat Centenary was held at Totara on February 15th. It was pleasing to see so many vehicles out on a work day. Pity we couldn't see some of these cars out for our runs in the future. Along with the vintage cars there was a vintage machinery display held by the local machinery boys.

5h

February meeting was held at Jim Boadens Automotive workshop and proved very interesting and educational. There were demonstrations of cylinder surfacing, motor block re-boring and crankshaft grinding.

March meeting was followed by a guided look and talk about the local milk treatment station. I think everyone who went along was surprised at what was involved in producing the every-day bottle of milk.

The restoration front has been quiet so far this year. Harry Andrew has recently parted with his 1935 Dodge Coupe, and I guess this was to give the Briscoe restoration a boost along. John Buick our club captain has sold his 1929 Buick locally and replaced it with a very nice 1930 Buick.

ANDY WILKIE

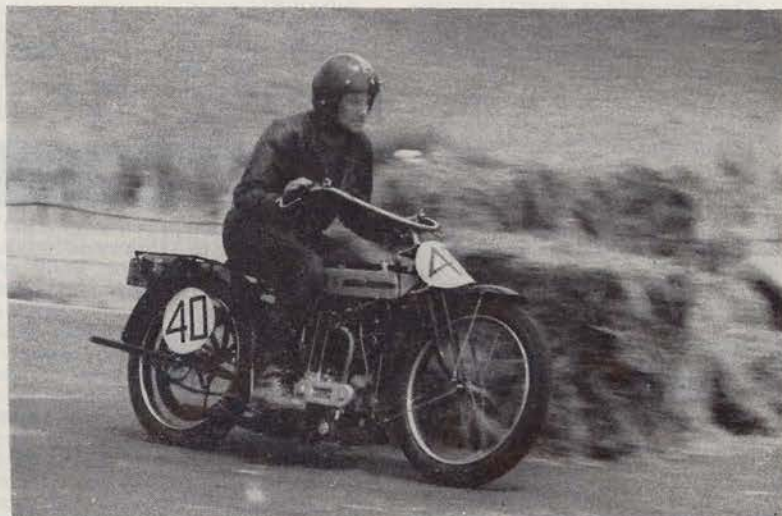
NORTHLAND

As I said in the last Beaded Wheels we were looking forward to our annual Waitangi Hangi this year which was held on Northland and Auckland Anniversary Weekend, 30th and 31st Jan. and 1st Feb. What a cracker weekend it turned out to be. Although numbers were down slightly this year we had people from Auckland, Wellsford, Whangarei and Kaitaia there to enjoy the relaxed, informal weekend it is. Quite a number of local members moved out to our venue at Pataua North on Friday afternoon with the remainder of the campers coming on Saturday morning.

Saturday was a non event day, just getting to know everybody etc. etc. but the sun came over the yard-arm fairly early that day and by the evening things were really humming. The evening entertainment comprised of a Miss and Mr Waitangi Hangi senior and junior with hilarious interludes by various members making it a side splitting event. The rest of the evening was filled with items and a sing-song to round off an enjoyable evening. Sunday was the run day, this year being won by Winstone Mathews from Kaitaia, finishing in the evening with the usual hangi tea followed by more hijinks until 2 a.m. Unfortunately the surf was a bit rough this time with a strong undertow, preventing a good swimming programme. However we are looking forward to the same event again next year.

Our club captain Graham Dawson organised by way of a change this year, a trip to Kawau Island, in the Hauraki Gulf, by charter launch. There was a very good response to this with around 80 adults

These two photos by John King were taken at the Classic Motorcycle Racing Register's annual race meeting at Pukekohe on 21st February which was a great success.



Russell McIvor's 1922 Triumph Ricardo was by far the oldest machine and wasn't really suitable for mixing with the faster machines, but he rode it spiritedly in several races, as you can see by his look of determination.



Ernie Williams is a North Shore Member, and has a characteristic style whether riding his KTT Mk 8 Velocette or his AJS 500 cc.

and children taking part. I did not go myself, but apparently a good time was had, ending in a barbecue at Wellsford.

We have just completed the annual Kompikana, run this year by the Dargaville members. Unfortunately, for reasons unknown, only five cars went over from Whangarei to join 11 cars from Dargaville for the run set by Wilbur Brown. A

short run through town led us to tulip diagrams into the country, then onto a straight line run to finish at the delightful Kai Iwi lakes, a spot many of us had not visited. A short gymkhana finished the run, then onto lunch at the edge of the lake. It is a pity more local members did not take advantage of the good weather to have a run in their cars.

WALLY BULLOCH

PAGE TWENTY-SEVEN

OTAGO

There have been several successful runs over the last few weeks including the Brighton run and the Invermay Hillclimb.

The 28th annual Dunedin to Brighton run was held at the end of January as usual. Some interesting vehicles turned up this year including the International Buggy from Geraldine. This vehicle was completely destroyed in the tragic museum fire at Geraldine several years ago and has since been completely restored. The 1914 Buick of L. Gough and the 1900 Wolseley driven by F. Burtenshaw were there as usual — both vehicles have now taken part in all 28 Brighton runs.

The prize giving and evening function was held at the Leisure Lodge and was attended by Dunedin's mayor Cliff Skeggs who presented the main prizes as follows: Dunedin City Corporation Challenge Cup for best overall performance — P. C. Jeeves, 1917 Ford; A.A. Challenge Cup for Concours d'Elegance — M. and D. Ridder, 1909 Renault; W. D. Read Motors Challenge Cup for field tests — P. C. Jeeves, 1917 Ford; Allan Crighton Challenge Cup for best overall performance for motorcycles — W. H. Vietch, 1910 King Dick; McIvor & Vietch Challenge Cup for Concours d'Elegance for Motorcycles — D. R. Ruddle, 1918 Harley Davidson; Taieri Motorcycles Challenge Cup for motor cycle field tests — W. H. Vietch, 1910 King Dick; Vintage Car Club Age-Mileage Cup — R. Mundy, 1907 De Dion Bouton (who drove it from Christchurch).

