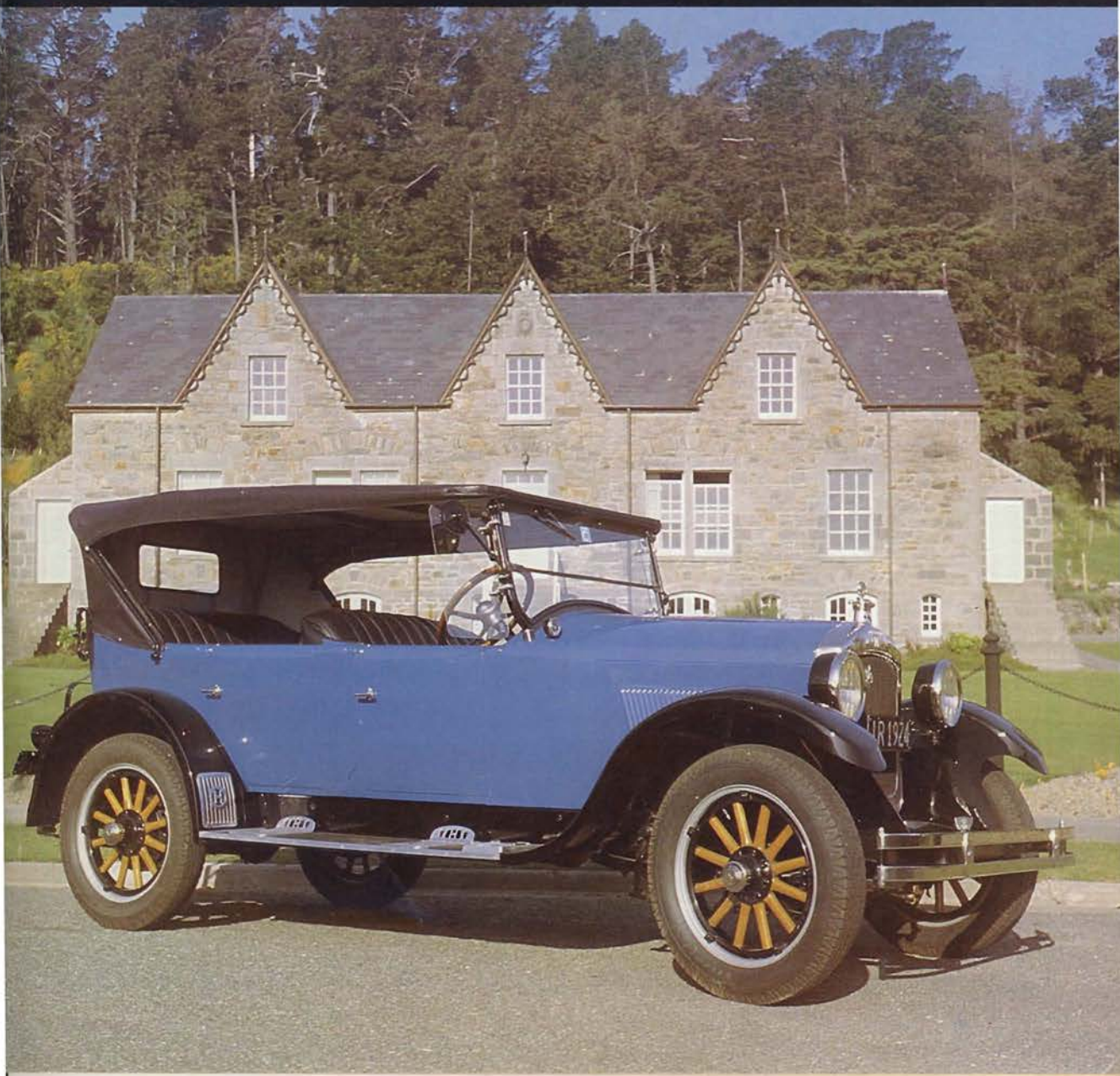


Beaded Wheels

Number
147
April
May '84

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New Zealand's Veteran and Vintage Motoring Magazine



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

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April-May 1984

30th YEAR OF PUBLICATION

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CLOSING DATE, JUNE-JULY ISSUE
Editorial Copy 4th May
Advertising Copy 10th May

COVER PHOTO
1924 Hupmobile belongs to Roy Popkin
Canterbury Branch
See restoration story on Page 4
Photo by Spencer 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.

From the President

The rally scene has been very busy since Christmas, certainly every taste has been catered for. Looking at the overall picture, there has been a great choice to suit all wishes. Specialist rallies (e.g. Veteran, Commercial, etc) are well established now and really play a great part in our activities. But it is also good to all gather on the same day, with a common venue, and simply motor, talk, and look at all the vehicles. This can be done now of course at annual rallies etc, but the old bogey comes up from time to time; why should I bring my veteran out when the route doesn't suit? or, how can I be competitive against later vehicles? The answer to both points is that routes should be varied if necessary, but with a common start and finish point and secondly, many branches have now done away with overall awards and instead concentrate on class awards. A little attention to both and there should be no reason why members cannot bring out any vehicle on any run. Wairarapa recently went a step further with no class winners at all, but everyone gained an award. The first 20%, say, won a gold award, the second 20% a silver award, and the remainder a bronze. There are other possible variations on this theme, but all have one thing in common, the elimination of overall awards.

I have recently attended Bay of Plenty's Silver Anniversary rally and Eastern Bay of Plenty's East Coast Rally. Both had excellent support, although possibly less than the organisers budgeted for. Is this a trend to watch for?, or, is everyone saving up for 1985-86? Excellent motoring over less used roads was enjoyed on both events.

I am writing these notes as I return from the National Motor Cycle Rally. Despite the tremendous setback that Southland suffered in the recent

floods (and some of our members were personally involved) there was not a hint of the tragedy during the rally. A first class weekend's motorcycling topped off for the visitors by a tremendous tour of the West Coast afterwards. Southland, and our motorcycling members, surely did the club credit.

On a sadder note, one of the tour participants suffered a tragic heart attack while on the Fox Glacier, and the Club's condolences are extended to his family, and to his cousin, Ron Carpenter.

The March National Executive meeting had a number of proposed rule changes put before it, and after discussion it was agreed to delete some of these, where they almost duplicated one

another. In the interests of simplicity we now have two notices of motion going forward for a postal vote. This is not the end of the matter, and it is most essential that there should be the opportunity for members to debate the matter before voting. Such debate can only be done at Branch level after the notices of motion are distributed, so if you have strong feelings either way on these matters, do go along to your branch meeting and say so, that way you may be able to help those who perhaps don't know the background, and the final decision will be a well informed one. And if you are one of those who don't know, make sure that you go along and listen!

NORMAN DEWHURST

1986 FIVA WORLD RALLY (SOUTHERN HEMISPHERE)

The South African Veteran and Vintage Association (SAVVA) is pleased to announce that the above event has been awarded to South Africa, as an additional World Rally to the one being centred on Stuttgart, earlier in 1986.

The tentative dates will be 11th to 22nd September 1986. The route will cover some beautiful scenery in Natal and the Eastern Transvaal and a fortnight of fun is guaranteed.

It is hoped that all petrol for the entire route will be paid for and also a certain amount of assistance financially to the overseas participants to bring their cars over to South Africa. It is anticipated that 200 vehicles will take part.

Entry forms and ASR's etc., will be sent out towards the end of 1984. All enquiries for anyone interested in possibly entering this fabulous Rally should be directed

to the Chairman of the Organising Committee as follows:

R.N. Loney Esq,
P.O. Box 47-055,
Parklands 2121,
Johannesburg,
Republic of South Africa.

Further newsletters will follow in due course to those who have expressed an interest to be on the mailing list.

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1st Pan Pacific Rally - 1986

NEWS BULLETIN NO. 1

Well it's all on — the Pan Pacific Rally — which has been planned as the culmination of 12 months of activity to celebrate the Centenary of the Motor Car. The Committee has been fairly busy lately, tying up the main details and with only two years to go, before we know it, the event will be on us. There is good interest from Australia, and from Canada and the United States, we can expect to see at least some supporter groups.

The Rally is planned for the period Sunday, February 23, through to Thursday, March 6 (12 days), with the suggestion that entrants plan arrivals on the Saturday. It might be a good thing to consider your accommodation requirements now, especially if you intend to make use of the

various Camping Grounds. (All Hotel and Motel accommodation will be handled by the Government Tourist Bureau on the official form with the Entry Form.)