The Invermay Hillclimb was held on Saturday, 13th February and a good turnout of 29 entries was blessed by Dunedin's typical fine weather.

The results were: Fastest time of the day — J. Twaddle, KR Harley Davidson (31.44 seconds); Best corrected time for motor cycles — J. Twaddle, KR Harley Davidson (31.44 seconds); Best corrected time cars — R. Smith, Citroen Special (32.86 seconds); Most meritorious effort — P. Gendal, Morgan. A new record was set by John Twaddle in the post war section on his Norton (33.54 seconds).

By the time you read this, the clubroom renovations should be completed. The result is one I am certain will be admired by all. Although small, there is no doubt they will be most comfortable.

PAGE TWENTY-EIGHT

Other recent activities within the branch have included a Mystery Run and the Vintage Venture, both events being reasonably well supported.

Coming up is the Economy Run on 24th April, and the Lady Drivers' Run on 15th May.

MURRAY AND KERRY
TROUNSON

ROTORUA

February started well with 6 cars motoring over to Whakatane to take part in the East Cape Rally on Waitangi Day. This year it was just a one day affair, beginning with a scenic run finishing at the Lake Rotoma Holiday Park for lunch.

A gymkhana was held in the afternoon and the day ended with a lovely meal at the Still Water Motel plus the prize giving and dancing for those that felt inclined — we brought home 6 prizes between us so felt more pleased with our efforts. Many thanks to Eastern Bay of Plenty for a real happy weekend.

The Club Night for the month was a talk by Keith Palmer who is an Insurance Assessor. This proved to be most interesting and many questions were asked of him.

Run for the month was a short trip through the Whaka Forest and a navigated section around Lake Okareka and Lynmore ending at the Clubhouse for a barbecue and games evening.

Phil Monk has acquired a very nice 1930 Chev Sedan bought recently from the Auckland area.

MYRTLE FLEET

SOUTHLAND

The Riverton Rally attracted about 120 entries this year during the first weekend in February. Although the venue was changed by way of variation, the outing was a great success. Among the vehicles that could be new to many were Ross Ryan's early V8 Ford in jet black with red wheels. Arthur Warren's '28 Buick sedan out for its first real trip and Jim MacNamara's '29 Model A Town car. All these cars reflect credit on their restorers with the latter two doing even their own upholstery and Jim his own painting. Altogether a very fine effort. Arthur was a bit disheartened to find the Buick so thirsty but continuous testing is bringing it up to double figures.

The McKenzie E.M.F. is making good progress in the Kingsford-Smith shed, sitting alongside the '31 Cadillac Roadster on which not a

great deal has happened in the last couple of years, but any day now! Alan Sutton has made very good progress on his recently acquired brass Ford and this attractive little car will be seen at Easter. Another notable veteran is Bob McMurdo's 1912 Wolseley Tourer, brought from Christchurch about six months ago. This very complete and original vehicle has already had a lot of work done and should be a great addition to the Southland Wolseley fleet, already the largest in the country. Bob is at the stage of sweating over the colour/upholstery combination, knowing full well that this choice can make or break a restoration. Older members may be interested to hear that Alf Woollett is threatening to start up his 1914 Landulet one of these days, after a ten-year hibernation.

Russell McIvor plans to repaint the Aston Martin as part of its complete refit. A new radiator core has been made and fitted and general refurbishing has been done. It seems a long time since this car was on the road, but perhaps Easter! Jim Kidd is reported to have acquired the Bullnose Morris once owned in Invercargill by Alan Meredith and full rebuild is planned for this little car.

ALASTAIR McINTOSH

SOUTH CANTY.

Noel Jack organised this year's motorcycle rally, a two-day trip into the heart of mid-Canterbury to Erewhon with about 15 bikies. It was a memorable weekend from all accounts. Winner of the veteran and vintage section was Russell Dale on a 1923 Douglas and the P.V.V. and P.W.V. section was won by Otago's Stuart Gutsell on an Army Indian.

The following weekend four vehicles entered the 28th Dunedin to Brighton run, the 1910 Regal of Bill Piddington, the 1914 Buick of Allan Jones, the 1908 International Buggy of Geraldine's Roger Mahon (this vehicle has only recently been restored after being almost totally destroyed in the museum fire in Geraldine three years ago) and the fourth entrant was the writer on his 1914 Douglas motorcycle. With the national calendar being pretty full of events from New Year through to Easter quite a few members have been taking part in the majority of events hosted by neighbouring branches. We have had representatives at both the Canterbury and North Otago commercial rallies as well as both the Annual Canterbury and Canterbury motorcycle rallies. National Veteran Rally by Banks Peninsula branch was attended by

the Piddingtons in the Regal, Joneses in the Buick and the Robins in the 1906 Darracq.

Members are quite excited that South Canterbury has been one of the venues chosen to host the 100th rally in 1986.

The Mid Island rally attracted a field of around 60 entrants. Waimate was this year's venue and it was good to see the newly restored 1937 Ford V8 coupe of Lindsay Prentice on its second outing give a faultless performance and take away the P.V.V. and P.W.V. concours prize, truly justified after many years of hard work.

Preparations are well under way by the many entrants who are attending the South Island Rally at Invercargill over the Easter period.

Russell Cross has overcome quite a few hurdles since suffering his stroke. The latest ones were when he was persuaded to take Noel Jacks Harley Davidson and chair for a spin during the mid-Island Rally which he handled superbly after which he decided that driving a Ford T was his next objective also equally well done in my truck.

GRAHAM PAULEY

TARANAKI

Restorations are progressing well, Bill Durling is rebuilding a 1929 Talbot 75 with a Brookland replica body. Bill has had the chassis sand-blasted and has painted it. The front assembly and diff. have been completed and are ready to put back. Des Cornwall has obtained the Eltham Fire Brigade 1938 V8 fire engine. At present the two front guards are removed for cleaning and painting and once these have been replaced a bit of general tidying will complete it to running order to grace the roads of Eltham which it has done for the last 40 years. Gary Greig in Hawera is restoring a 1948 Morris Eight Series E four-door Saloon. All panel rust and damage has been rectified and the body is back on the chassis and is painted dark green duco with black wheels. It has very nice brown upholstery and trim. A few parts are still required to complete this fine restoration.

Our 9th Annual Waitara Mini-vin Tour Rally attracted a very pleasing 32 entrants. Navigation was by straight line, tulip diagrams and written instructions and took in some exciting tar-sealed hilly back roads in North Taranaki. The run has been organised each time in February and is sponsored by myself. The rally this year was won by Evan and Rita Saunders in their 1929 Austin Sedan with Robin Voss

second and Eric Terrill third. First motor cycle was won by Wally Hunt.

February Noggin and Natter was an organised tour through the Subaru motor assembly plant at Waitara. We were divided into three groups and saw the start of the car to the finish. One was greatly taken with the plant to think that a small town like Waitara could churn out such an excellent vehicle. The parts arrive at the plant in big crates from overseas and the vehicles are completely assembled and sold from the plant.

Hawera and Kaponga, towns in south Taranaki have been celebrating their centennials and members have been busy attending parades and displays. Vintage cars are well sought after for these parades along with teams of Clydesdales drawing wagons, and horses and gigs.

David Collier passed through Waitara, New Plymouth, Stratford and Hawera on 12th March in his 1914 Model T. He is driving, raising money for the Heart Foundation. Ashley Smith met him at Mount Messenger in north Taranaki and accompanied him to Wanganui to act as escort. We are grateful to Ashley for assisting a great cause in this way. We wish David Collier and his wife a great trip from North Cape to Bluff.

COLIN JOHNSTON

WAIKATO

February 19th saw the North Island Tour enter Hamilton, the heart of the Waikato. Secretary Peter Neave undertook the necessary organising to ensure the visitors saw those things of potential interest.

Planning for our major rally of the year, 50/50, held every Queen's Birthday is currently under way, President Alvin Pennell doing the major organising.

Our club rooms have seen major work carried out by the "Cambridge lads". The library is now only in need of one more working bee and it should be finished.

Recently on the road following a ground up rebuild is Theo De Leeuws 1913 25 h.p. Albion. Rescued from a river bank in Makuri in central North Island, Theo spent 5½ years building up a Charabanc. At 3½ ton, with a cruising speed of about 15 mph, returning 4-5 mpg, its outings will be restricted to special occasions.

The recent veteran rally in Christchurch lured some Waikato members down. John Benton, Paul Clark, Peter Neave, Murray McKie, Ian Howell and Ross and Maureen Finucane all saw fit to cross the strait and sample some South Island

hospitality. The latter two received a prize for driving the greatest distance to the rally. The two fly-aways, Peter and Paul took their cars, respectively a 1911 Renault, and 1906 Ford N. They were trailered as far as Picton on the journey down, and driven the rest of the way. From all accounts it seems the Ford's 2½ litres and four cylinders coped a little better than the Renault's 1½ litres and two cylinders when it came to hills.

Whilst there John Benton secured a curved dash Olds, with Murray McKie parting with some of the hard earned to bring back a Clement Bayard.

GAVIN BIRD

WELLINGTON

The main event of the rallying year was the November Rally, taking us over the hill to the Wairarapa. Poor weather put a blight on the morning and especially on the veteran run. However, our stalwart veterans motored on, led as always by Bill Delaney in the 1902 Crestmobile and followed closely by the Southwards senior and junior and Stan Northcote-Bade. The rest of the field was divided into two starts, one from the Wellington clubrooms and the others from Palmerston, converging for the lunchstop at Greytown. One large Hupmobile driven by a brave lady ran out of brakes on the descent due to rain getting into them, but fortunately all landed safely! The dinner that evening at the Trentham Racecourse was an excellent affair and the prizes distributed to all the deserving winners. In February our Club Captain's Safari returned with a vengeance and we had a terrific weekend up the coast in and around Foxton Beach. The main rally was on the Saturday commencing at Horowhenua branch clubrooms and taking us around that area with lunchstops at Rongotea where the locals were whooping it up at their annual gala. An excellent barbecue tea rounded off the day's events and then it was up to the club captain and assistants to try to sort out the winners! The next morning was a novelty event (ha! ha!) which must have made the inhabitants of sleepy Foxton Beach wonder just what had hit them! We were asked to collect a vast number of strange(!) items including a live shellfish, which ended with a large lineup of vintage cars on the beach and an assorted array of V.C.C. members etc. up to their knees in the surf, digging frantically. We look forward with some trepidation to the gymkhana this

PAGE TWENTY-NINE

month, wondering what on earth our intrepid club captain will come up with this time.