The programme for the 12 days allows for 3 Public Display days, 5 competitive rally days, an optional Concours judging, Invitation Speed Event, Swap Meet Day, etc, with copious time to allow entrants to do their own thing if they wish. Time is allowed for shopping, sightseeing, picnicking, or further driving if you so wish on one-make vehicle rallies and the like.

Several classes of vehicles will be catered for including all of those which come under the Rules of our Club. Rally routes have been planned to offer a good

variety of countryside with not too much emphasis on extra long mileages. In each case, the competitive rally should finish within easy motoring distance of your base for the event, Christchurch.

We have deliberately based the Rally around the Addington Raceway in Christchurch because of its facilities and capability to handle the numbers expected for the event. The complex offers good opportunity to greet and meet as many other entrants as is practical and provides a nerve centre for the efficient running of the Rally and its related functions.

It is also hoped that certain entertainment will be provided to help entrants relax and pass the time when they are not driving or competing in events.

Entry forms will be out on January 1, 1985, together with a fully explicit set of Regulations. Entries will close on September 15, 1985.

Meantime, get planning to be in Christchurch, for the 1st Pan Pacific Rally - 1986, and send an invitation to a friend overseas as well. □

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WE TAKE THE DENT OUT OF ACCIDENT

Restoration 1924 Hupmobile

by Roy Popkin

My interest in restoring a vintage car came in mid 1978 after seeing some local restorations in progress. I was only interested at that time in tourers, and because of their scarcity, I placed an ad in the local papers. To my surprise I had several replies, one of which was a 1924 Hupmobile Tourer (see cover picture) or bits thereof, two trailer loads of massive jigsaw puzzle.

Knowing very little about restoring, Bruce Shadbolt viewed the remains in an engineers' yard at Leeston with me, and on the 23rd September 1978 it was unloaded in our back yard. Mum was quoted as saying "You'll be lucky to ever get that on the road again". Father said he was only interested in the 1 and 2 cylinder jobs, but a row of army tanks wouldn't have stopped him helping me restore it. The very first day he and my sister Kay were there with me pulling pieces off.

On reaching the bare chassis, the first of a long line of faults hit us. It was bent, so off to the chassis straighteners. Being short on room and having no rear body I decided to restore the mechanicals first, kit set style. The diffy was completely stripped and found to need only one bearing. The gearbox received the same treatment and needed only two bearings and a rear seal.

All four wheels had good spokes after 25 hours total of sanding, and I was foolish enough at this stage to consider the restoration was going to be a breeze. Although the spokes were good, the same could not be said for a rear wheel bearing. This proved to be unobtainable new and by sheer

chance I heard a farmer at Owaka had the rear half of a chassis complete with diff. and wheels, so it was off for the weekend to collect it. What a find! There before us was a slimy green heap. The farmer was so pleased to find a 'mug' to take this monster away that it was on the tractor and straight down a small hill on the farm to my trailer flattening a barbed wire fence on the way down. Must admit it didn't do much for the image of the motel where we stayed, being parked in front and there were some very funny looks from fellow travellers on the road home.

I now had king pins, bushes and bearings for the front axle and the odd part for the steering column. Brake bands were relined, new drums made and all the rod brake linkages repaired and painted along with everything else so far mentioned. Quite a heap now in my kitset.

First up, I think to myself,

reassemble the wheels, but what's this? — the paint's just peeling off the wheel bolts like a banana skin. I quickly try the paint on other parts, but horror of horrors, it's all the same, one big disaster, it all peels, chassis included, quicker than a stripper. I took off to the paint company in double quick time, only to wait 7 agonizing weeks while tests were made. They claimed there was nothing wrong with the paint but nevertheless, replaced it. Strangely enough, I repainted exactly the same way with the replacement paint with no more bother, but timewise this entailed an extra four months' work.

Next was the motor and many pieces were needed just to make complete. Many thanks to Graham Pepper and Terry Gree who came to light with most of them. Got away with hand

Getting it home, all hands to the task



scraping the main bearings, but it was a complete overhaul for the rest of it. Used the best timing chain I had and this proved to be a mistake as it was badly stretched and jumped the sprockets in the first 40 miles.

The radiator was now tackled. It had all the usual leaks and the surround had to be welded before renickeling. Now came the tricky part, a bottom hose casting made of cast iron that was only useful as a sieve, so complex was its shape that a new one prefabbed out of brass had to be made in four pieces and then welded. The radiator now received pride of place beside the piano in the lounge for a temporary home which turned out to be 3 years (wouldn't you love a Mum like mine?)

About this time I was told of a wreck at Koiterangi and so ventured to the West Coast to retrieve it. I don't know whether that is an ample description as it took two tractors chained together to pull it out from under the blackberries. No operations for metal cancer on this car, it was a terminal case and was without question when the chassis parted through the middle when it finally budged. By now the restoration project had converted the rest of the family and we all stood in the pouring rain cutting the "good" bits off with the gas plant.

Instruments, switches, lights and wiring were mainly done on winter nights and even the instruments needed the "works", the speedo being made from 3 and the ammeter from 2.

July 1980 saw the start of the body woodwork which was very rotten. Even the borer had given up holding hands. Dad and I started at the front and worked our way back replacing one piece at a time. I was lucky that I was able to measure and photograph woodwork for the back of a 1925 model. Getting the original tub section was impossible as the car had been professionally trucked. Nowhere in sight was a rear body section so I thought I'd try my

luck with the local papers again. The phone rang and I was very excited as I was told that there was a complete body of a Hupp that could be used as a pattern, only trouble was, the bloke said, it could be under 4 foot of water and indeed this proved to be the case as I went for 'a swim' in the Darfield river in the middle of winter. Finished up only getting a side light and dash light off it, the rest just disintegrating as it was disturbed. However all was not lost and I got a good rear door and one usable wheel arch, thanks to Roger Barnett answering the same ad.

Had the rear door pillar brackets cast, only to later obtain originals. The rear door posts had no flat surfaces and these had to be made 3 times before they were right. After a year on the woodwork and often up to 35 hours a week it was ready for panel beating. This I tried myself but soon handed it over to Royce King who made a first class job of it.

Another year passed and in October 1982 I painted the body using a low pressure Webster Gun and Dulon Lacquer. The windscreen was remade using the aluminium extrusion made for the purpose, which surprisingly bent cold without hassle. Front seat

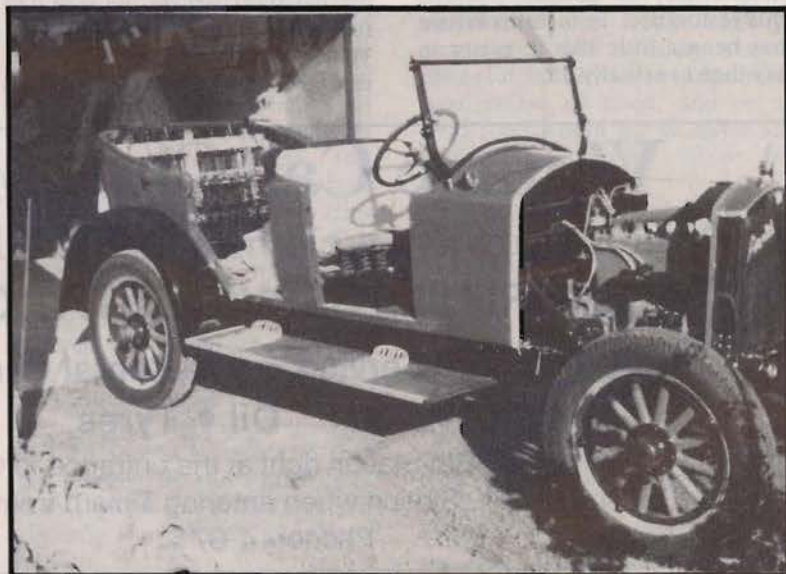
springs were repaired and painted and the back ones were made from converted Buick seats. The motor was fired for the first time (3 years after overhaul) and ran o.k. after adjusting the carb. settings and spark linkage. Early in 1983 Des Benfell upholstered the seats. He also did the hood later the same year. Very pleased with the results.

Could write plenty on the hood irons but will only say I had my full share of problems along with half of someone else's. Dave Coombes made a great job of laminating beech hood bows. These are light and easy to fit to irons.

The car used 7/16 cuphead bolts in several places and I found these could be easily made from buying long 12mm ones, cutting off the thread and then simply rethreading them, reducing the size of head and square if required. Dad found the ideal material with which to turn the elusive horn button and this was melted down 1/4 litre soft drink bottle black bottoms.