A number of our members have recently been overseas and the accounts of their exploits has made very interesting listening. Terry and I had the privilege of giving the branch's Dennis fire engine its first official outing since its restoration and what a day that was! We led the local school's Christmas parade loaded with children and parents and complete with authentic siren! It's a great asset to our club and a credit to the small team of members who spent so many hours restoring it to its former glory.

Our clubroom alterations are now almost completed. We have long needed extra space and improved toilet facilities at the clubrooms. The main concern was to rehouse the fire engine as it has been sitting in the clubrooms for a long time, and now

that it is fully restored it would be a pity if some little darling climbed aboard and broke something vital!

On the local scene we have a special general meeting at the April Clubnight at which we are to be presented with the amended constitution, followed by discussion on the subject.

Last October we said goodbye to our treasurer Bob Borrows who with wife Betty has deserted our shores for the warmer climate of Queensland. Fortunately they left son Martin behind and he has stepped into Dad's shoes as treasurer and so far no cheques have gone astray . . . well done Martin!

SHEILA MATHERS

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Hawkes Bay Branch extends an invitation to members and partners to visit the district and take part in the Annual General Meeting and Conference of the Vintage Car Club of N.Z. to be held

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Note: Registration Forms out shortly.

Letters to the Editor

Sir,

Following a request from the Railton Club in England to hand late last year I am writing to you seeking information on Railton; Brough Superior; Hudson and Terraplane cars in New Zealand.

Two Railtons and a Brough Superior are well known to club members and a few others (as listed) of which they would like to know. I know of no such cars in Hawkes Bay, cannot remember ever having seen such makes. Hawkes Bay had its share of Hudsons and Terraplanes in their heyday, from the service cars of the 1920s to final an odd post war (WW2) Hudson. The last one I saw about 10 years ago was in a state of neglect.

The wanted "data" listing is as follows:

Railton cars (ex UK)
1935 8 cylinder Saloon (Carbodies)
AL 1422. Ken Ockenfall, Dunedin.
1935 8 cylinder Fairmile Coupe
(Coachcraft) BY 2935. J. W. James, Timaru.
1935 8 cylinder Tourer (Reel)
DB 8758. S. R. Allen, Auckland.
1934 8 cylinder Tourer (Berkeley)
DZ 1930. I. M. King, Whangarei.
1937 8 cylinder Saloon (Coachcraft).
S. R. Allen, Auckland. (Body scrapped to be rebuilt 1968).
1935 8 cylinder Fairmile Coupe
(Coachcraft) G4406. D. Oddie, Timaru.
1937 8 cylinder Fairmile Coupe
(Coachcraft) (reg. not known). K. Jonathan, Hamilton.
Brough Superior cars (Hudson engine)
1936 6 cylinder (Atcherley) EM 8825.
P. Callender, Wellington.

I hope someone in the Vintage Car Club can assist the Railton Club in England on these listed cars and anything more known on them as well as Brough Superior, Hudson and Terraplanes in N.Z. I do not know who is best in the club to deal with this request.

J. S. Deans,
214 Lovedale Road,
Hastings.

Sir,

As a regular reader of your excellent journal, I would like to comment on the never ending debate on the acceptance of P.W.V. vehicles. I feel I can put forward a different view, although one shared by many. I am not a member of any vintage car club, and will continue to be a non-member, for the following reasons.



I have found members to be very offhand and rude when I have enquired about joining their club, and letters such as those written by Messrs Preston and Taylor, serve only to confirm my worst fears.

There seems to exist in many branches, the practice of treating a person in direct accordance with type of vehicle he owns. (This is at best snobbishness, at worst discrimination).

The cost of buying and maintaining choice vintage hardware is prohibitive for many and I would point out that today's inflated prices are not only due to the efforts of outside speculators (as the the advert. section of "Beaded Wheels" will confirm!).

That Rover 90 or Chev Sedan may be the best a new member can aspire to at the time, and if established members feel, and I quote "that there is little interest in competing against and associating with Ford Prefects and EIP Veloxes", maybe they should try to associate with the owners of the said vehicles.

As many readers will have no doubt guessed, I own a P.W.V. era Jaguar, but I also own an Austin vintage saloon, and take great pleasure from their constant use. My friends and associates also own numerous other vintage cars and bikes (including an SS Jaguar), but none of them wish to be club members — all of these people share my sentiments.

We will continue to rescue broken down vintage and veteran vehicles, also continue to put their owners on the path of hard to get parts, and hope in the meantime that one

day people with rational, and considerate outlooks such as Messrs Stokes and Russell will be the rule rather than the exception.

ALLAN JENKINS

Sir,

I am enclosing a photograph, taken by me in January, 1950, of an 1896 Schacht 18 h.p. car which for some years was mounted on a hoist on the west side of Great South Road, Wiri, about a quarter of a mile south of where the Manukau City Centre now is, and was used to advertise the 24 hour service provided by Cadman's Parking Station in Greys Avenue, Auckland.

There had previously been another car of about the same vintage, of what make I cannot remember, mounted on the hoist, before being replaced by the Schacht some time after 1945. I have unfortunately no further information about the history of either car.

G. R. R. DRUMMOND

Sir,

On behalf of the seven Waikato members (in three cars) who attended the National Veteran Rally last February, I would like to thank the organisers for a fantastic weekend of motoring and socialising. The hospitality was outstanding, the Port Hills an ideal venue for motoring, with plenty to challenge even those who kept to the low road.

I would like to specially thank Allan Roberts, who let us run loose in his workshop when some minor repairs became necessary.

As a result of our expedition south there are two new veteran cars in Hamilton under restoration and at least one other (mine) that has been sitting awhile, will be seeing real progress.