On the grand occasion of my first drive or what should have

Restoration well on the way, body work almost finished.



been, I was deflated to find the primary shaft on the gearbox refusing to stop spinning, therefore stopping me engaging gear. I was not particularly amused when I had to take the gearbox out to fiddle with the clutch, but even less amused when it had to come out again because of failing to correct it. Turned out in the finish to be only one thou. clearance between the primary shaft and the bush in the clutch thrust bearing. Bored 10 thou. out of this bush and had no more trouble. Oh for the joy of a complete car. First day out was a hot Nor'wester and the Hupmobile boiled in four miles. With 20 miles on the clock I'd gotten my first puncture in my new tyre and tube. The next few miles saw the replacement of the timing chain, and the new diff. bearing packed up after 200 miles apparently because of no spacer between pinion bearings.

I finally finished on the 1st October 1983 and in the 700 odd miles that were done by December, a certain set of feet could be seen many times protruding from down under while the bugs were exterminated one by one.

Finally I would like to take this opportunity to thank the numerous people who helped me in one way or another towards this restoration. In fact this article has been a little like it, easier to say than to actually do. □

Commemorative Tour 1985

PROGRESS REPORT

These are extracts from the report given to the National Executive on 10th March 1984.

Our Committee meets monthly now, as we head into the final 12 months. We are tying up loose ends, and giving serious thought and detailed discussions on all angles and possibilities of this great event.

The tour will now pass through 25 branch regions with the newly formed Waitemata branch included. Of these branches, we have had many positive replies offering hospitality.

Invercargill: We have accepted their offer to organise a short run on Saturday 23rd to Stirling Point Bluff, for a photo session, and also an early evening barbecue and tour participants' briefing.

Canterbury and Banks Peninsula: These branches have combined, offering an exciting welcome and evening get-together.

Blenheim: Local members have offered transport on the free day for some sightseeing.

Whangarei: This branch has got into the spirit of things with a

grand welcome and are happy to arrange a final evening function to wind up the tour.

In addition to these overnight stops, we have had many friendly offers from the branches involved in mid-morning stops etc.

Support from the Automobile Association has been very enthusiastic and generous. They are handling all our printing requirements and providing an accommodation booking service. At the moment they are negotiating a mutually suitable ferry crossing time with the Railways. AA is also providing a tail-end Charlie for the length of the tour. We cannot speak highly enough of their support to date.

This is a unique occasion, it acknowledges the efforts of members in preserving our nation's motoring history, it is a public relations exercise acknowledging the years of support and interest by the people of New Zealand in our club's activities.

EARL PRESTON
Tour Leader

Vintage Car Club Members

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Commemorating 100 Years of Motoring

Part Two — The Pioneers Continued

by *Leith Newell*

The two motor vehicles demonstrated to large crowds in Christchurch on November 14, 1900 received considerable publicity, so, what better time to sell. The N.Z. Wheelman reported on November 28, "The motorcar which Mr Skeates has been exercising in Christchurch lately was offered for sale by auction in Tonks Norton & Co's rooms on Saturday, (November 25) the first car offered for sale by auction in the colony. The car was knocked down to Mr Wardell for £135. Bidding began at £50." This was the Wolverhampton Star, imported to Auckland by Mr Marychurch. Wardell Brothers were well known grocers in Christchurch and after service with this firm the Star passed through the hands of a Mr Swift who swapped it with a Mr McDonald for a quarter acre section. It was then sold to Professor A. W. Bickerton, the engine finally ending up either driving the merry-go-round or the shooting gallery at his Wainoni Amusement Park, a well known Christchurch feature until the 1930's.

Probably this first auction encouraged the second, as on December 2 the Comiot tricycle of Mr Acton-Adams was also auctioned by the same firm, "The purchaser being Mr H. J. Shaw to whom the tricycle was knocked down for £55." Mr Shaw is described as a brushmaker.

Nicholas Oates whose two new vehicles had arrived in early November was also desirous of

keeping in the public eye. A Cornishman, he was born in Redruth and had worked in the railway workshops there before arriving in N.Z. twenty-six years earlier. His Zealandia Cycle Works in Christchurch employed up to 60 men during the cycle boom of the 1890's. The week after Oates' RAGLAN "Benz" arrived a run was made to Rangiora with passengers Alex Lowry (his partner) and G. Scott. The voiturette was already being called a Zealandia motor car — use of the firm's own company name was common at the time, but was to cause difficulty and confusion to researchers. Imagine the excitement and the questions that must have been asked when the car arrived in the small country town. The journey was reported as taking 1 hour 10 minutes for the 20 miles. If this was accurate (which is open to doubt as drivers have ever been optimistic in their times) it was quite a remarkable time for the distance, especially as the road between Belfast and Kaiapoi was not good. Various rides for charity at 6 pence a trip, and demonstrations were also given at athletic and cycle meetings by Oates and the Raglan during December. At one there was a mishap when a bicycle left lying on the track was run over and badly damaged.

To keep the story in perspective a return should be made to that epic journey by the FIRST N.Z. made 4 wheel car. F. R. Dennison originally from Hildershorpe near Oamaru had been working for

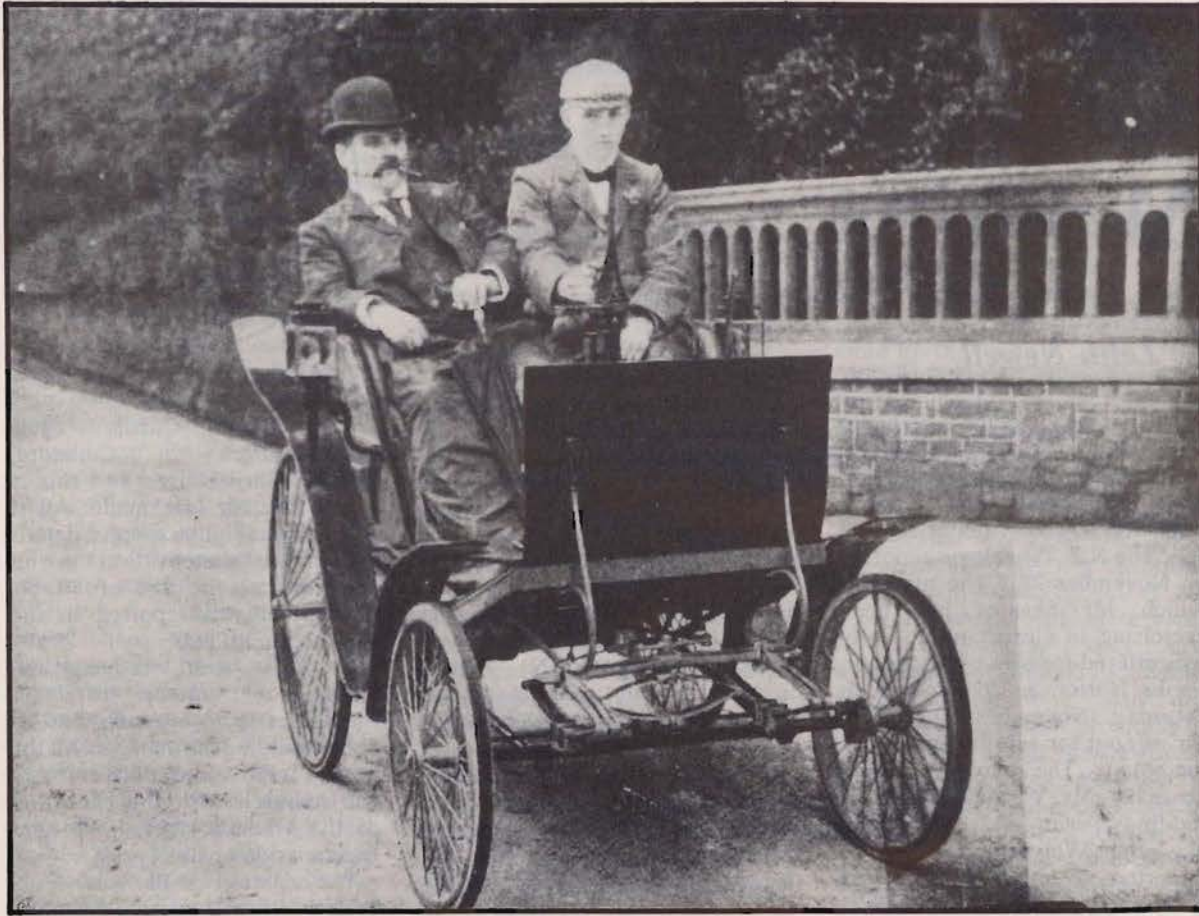
Adams and Curtis, cycle manufacturers in Cathedral Square, Christchurch and this is where the car was made. Apart from several photographs details are rather sketchy but in an interview at the age of 80 his description was reported in the Christchurch Press;

In 1900 after studying the designs of motor cars in magazines from overseas, he set about building his own car. All the parts were manufactured in Christchurch with the exception of the wheels, tyres, rims, and transmission chains.

The engine of the car was a four-cycle horizontal open crank type, cooled by water and using kerosene fuel. Ignition was by a hot tube and hot vapouriser. It had one direct gear from the engine shaft to the back axle, transmitted by two heavy quadchains side by side, and a cone clutch. It had no mudguards, windscreen, or hood, and on a good road would do 30 miles an hour. (In 1900 only 15 or 16 m.p.h. was claimed.)

On a winter's morning in June 1900 the car made its debut — a trip to Oamaru. The Selwyn River was not bridged, and two driving chains snapped when Mr Dennison applied full throttle and attempted to get clear of boulders. The chains were renewed, and the car went well until an axle broke close to Ashburton. Mr Dennison took the axle shaft out and carried it to Ashburton, returning by bicycle to the car next day with the axle repaired. From Tinwald





to the Rangitata the road was shocking said Mr Dennison. It was like a ploughed paddock.

Mr Dennison noted that the daily newspapers were publishing detailed articles of his journey with headlines such as 'Seen passing through Ashburton' and 'Arrived at Temuka'. (The Oamaru Mail reported his arrival on a Thursday but the number of days for the journey are not known.)

On the return journey to Christchurch, the fuel tank of the car caught fire as Mr Dennison was descending the terraces to the Waitaki River. He had to jump for his life, and the whole car was enveloped in flames. The vehicle was a total wreck, but he was able to collect the debris of the engine,

and this was lying in a paddock at Hilderthorpe for many years." Not only did the Old South Road of that date cover a far more tortuous route than that of today, but it was also traversed by numerous water courses which were quite a problem for the traveller.

Soon after this Dennison returned to Oamaru where he was building "Special" brand cycles in October 1900. At least one car of his own make was sold, and later he held the Agency for the Model T Ford.

Just five months later on November 26 Nicky Oates with passenger J. L. Carl, ex club captain of the Pioneer Cycle Club set off for Timaru in the Raglan. They too were to have their

The Raglan Car of Nicholas Oates on left seated with the son of the manufacturer in England, taken before coming to New Zealand. Photo courtesy Canterbury Public Library.

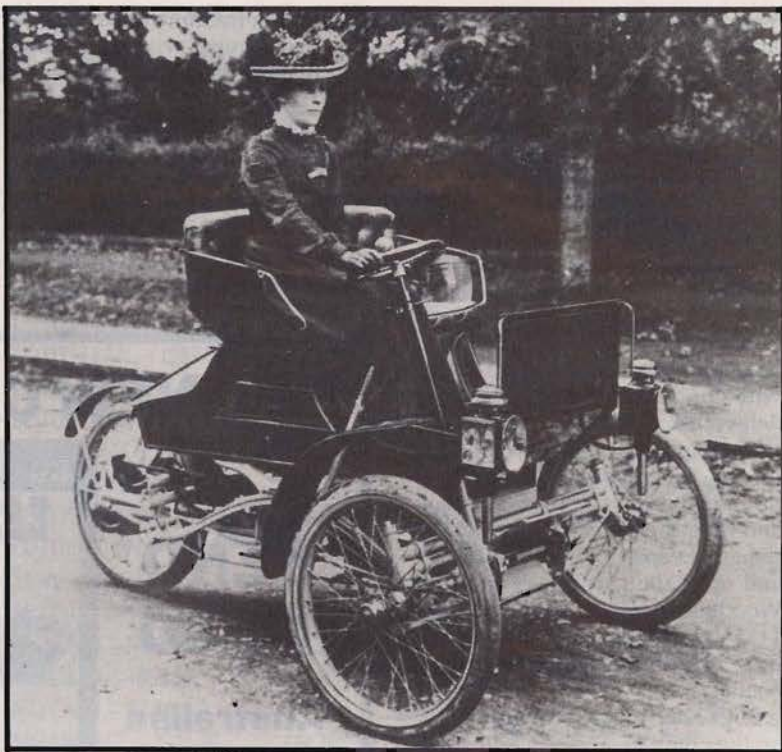
problems. Because the Selwyn River was not bridged they travelled out to Leeston where there was a bridge, but found the roads were most unsuitable from there on, although the real trouble started after Rakaia with the water races and Ashburton was not reached until 7.20 p.m. Only 25 miles were covered on the Tuesday as in addition to difficulty with the fuel obtained at Ashburton they had trouble at Hinds and the road to the Upper

Rangitata Bridge was terrible. Most of today's travellers are unaware that at that time the only bridge over the Rangitata, apart from the rail bridge (strictly rail only, then) was inland over the Arundel Bridge, and this stretch of road was notorious for many years for its deep shingle, dust and seemingly never ending length of straight road. The motorists stopped at the Upper Rangitata for the night. On Wednesday morning the car stalled in the flooded Coopers Creek five miles from Geraldine and had to be ignominiously hauled out by horses and trap, and towed into Geraldine where the engine was dried out. A fresh supply of petrol having been sent up from Timaru the journey was continued, the roads now better, to reach Timaru at 4.30 p.m. On Thursday they drove about the streets of Timaru before returning to Christchurch by the Express. The roads were too rough to drive back.

Either late December or early in January 1901 a Locomobile steam car arrived in Auckland for George Henning, another motorist who was to undertake many long endurance trips and he was also to play a significant part on the motoring scene in Auckland.

January 1901 and Nicky Oates, that intrepid motorist was on the road once more driving the Raglan from Wellington to Napier. This excursion was written up in serial form in great detail in the *Wheelman* as the passenger, Alex Wildey was the Editor of the magazine. Leaving Wellington at 6.50 on Wednesday morning 16 January, they arrived in Napier early Friday morning, after travelling about 225 miles — quite a trip!

The first holdup after leaving Wellington was at the Pakuratahi river where the bridge was being rebuilt, and the builder suggested the car take to the ford. However, with a little "palm grease" the roadmen agreed to lay planks across the bridge and give the car a "shove from behind". The road over the Rimutaka was very



rough, and had to be navigated with care. The car could climb the steep sections provided, "the occupants got out of the car and trotted by its side". In places the road sloped away to the outside, and the pair had to put all their weight on the high side, to prevent it toppling over into gullies. When descending the road was strewn with large boulders, the jolting and lopsided stance caused one of the chains to mount the cogs and jam between the sprocket and driving wheel, bending spokes and although this was of no immediate consequence, was to cause serious trouble later. Crowds were out in Featherston to greet the car and a couple of hours were spent here before leaving at 3.20 p.m.

The greatest problem for all long distance travel was to ensure supplies of fuel. The Raglan's reservoir held about two gallons, enough for 25 miles and another 2 gallon drum was stowed under the front seat. Supplies were sent ahead by train to Featherston, Woodville and Waipukurau.

Another mystery car from Christchurch — make unknown. Was the lady really the driver? Photo courtesy Canterbury Museum.

Spare batteries were carried although not used and an old felt hat for a water bucket. The wheels of most other traffic on the road were about a foot wider than the car, and this too made travel difficult at times.

The road improved towards Greytown, passed at 4.10 p.m. and Carterton was reached in another 25 minutes after missing a turning where they finished in a riverbed and then had to manhandle the car round on the narrow road. Near Masterton a water race doused the engine but it was started without too much difficulty. Deciding to continue to Eketahuna for the night they "set the powerful acetylene gas lamps going" but found night travel on uneven gradients difficult, especially one steep descent down a narrow sinuous road covered

with loose rocks. They finally arrived at 10 past 9 after covering about 95 miles for the day.

Next morning while oiling up, watering, etc., three broken spokes were discovered. The car refused to start so it was run downhill to get it going and they were away at 7 a.m. The amount of horse traffic on the next section of road, much of which became alarmed, slowed progress. Pahiatua was reached after 1½ hours. After a short stop again with horses there was a long delay, fully half an hour caused by the closure of a road and rail bridge. The bridge was closed 15 minutes before the train was due and then the party had to wait for the gatekeeper to cross the bridge and open the gate at the far end. Woodville was reached at 20 to 11, more fuel was picked up, and they were now 94 miles from Napier.