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VERMONT VINTAGE RADIATORS

Maybe some of our southern friends can make a holiday in November and bring their cars (or bikes) to our veteran rally — we would love to see you!

I have been intrigued, amused, and sometimes astounded by the contents of some of the letters appearing recently on the hoary old "pre-1931 versus the rest" subject. I could fill several pages of Beaded Wheels with rational, irrational, and even outrageous comment on this subject — but I won't.

Thank goodness we have avoided the snobbish and discriminatory lists of "acceptable" vehicles as operated by some overseas clubs. The primary concern of this club is to record and preserve all the history surrounding the use of the motor vehicle in New Zealand from the year dot. History, properly recorded, illustrates all facets of a particular era — warts and all — thus in our situation that should include *all* examples of motoring, from the true thoroughbred down to the depths of the 1954 plastic horrors. I sometimes think that the pre-'31 enthusiasts (fanatics?) have developed a mental block concerning the abominations that were foisted on the public — especially in the 1920s. Fortunately most of these have long since disappeared as will have most of the late '40s, early '50s era by the year 2000. Time is a very effective way of sifting the wheat from the chaff.

I agree that there does seem to be a tendency for members to use their PVs more often, in preference to those draughty old veterans. I refer to those members who have a choice!

The veteran car is an endangered species — if you don't believe this then try and buy one. Especially if you have a family to support. You have two choices — pay a fortune for a complete car, or spend years piecing together a replica. There is a major problem here in the north with the ravages of climate to contend with. That was one noticeable aspect of the South Island cars seen in Christchurch. So many of them still have their original bodies.

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Mass production is another favourite argument in some quarters, as old and hoary as the mystical 1931 cut-off date. Who introduced mass-production techniques in the U.S.A. before World War I? Who dominated the British market in the 1920s with a mass-produced car?

Both cars in their original form were designed for the conditions of that time and were well loved. Should we kick them out of our club because they were mass-produced? What a lot of rot.

I remember writing a few years back in our newsletter about a certain post war vehicle. This vehicle, produced between 1948 and 1953 seemed to possess many of the attributes that we get dewy-eyed over in our vintage cars. Namely — a separate channel chassis, half elliptic springs all round, wood frame body, with panels tacked on in the traditional manner, separate headlamps,

side opening bonnet, and a flat twin engine first produced in 1910. Yes, you have guessed right — the late lamented Bradford.

Maybe I am being overly sentimental, as I learnt to drive in one, but this slightly irrational illustration should help point out the absurdity of categorising vehicle types. There were good ones and bad ones built in 1910 and there are good ones being built today.

Grant, you can keep your Singer Hunters and Vanguard's, I'll stick to my poison, and bless your agile pen for keeping me in a state of semi-hysteria! Maybe, when we both have our veteran cars finished we can go motoring in the "true manner" and leave the masses behind.

IAN HOWELL

RE FIAT 509 SM

Sir,

In the Muriwai Beach motor races of March 1927, Maoriland Motors Limited entered a Fiat 509 SM to be driven by B. Campbell. The car, a production sports version of the 509A, raced equipped with lights and the original vestigial mudguards. Its 32 b.h.p. motor gave it a top speed of 72 mph at 4000 r.p.m. Entered in three events, it performed creditably, being relegated to third place behind a Chevrolet and a Hudson only on the last lap of one 12-mile handicap race, and came in third again by a narrow margin behind the same Chevrolet and Bartlett's Bugatti in another 12-mile handicap event.

The 509 series became deservedly popular, once the initial bugs had

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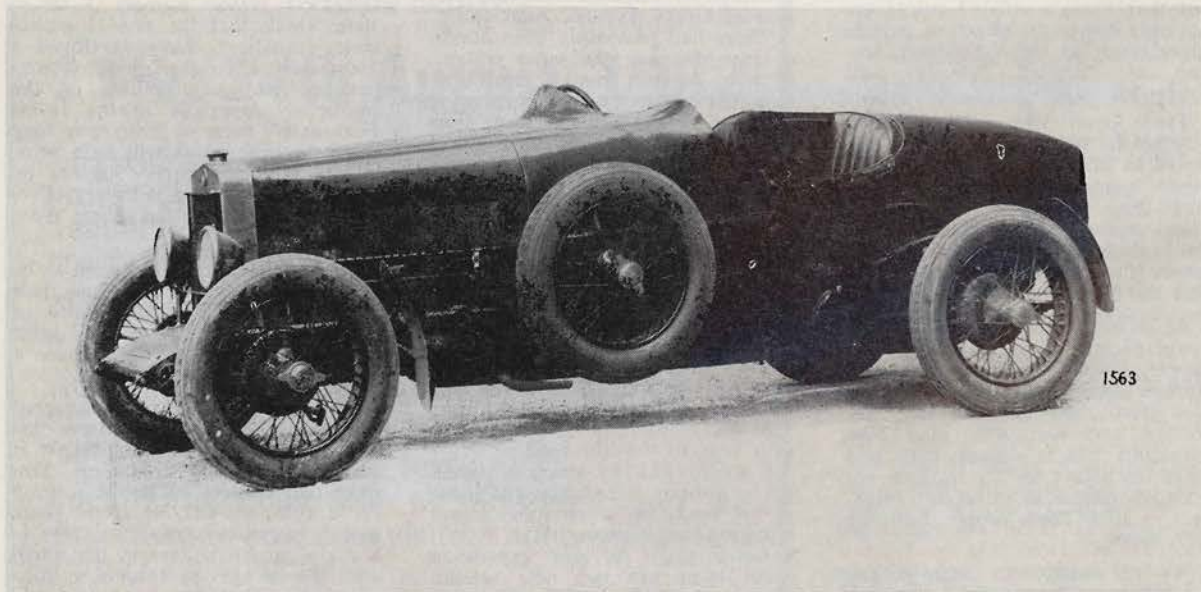
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been eradicated, with the introduction of the 509A motor. There followed the 509S (a playboy's car?), the Sport Monza (SM, and the subject car), and the really serious SSM supercharged car with a cowed radiator and all the usual necessities — very few of these were made. It is worth noting that the 509 series did very well in world-wide competitions, when between 1925 and 1931, they won 190 speed events, came second on 33 occasions, and third five times, as well as winning many economy runs and concours d'elegance.