Both had to dismount and walk on the climb up Victoria Hill and a water race at Matahiwi was in flood with large boulders. The car stalled in the middle and had to be pushed out, wetting the baggage and ruining a suit, but soon they were bowling along again only to shed a belt after Oringi, fortunately discovered after a few yards and a spare was fitted. It was a long climb up to Matamau and Norsewood was reached at 20 to 3. The road was now very rough and rocky and another spoke snapped before Takapau was reached at 3.35 p.m. After a ten minute break they faced the worst section of the whole trip with no road at all for the next ten miles. The route defined by here a gorse bush there a section of fence and the surface again described as like a ploughed paddock. Sometimes they were in the car sometimes out, the fourteen miles to Waipukurau taking 2 hours 10 minutes to arrive at 6.15. There was consternation because as well as a fifth broken spoke in the left rear wheel, there was no petrol! It actually arrived in Napier two days after the car.

Having calculated they could

manage on the fuel aboard the car they continued with a splendid run to Waipawa, leaving there at 7.10 p.m. lit up the lamps just after Te Aute and decided it would be prudent to stop at Hastings rather than continue on. Napier was reached on January 18 at 8.45 a.m. where the Raglan was put to rights before returning to Lyttelton by boat.

This journey related in some detail was to be repeated all over New Zealand in the next few years, but in many places roads of mud and bottomless clay had to be contended with as well. The early New Zealand motorist was an adventurous soul. □

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"Total" Bentley Tour of South Africa

by *Brian Goodman*

A request from the Editor prompts me to write a short account of our trip to South Africa to take part in a fantastic tour.

The story really starts about March 1981 when the Bentley Drivers Club Newsletter arrived with the news that the South African region intended to host a tour of that country, limited to W.O. Bentleys and only 50 entries. A long standing desire to visit that country and with a little tongue in cheek I replied. And so it came to pass that the afternoon of February 18th saw our party assemble at Christchurch Airport. We were a crew of 4, myself, wife

Jacky, Brian Conroy of Timaru and my brother-in-law Owen Costley from Wairoa.

We spent a night in Sydney, a week in Perth and finally at 10.30p.m. on Saturday February 26th we landed at Jon Smuts Airport in Johannesburg. So pleased to be there after a total of 20½ hours sitting in an aircraft. We were met by a B.D.C. member and the next morning went to a Vintage Car Club "Bonnets Up" meeting. A very interesting selection of vehicles were present including an American Premier of about 1924. The only one I have ever seen. We left next day by

rental car for a 500 mile drive to Durban as I was anxious to confirm that the 3 litre had arrived safely and I was much relieved to find it had. It was there in a warehouse along with about 30 others and it started and ran with no trouble.

The rally started on the Saturday following and the Kiwi contingent was given a terrific reception as we were flagged away by the Mayor of Durban. For the next two weeks we toured this fantastic country, visiting wild game farms, gold mines and ostrich farms. We were treated like royalty with Mayoral receptions, banquets, luncheons, cocktail parties and the like. Of course we motored and oh boy did we motor. On superlative roads often constructed in concrete, we roared along covering great

Seen on tour, Ray and Beryl Lyons 4½ Blower on left with the authors car on the right



distances. On the first day we left at 9.30a.m. and covered 165 miles before lunch. The longest days run was in the vicinity of 450 miles.

We drove down the Great Karoo, roads that ran dead straight for a hundred miles on end, countryside so desolate as to defy description. We drove on the "Garden Route" following the coast from Port Elizabeth magnificent shore lines, bush covered hills, through glades of tall trees. We climbed through a mountain pass called Bainskloof where the rock formations were so old and magnificent that one just had to stop to gaze in awe. And then round the beautiful

valleys near Stellenbosch and even saw the home of Danie Craven.

Retirements were few, only two, punctures and minor repairs many. The organisers had brought out from the U.K. Vintage Bentley expert John Ambler to act as tour mechanic. The first night saw him working till 4 a.m. replacing a broken con rod on a 4½ litre. Coaches followed us on the tour for carrying baggage and to allow anyone who was suffering from the heat to travel in air conditioned luxury and was it hot. The first day we were in Natal's hottest day of the summer — 40°C. To give a better indication, 4½ weeks after leaving home I

finally wore a sweater. Most days we wore shorts and a floppy hat.

The event was sponsored by Total Oil, a French based Oil Company. One figure I heard was R120,000, about N.Z. \$150,000 that they gave the tour organisers. This subsidised shipping, fuel, accommodation and meals. They paid about 80% of the return shipping of my car and all but 2 days of fuel. How we would love a company like them in N.Z. We

Map of South Africa showing route of Tour.

TOTAL VINTAGE BENTLEYS!

met South Africans who have visited N.Z., Roy and Beryl Lyons who were driving the only "Blower 4½", Waldie Greyvenstien and Maynie in a magnificent 6½ originally owned by Bentley Boy Glen Kidston, and Clive and Rosemary Woolley in a Concors 4½ whose stable includes 5 or 6 Bugatti's.

Finally we arrived in Cape Town, surely one of the world's most beautiful cities, for tours of

wineries, final banquets and emotional farewells. The sight of 20 odd U.K. Bentleys being loaded into containers for the trip home was a novel one for us. The 2000 mile plus tour was over. Very sensibly there were no prizes but we all received mementoes.

As a final comment, South Africans love and respect New Zealanders. We found them extremely hospitable, never able to do enough to ensure our trip

was enjoyable, AND, we dined with black South Africans, we drank with them in hotel bars, the driver of our baggage wagon took home NZ\$200 a week, paid no tax and lived in a Government assisted modern home and he was not an exception.

As a country and a vintage car club fraternity I can certainly recommend a visit. Perhaps Norm Skevington????

1984 Dunedin to Brighton Rally

by Murray & Kerry Trounson

Thirty six veteran cars and motorcycles competed in the 30th annual Brighton Run on Saturday, January 21, 1984.

A new feature this year was a brief tour around the Dunedin hospital. Festival week personalities featured as passengers in the veteran vehicles. The Mayor Mr Skeggs rode in the "mother-in-law" single rear seat of Robin Dickson's 1912 Ford Model T from Gore, while one of the princesses accompanied him in the front seat.

The festival queen Carmen Fockens rode in the sidecar of the Boyd Wilkinson's 1914 Bradbury Motorcycle from Dunedin.

Patriotically this year's festival guest, Sir Richard Stratton (The British High Commissioner), rode with Mrs Skeggs, in Jack Newall's 1911 Wolseley Siddeley which had been driven from Rangiora.

The other festival princess rode with Geoff Mehrtens and family in their 1910 Talbot, while Mr A. Carr the Town Clerk rode in the sidecar of Des Ruddle's 1918 Harley Davidson. Mrs Carr was in the 1915 Dodge of Rob Ross from Ashburton. Mr & Mrs Crossman, the winners of a contest to come

to Dunedin for Festival week rode with Lin Gough in his 1914 Buick, one of two vehicles to have competed in all 30 Brighton runs. In fact Mr Gough is the only driver to have driven the same vehicle on all 30 runs.

Mechanical trouble forced three entrants to retire from the run. The 1900 Locomobile Steam car of D. Shadbolt from Christchurch was on its first run after a full restoration and suffered a bent con-rod near Waldronville. Mr and Mrs Shelley from Hamilton were also forced to retire when their 1902 Single cylinder De-Dion Bouton overheated and seized the engine. Some enthusiastic V.C.C. members assisted the Shelleys on Sunday to repair the damage and get the engine going again, thus enabling them to compete in veteran rallies in Ashburton and Christchurch over the next two weeks.

The 1910 Zenith motorcycle of I. Happer was also forced to retire with spark plug trouble. Lin Gough's Buick underwent major carburettor surgery near the South cemetery, but managed to complete the entire run. Barry Longstaffe's 1917 New Hudson motorcycle received a clutch

overhaul at Ocean View, just a mile short of Brighton, and the completed the run successfully.

The weather was kinder than some previous years, and a pleasant time was had at the Brighton Domain as field tests were carried out.

Official results are as follows:

Dunedin City Corporation Challenge Cup for Best Overall Performance — motor cars. 1st M. Beanland (ChCh) 1915 Maxwell, 2nd G. Pepper (ChCh) 1912 Buick, 3rd J. Ross (Ashburton) 1915 Dodge.