Are there any of your readers who would know something about Maoriland Motors, B. Campbell, and the ultimate fate of the subject 509 SM? I would appreciate advice.

D. E. WOOD,
19 Oceanbeach Rd.,
Mt. Maunganui.



The 990 cc FIAT 509 SM as raced at Muriwai Beach in March 1927. Two side mounted spare wheels were original equipment, note the end of the exhaust in this view. Also noteworthy in this photo is the Radiator Stone Guard. Hartford Shockers, Body stiffening, and generous padding for the mechanic.



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Sir,

For many years now, all of 15 or so, I have seen letters in your column from a member who appears to believe he has an omniscience over all matters pertaining to vintage topics. I have suffered them in silence over this period, but his latest outburst against Peter Russell (for whom I think without exception all V.C.C. members have the most affectionate respect) is most uncalled for. Perhaps the same person recalled making the categorical statement to a very naive vintage enthusiast, "that there were certainly no more Cadillacs in N.Z." Perhaps he may be surprised to learn that despite his expert advice some 15 Cadillacs ranging from 17 to 31 were recovered from various parts of New Zealand.

This type of "Hitlerian" mud-slinging (vide B/W Feb.-Mar.) which goes on in the political arena has no place in a club such as ours.

HERBERT P. GILROY

Sir,

In answer to Mr Bain's letter regarding late entries in the last issue, I was two days late with my entry for the National Veteran Rally which closed December 15th and as 18th and 19th were the weekend and with Christmas mail my entry could have been five days late.

Three weeks later I received a letter returning my entry and advising me, due to printing deadlines etc. I would not be able to ride as an official competitor but could follow the rally behind other vehicles as a non-competitor, also I could attend the social functions including the tug ride.

Well I not interested in tug rides or social functions, simply rallying veteran vehicles, I think this rally

committee's attitude is not in the best interests of the club, which is after all a club of rallying vehicles firstly and foremost.

As a member of the Canterbury Branch Motor Cycle Committee for four years and also involved in National Motor Cycle Rally we did not appreciate late entries, but always tried to accommodate them.

It is a lot of rubbish concerning printing deadlines etc. In my case, all I needed was a route sheet which can be photo copied at a very small cost and I had not entered for anything else.

The entry form for this rally did not state late entries would not be accepted. This would have tidied what has obviously been an embarrassing situation. Also it seems the concern in the club nationally regards the poor entries of veterans at rallies these days has been ignored and shows no compromise at all.

Maybe we were wrong with our casual and open attitude, but this attitude still prevails in the motor cycle section.

JOHN HENDERSON

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INDIANS for sale — 1927 600 Scout, restored; 1927 350 Prince, restored; 741B, complete, running, part restored; 741B, incomplete, running, unrestored. Some spares for each machine. Realistic offers wanted. N. B. Newton, R.D. 1, Ruakaka, Northland. Phone RU 27575.

WANTED TO BUY — All or any parts for approx. 1929 Ariel 250 ohv LF or S.V. LB. Frame, forks, wheels, gearbox, tanks etc. All replies answered. L. Taylor, 16 Maryhill Ave., Christchurch 2. Phone 388-387.

WANTED for 1928 Ariel 500 single — tank, wheels, gearbox, clutch, primary chain case and any motor parts. For mid-1930s Panther 350 — distributor parts, Miller headlamp and headgear change. Will buy or swap for 1939 Ariel 4 square gearbox, 1928 Triumph frame complete, early 1920s tank and other bike parts. Bruce Delaney (Member), 8 Best Street Wainuiomata. Phone collect Wgton 648-856.

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WANTED

Early dealers' parts book for '48-'56 Holden FX-FJ, any sales or advertising literature; Australian Wheels and Motor Magazines, 1950 to 1960; also workshop manual for 1952-1953 Series 2 Vanguard Fastback Saloon.

H. Amos, 16 Morrighia Place, Glenfield, Auckland. Phone 4442-146.

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WANTED — S.E.V. magneto type B4, as fitted to Austin 12/4 and others; Renault 4 cyl. chassis frame, 1908-1914 approx. 12-20 h.p.; cast iron gearbox for Darracq, circa 1906-1910; any French made dashboard instruments; pair Edwardian teardrop-shaped electric side lamps (small), one only could be of interest; sidechair to motorcycle fittings wanted; 26 x 3 Sankey or Dunlop pressed steel wheels; also 710 x 90 and 760 x 90 — all beaded edge. Gavin Bain, "Waitahuna", Governors Bay, Christchurch.

WANTED — Magazines to complete sets for binding: Veteran Car Club Gazette; Bentley Drivers' Club Review; Vintage Sports Car Club Bulletin; Bugantics Vintage and Thoroughbred Car; Speed Motorsport. What have you? Some pre-war and later copies of all these avail. for exchange. Gavin Bain, "Waitahuna", Governors Bay, Christchurch.