Automobile Association Challenge Cup for Concours D'elegance (cars only). 1st B. Brookland (ChCh) 1912 De Dion Bouton, 2nd Paul Clarke (Hamilton) 1911 Ford Model T, 3rd Rob Ross (Ashburton) 1915 Dodge.

W.D. Read Motors Challenge Cup for Field Tests (Cars). 1st G. Pepper (ChCh) 1912 Buick, 2nd Smith (ChCh) 1915 Ford, 3rd B. Cook (Dunedin) 1916 Dodge.

Allan Crighton Challenge Cup for Best Overall Performance Motorcycles. 1st B. Binnie (Dunedin) 1919 Royal Enfield, 2nd Wilkinson Brothers (Dunedin) 1914 Bradbury, 3rd Morrison (ridden by J. Copeland Ashburton) 1912 Douglas.

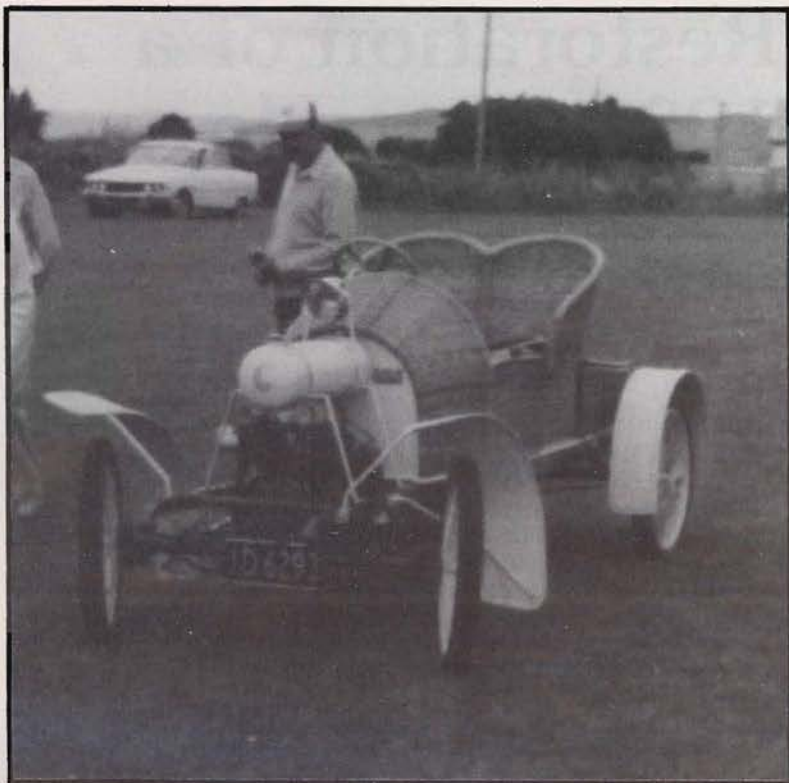
McIver & Vietch Challenge Cup for Concours D'elegance for motorcycles. 1st W. Vietch (Dunedin) 1910 King Dick, 2nd Wilkins Brothers (Dunedin) 1914 Bradbury, 3rd J. Morrison (Ashburton) 1919 Douglas.

Taieri Motorcycles Challenge Cup for Motorcycle field tests. B. Longstaffe (Dunedin) 1917 New Hudson, 2nd J. Morrison 1915 Douglas, 3rd B. Binnie 1914 Royal Enfield.

Vintage Car Club — Otago Branch Cup for Age-Miles (vehicle driven furthest to town run with regard to age).

R. Turnbull (ChCh) 1907 Sizemore Nandin.

John Benton's 1910 Chater-Lea cycle-car seen at the Brighton Domain lunch stop.



Class Awards

- Class 1 (cars with less than 4 cylinders)
Colin Winter 1900 Wolseley (Dunedin)
- Class 2 (cars with 4 or more cylinders but less than 20 hp)
A. McIntosh 1911 Wolseley
- Class 3 (cars with 4 or more cylinders but over 20 hp)
M. Beanland 1915 Maxwell (ChCh)
- Class 4 (motorcycles with fixed transmissions)
J. Morrison 1912 Douglas
- Class 5 (motorcycles with gears or variable transmissions)
B. Binnie 1914 Royal Enfield.

Fastest times up Caversham Valley Road Lookout Point section was a dead heat between Bill Piddingtons 1910 Regal and Geoff Mehrstens 1910 Talbot. These were followed very closely by Bob Oakley's Regal and Des Ruddle's 1918 Harley Davidson.

Most accurate entrants in the timed run to Brighton were the Read Family's 1914 Delage, the 1917 Overland of Andy Wilkie, and Rob Ross in his 1915 Dodge, who were all less than 30 seconds from their calculated times based on their desired average speed.

The evening function held at Dunedin's elegant Savoy restaurant was well attended by approximately 70 people.

The rally was once again well

supported by members from out of town.

Of the 36 entrants, 12 were from Dunedin, 3 from Hamilton, and the remainder from Christchurch, Ashburton, Temuka, Timaru, Oamaru, Gore and Invercargill.

Planning is already under way for the 31st Brighton run in 1985, which will continue its afternoon run past Brighton and on towards Taieri Mouth. □

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Restoration of a 1923 Mercedes Indianapolis Racer

by Wallace McNair

Following our 1980 International I was asked by Gerhard von Raffay of Hamburg if I would undertake the restoration of this most interesting car. He felt that the standards of our cars in New Zealand were particularly high and a tribute to the ingenuity of the Kiwi enthusiast. He had gathered together the bones of the Mercedes in America in the early 70's but was doubtful if it would ever be able to be anything but a static display. Until New Zealand!

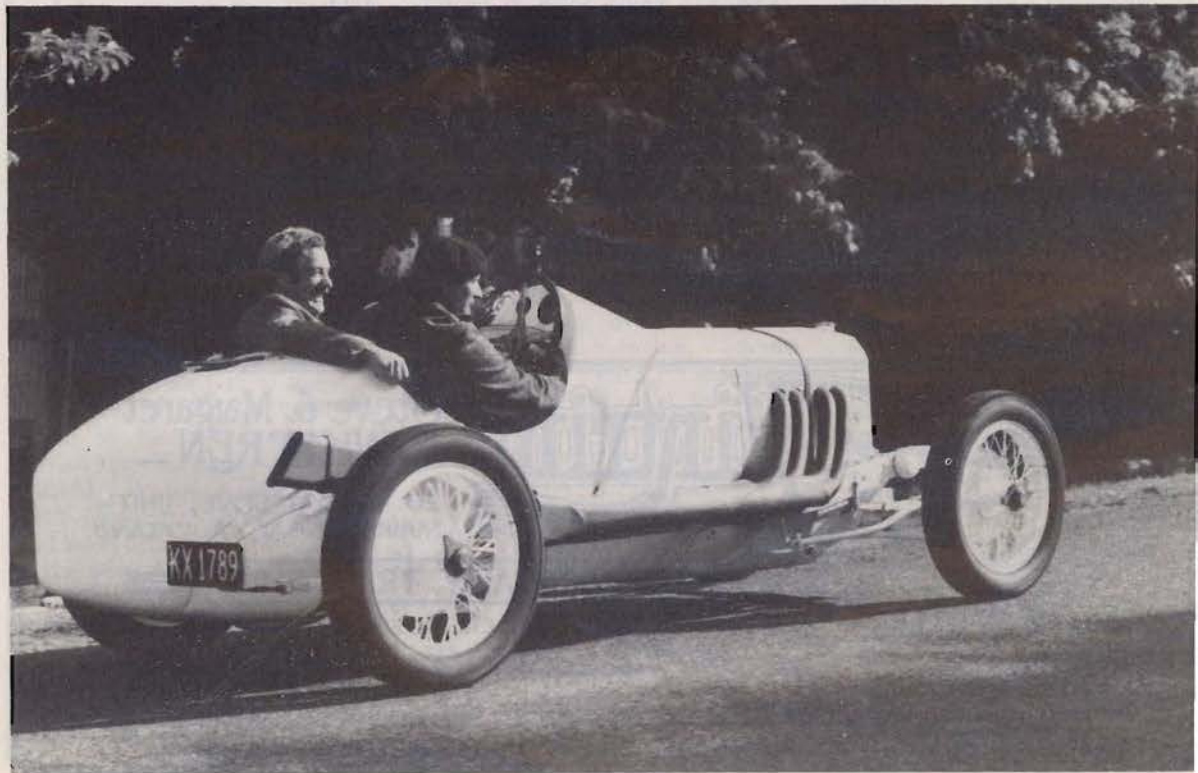
Paul Daimler designed the Indy racer in 1922 and produced a team

of four cars for the 1923 event. It was a new four cylinder car, using two O.H.C. and 16 valves in a fabricated cylinder block bolted to a cast alloy crankcase. The shaft ran in three roller main bearings, and the big ends had an incredibly complicated system of geared rollers able to run without a cage. Each roller in the big end race had a shaft through it with a small gear splined on each end. These gears turned between an external gear on the crankshaft, and an internal gear in the con rod, so ensuring alignment and rotation.

Lubrication from a gear pump was metered by a rotating distribution valve in the sump and delivered to various points by internal pipes. The crankshaft bearings were jet and splash fed. A Roots blower mounted vertically at the front of the engine was driven by a multi-plate clutch operated by full movement of the accelerator pedal. This compressor fed into the carburettor and through a system of valves pressurised the float chamber when in use.

Transmission was through a double cone leather faced clutch, cleverly relieving the main bearings of any thrust loadings, to a four speed close ratio gearbox. Final drive was by short torque tube to a most unusual differential having a crown wheel on each half shaft each meshing with one of two pinions separated by spider

Ready to go
Photo by Trevor Ibbetson



gears on the driveshaft. This arrangement not only allowed for a built in camber angle of 1°30' but also a higher ratio on one side to the other.

Four wheel braking was compensated front to rear and side to side, but with a bias to greater braking effort on the front wheels. The handbrake was ratchetless and was available if only rear wheel braking was needed. A two seater pointed tail body with staggered seating held a 20 gallon fuel tank in the rear, this was pressurised initially by hand pump and then by an engine driven piston pump.

The cars were impressively reliable but proved difficult to handle on the Indy track. Max Sailer, who eventually drove one of the cars into eighth place described the demise of our car as follows — "Control trouble struck on lap 14 of the race. Lautenschlager went into the south turn at about 100, engaged the compressor somewhat too early on the mirror-smooth oily



*Cockpit of a racing car — 1923
Mercedes Indy.*

track and with lightning speed spun several times until the front of his car hit the wall."

One of the other three cars was badly damaged during practise and these two were left in America after the race. Our car was run again as the Schmidt Special in 1924 managing a 15th, and was later fitted with a variety of engines.

In the course of the rebuild

there were about 250 spare bolt holes in the chassis that were welded up!

Restoration began with a research trip to Germany and England at the end of 1980. The

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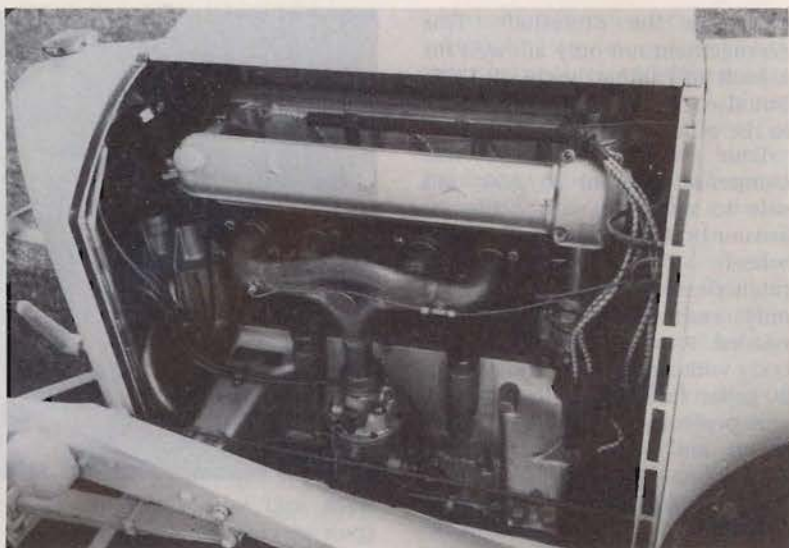
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car arrived out here in March '81 and ran in June '82. Daimler Benz were very helpful in making their Targa Florio racer available for study, and Gerald Palmer in England who also has a Targa Florio Mercedes was kind enough to give me drawings of the engine. The Targa car is very similar to the Indy, and won the 1924 Targa and Coppa Florio races.

There were some major problems with the rebuild. The block, with integral head had suffered from a vagrant valve head in the rear cylinder, and the head area and the thin cylinder wall was badly damaged. Being only 70mm bore it was not possible to work on the valve seat and combustion chamber area and it was not possible to resleeve the block. Eventually I hacksawed the rear cylinder off at the head, after removing the panel steel water jacket. This made access possible and following building up and recontouring a new cylinder was machined up out of hollow bar,



The power house. Photo by Bruce Pidgeon.

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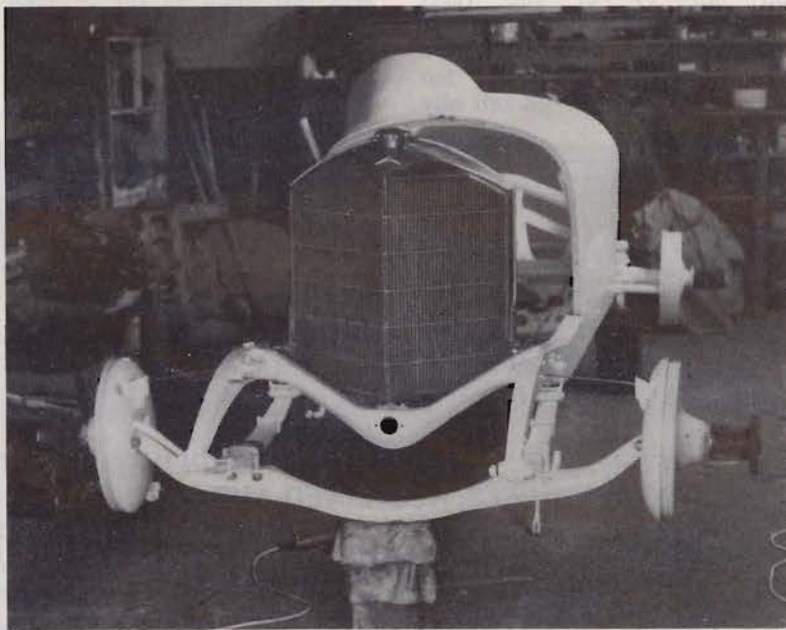
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and welded back in. New camshafts were made by Murray Bunn and Grant Bowring made a magnificent job of four new con rods. We made these from very high strength Dural to the same design as Palmer's Targa Florio car. A totally new oiling system was built using a Hoborn Eaton

Start to final assembly. Note new radiator.

type pump feeding at high pressure to copper lead main and end bearings. Seventeen new supercharger clutch plates were handmade from annealed spring steel and tempered. The Blower

itself was a real headache as the two rotors were not from the same unit and did not match. Being case hardened steel, obtaining the fine running clearances was a painstaking job. A new radiator was built from a wooden pattern copied from the only other surviving Indy Mercedes. New second and third gears were cut locally. The crankcase required some major repair work and steel spacers were made to bring the large bearing cavities down to a size for the thin wall bearings. The crankshaft itself is made in 5 pieces, held together on tapers and keys. These tapers had fretted and somebody in the past had attempted to lap them together. This was totally unsuccessful as the angle of the internal taper should be different to that of the male part. It also had the effect of shortening the overall length of the shaft quite considerably leading to alignment problems. Keith Cutten made me a lapping tool from cast iron which I used to reshape the male tapers, and then they were built up with a hard nickel deposit.

Laurie Poolman did much of the chassis work including making new sections of the side rails. The frame had been shortened and badly repaired in the past and deciding exactly how it should be was not easy. As mentioned before there were plenty of holes to choose from!

The extremely high standard of workmanship in the car made it pleasant to work on although ease of servicing was not a great consideration.