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1946 Dodge Car. 2 New Front Guards, 1 New Bonnet, 1 New Grille. \$400.00 the lot.
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WANTED — Collector wants to buy or trade Jim Beam Whiskey decanters. Need 1903 Oldsmobile, Ford T, Jewel Tea Car, Thomas Flyer, Vendome Wagon. Can swap rare Duesenberg Stutz etc. D. Palmer, 142B Kamahi St., Stokes Valley. Phone 638-185.

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WANTED — for 1932 500 single 4 valve sloper Royal Enfield LFL, cylinder head, cast alloy chain case, tank instrument panel, carburettor, foot change lever, tail light. Would be interested in any parts for this model to buy or even borrow as pattern. Genuine enthusiast and club member. Please contact Norm Maddock, 20 Hollywood Avenue, Titirangi, Auckland. Phone 8178550 (collect).

PAGE THIRTY-SIX

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WANTED — Parts for a 1926 Buick standard tourer model 25, particularly body parts. Also any Moon car parts. Can swap 1928? Hudson 6 engine parts Ford Model TT truck parts and various other car parts. Also wanted any information at all on Moon cars or Continental and Falls engines, e.g. shop manuals, pictures, parts books etc. Photocopies OK. All replies answered. M. Mcleary, Scotsman Valley, R.D. 1, Morrinsville.

SWAP or will sell outright — 1954 Alvis Grey Lady. New paint, new English carpets, front seats redone in leather, recent engine overhaul. For restored or partly restored vintage car. Phone 4427 Ashburton or write 20 Queens Drive Ashburton.



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1956 Morris Minor Convertible, extensively reconditioned. Full re-paint, original retrim, new hood. New parts include radiator core, exhaust, clutch pressure plate, R shockies, motor reconditioned, rings, bearings, valves, oil pump, timing, ring gear, etc. Enquiries to Glen Gough, phone 883-497 Dunedin.

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BOOKS AND MAGAZINES to sell — "When The Flag Drops", Brabham; "Jim Clark at the Wheel"; "Motor Racing Facts and Figures", Walkerley; "Fangio", Jenkinson; "All But My Life", "Turn At The Wheel", Moss; "Behind The Scenes of Motor Racing", Gregory; "Life at the Limit", Hill; "The British Competition Car", Posthumus, all \$15 each. "Stirling Moss", Raymond (1953) \$20. "Complete Pirelli Calendar Book" — in slipcase; "Grand Prix", Setright, \$30 each. "German Grand Prix"; Lotus 49", \$10 each. "Motor Reference Book 1960"; "Motor Racing Year" 1961, '64, '65, '67, \$12 each. "Motor Sport Book of Donington"; ditto the Austin 7, \$7 each. "Sports Car and Lotus Owner", 30 copies mostly consecutive, including Vol. 1 No. 1, \$25. All very good condition. Postage extra. Mark Holman, 38 Clunie Ave., Raumati South.

WANTED — Harley-Davidson part for 1924 7/9 motorcycle. Rear wheel, brake and pedal assembly. front suspension springs, rear chain guard and kick-start lever. Also wanted for 1926-27 H/D, round cylinder type tool box and electric horn. R. Hutton, 11 O.R.D., Oamaru.

WANTED TO BUY — Restored vintage car. Anything considered, at realistic price. For Sale — Restored 1953 Jowett Javelin, original upholstery, good running order, painted brown Dulon. B. Graves, phone 84-408 Gore.

WANTED — Austin 16/6 20" 72-spoke rims or any similar rims. Ansaldo park lights or similar Ansaldo parts, literature, posters or advertising material, particularly 4C and 4CS. Don Muller, 22A Bampton St. Christchurch. Phone 856-850.

FOR SALE — Rover motor, 1929-30 10 h.p. Crankcase, camshaft, timing sprockets, oil pump, block, sump, generator. \$30 the lot. R. Glenny, 20 Moore Ave., Wanganui (Member).

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Velocette L-E 1955, 200 cc, restored to concours condition, registered and W.O.F. Complete with loads of spares, both new and used. Price \$1750. No offers. Royal Enfield 1936 ohv 350 cc, not restored, with two spare motors, gearbox, petrol tank and frame parts. \$500. R. Glenny, 20 Moore Avenue, Wanganui. (Member).

WANTED — Chrysler '60' 1927 handbook, manual, parts book or to borrow same to copy. John Willmott, 104 Chivalry Road, Glenfield, Auckland 10. Phone 444-7426.

FOR SALE — Wolseley Hornet 1931, enough to build 2 cars, no body apart from guards and bonnets, hard to find parts, manuals etc. all there. One chassis restored. John Willmott, 104 Chivalry Road, Glenfield, Auckland 10. Phone 444-7426.

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FOR SALE — Lucas lamps, rear "D" and three lens patterns, glass fronted number plate box incorporating twin tail lights, pair unused side lights, all excellent condition. Bosch horn 1930, Smiths clock bezel winding 1927. Advertiser, 79, Park Rise, Campbells Bay, Auckland 10.



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FOR SALE — Rover Coventry Motor, 4 cyl. complete with gearbox, clutch, starter, generator, magneto, water pump etc. Has alloy crankcase. Year not known. \$150. Chris Read, Box 1209, Dunedin. Phone 777-328.

INDIAN 741B PARTS WANTED — Accessories, electrical and frame parts. Brian Wood, 19 Leslie Ave, Sandringham, Auckland. Phone 894-568.

FOR SALE OR SWAP — Pair of C.A.V. horn mounted head lamps. Dort 4 radiator and surround. Dodge parts. 19" wheels disc, Tourer body less firewall, 1924-27 with windscreen back hood bow doors, carrier rack and rear wheel mount. Whippet fuel and oil pressure gauge, very good condition. I require for 1943 Ford C.M.P. 30 cwt 2/10.50 x 16 tyres and wheel and any other part to complete this truck. Contact L. G. Sherer, 135 Main Road, Fairfield, Dunedin. Phone 883-776.

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FORD PARTS wanted for Model B or 33-34 V8 truck especially head lamps, radiator splash guard, horn, external rear view mirror, or any other parts any condition. Top money for good parts. Write to: D. L. Lyttle, 11 Wolfe St, Nelson.

FOR SALE — 1938 DX Vauxhall, all bodywork, running boards, chrome restored, repainted, new upholstery, carpets. Engine has been running but wiring needs replacing to complete restoration. Offers. M. Clarke, Blood Bank, Whangarei Hospital, Box 742, Phone 82-079, ext. 816 bus. hrs.

WANTED — Post war 350 cc single cylinder motorcycle plus a vintage or post vintage single or vee twin. Any makes or condition considered by genuine enthusiast. Also require single saddle, petrol tank, front forks and any other parts for 1950 AJS single. Norm Maddock, 20 Hollywood Avenue, Titirangi, Auckland. Phone 817-8550 (collect) evenings or weekends. (Member).

WANTED — 20" split rim with separate lock ring to suit 1922 Maxwell. Front bumper, radiator mascot (arrow head shape), side light tapered to guard type, trafficator switch knob situated by horn button. Word Austin off the grill, to suit 1937 Austin 10 h.p. A. G. Hoffman, 65 Layard Street, Invercargill. (Member).

WANTED — Cooper 500 or parts thereof or lead on whereabouts of same. Also old racing magazines, books etc. Please phone 55-162 collect or write Box 967, Wanganui. All correspondence will be answered. (Colin Thomson, Member).

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FOR SALE — 1964 B.S.A. 350 cc single, Model B40 Star, low mileage and restored. \$2,500 o.n.o. Phone Hamilton 69-816.

FOR SALE

1927 Studebaker GE Sedan. Chassis sandblasted, rebushed, enamelled. Motor completely reconditioned, not yet fitted (or run). Body disassembled: panels good, wooden frame rotted (naturally). Detail fairly complete. New radiator. Some re-plating done. Offers around \$1,000 to Adrian Turner, 36 Adderley Terrace, Dunedin. Phone 710-485.

WANTED — Ruckstell shifting toggle for 1926/27 Model T Ford Ruckstell axle. Must be the later (larger) type. Contact David Oliver, 12 Heaton Grove, Birkenhead, Auckland. Tel. 489-253.

WANTED — Model T high speed diff., 3-to-1 ratio — 39 tooth crown wheel, 13 tooth pinion. Also Model E Marvel carb. Have Model A Marvel and Earlybrass Marvel, possibly 1916 Buick. Will swap carb. or purchase outright. Phone collect K. Robinson, 6312 Richmond.

WOLSELEY SIDDELEY — Any parts or information wanted on 14 h.p. 1909. Also 18 h.p. 1907. Whereabouts of chassis and motor ex Bulls taxi, chassis or motor, went to Eltham. Also veteran lamps and accessories. 24" Hupmobile wire rims only. Alan Roberts, 235a Queensbury Street, Christchurch. Phone 857-874.

FOR SALE — 1953 Singer SM, mileage 22,900. Unmarked, original, and complete down to the tools. This model in "as new" condition must be unique. Offers please. Bill Cockram, 63 Westburn Tce, Christchurch. Phone 588-752. (Member).

WANTED

For a 1925 Willys Knight Model 66 Tourer. Front cowl assy, rear tub (or complete body), front axle with wooden spoke wheels and 5 split rims (6 mounting bolts). A lead to any of the above parts would be appreciated. Reply R. Baines, 6 Moa Street, Taihape. Phone 706. (Member).

SWAP — 1948 to 1952 square 4 head, 1952 Ariel (mag dyno) generator, Amal 1 1/16 carburettor with separate bowl, one R/H Ariel knee tank rubber, 6v 1952 Ariel horn Lucas, mag dyno sprocket, 1954 Ariel full width hub. Wanted to swap for Triumph parts. Bruce, Phone 852-226 Christchurch.

WANTED — Owner's Handbooks for Sunbeam Tiger; 1937 Humber '12'; 1934 Hillman 16 and 20/70; also any sales brochures, parts books, handbooks etc. for any pre-War Humber or Hillman. Details please to Peter Noonan, 58 Abbotts Way, Auckland 5. Phone 547-176. (Member).

FOR SALE — Veteran Buick 6 cylinder motor and gearbox. Appears little used. Peter Noonan, 58 Abbotts Way, Auckland 5. Phone 547-176. (Member).

FOR SALE — Tyres 3.50-4.00 x 19" new, English Dunlop, set of 5, \$450 firm. John Willmott, 104 Chivalry Road, Glenfield, Auckland 10. Phone 444-7426.

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Klaxon suitable for vintage Bentley; also wanted one inch Claudel Hobson carburettor for 10/23 Talbot. M. R. Ward, 75 Norwood Road, Bayswater, Auckland.

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FOR SALE — Clyno car, registered 23 May, 1928. Chassis complete with radiator, motor, gearbox, and diff., steering box, shaft and wheel, all excellent condition. Head lights, side lights and dash complete with clock, speedo etc. excellent. Tube type petrol gauge, rear seats original, 3 doors, 3 mudguards, front seat frame hood bows bonnet, a bit sad. Have original hand book and ownership papers. Car believed to be only 1928 in Southern Hemisphere. \$1,000 o.n.o. Replies to Clyno, Box 211, Ngongotaha. Phone 74-686 Rotorua.

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