In December '82 Grant Taylor

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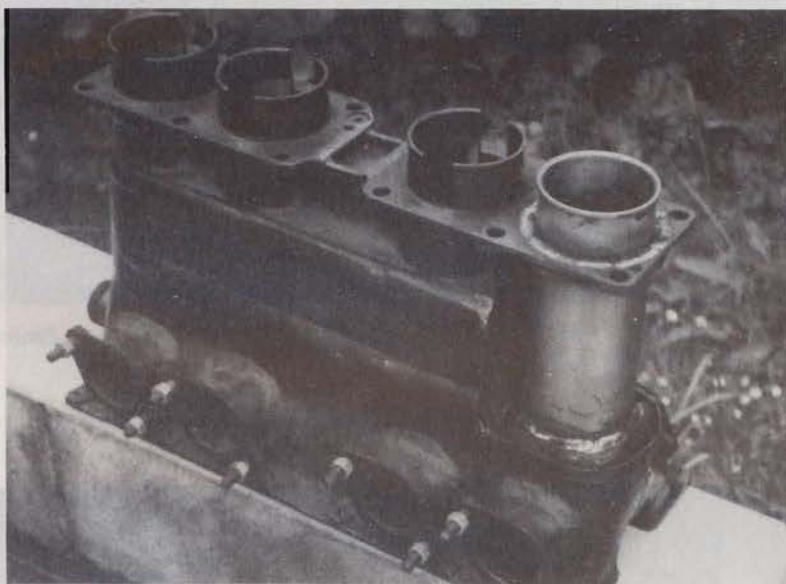
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Cylinder block showing new cylinder welded in after removing water jacket.

and I took the car to Wigram for its first run on the track. Several small problems showed up which had not been apparent in road driving, and these have now been corrected. The car starts easily on the crank, is very tractable and

has quite astonishing performance for a two litre engine. Steering and braking are very good and I have tried to share the experience of driving the car with as many people as possible.

A little sad to see it go back to its native country, but to have had the opportunity to use the car for nine months after its rebuild has been one of life's greater rewards. I hope Gerhard's Prince Henry Austro Daimler gives us all as much pleasure. □



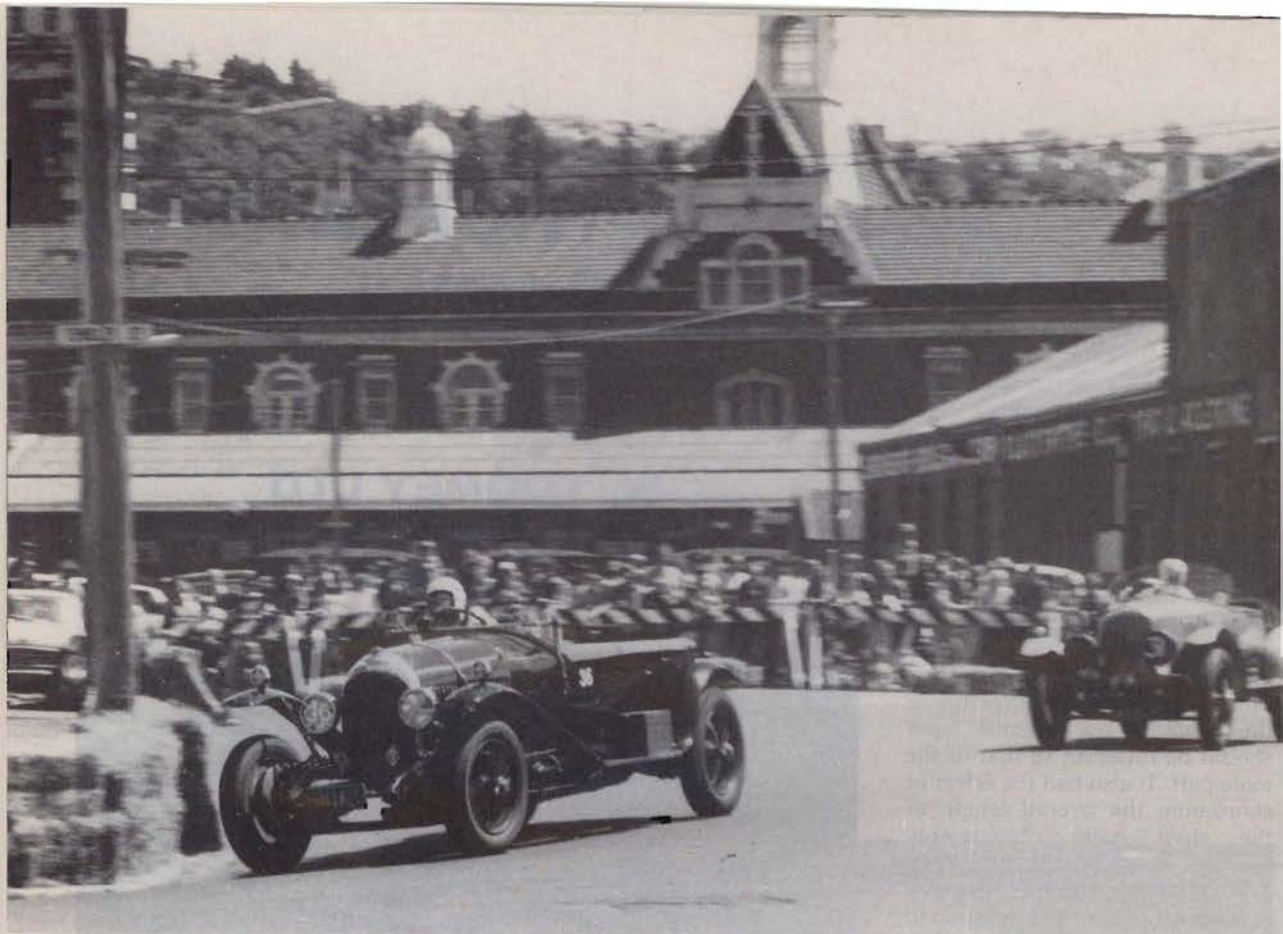
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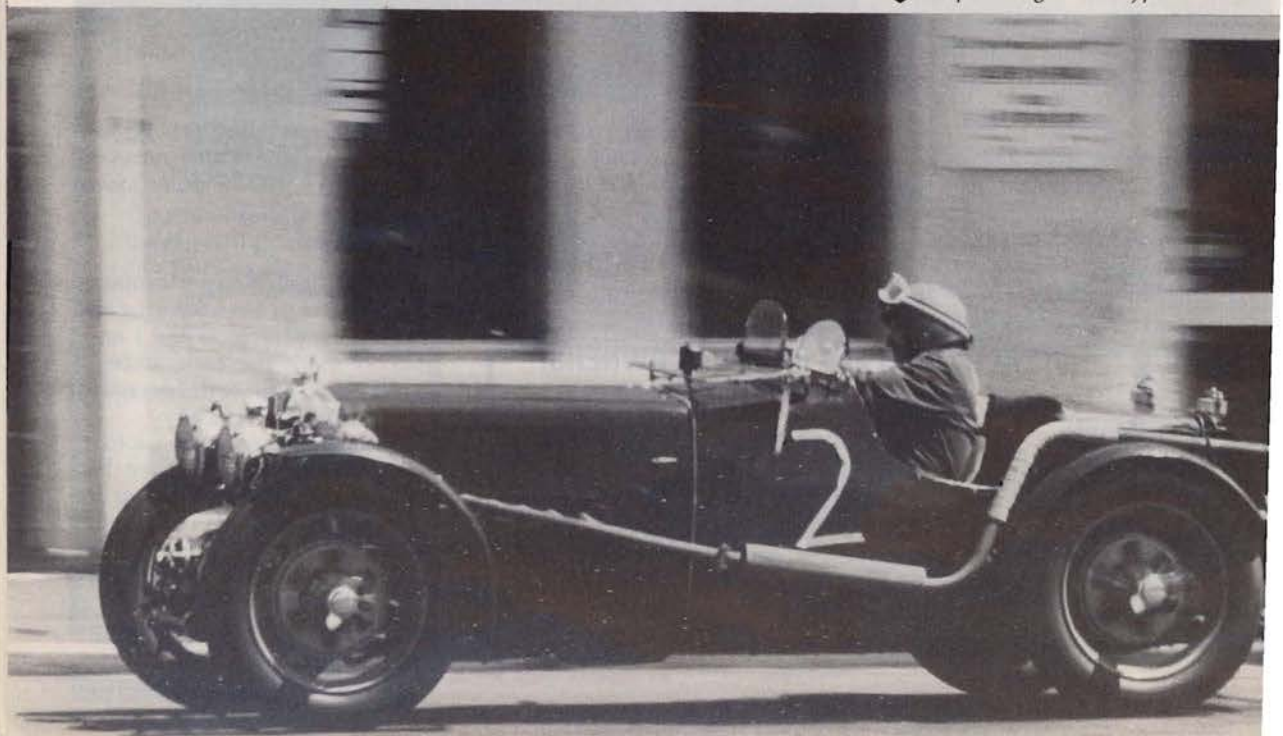
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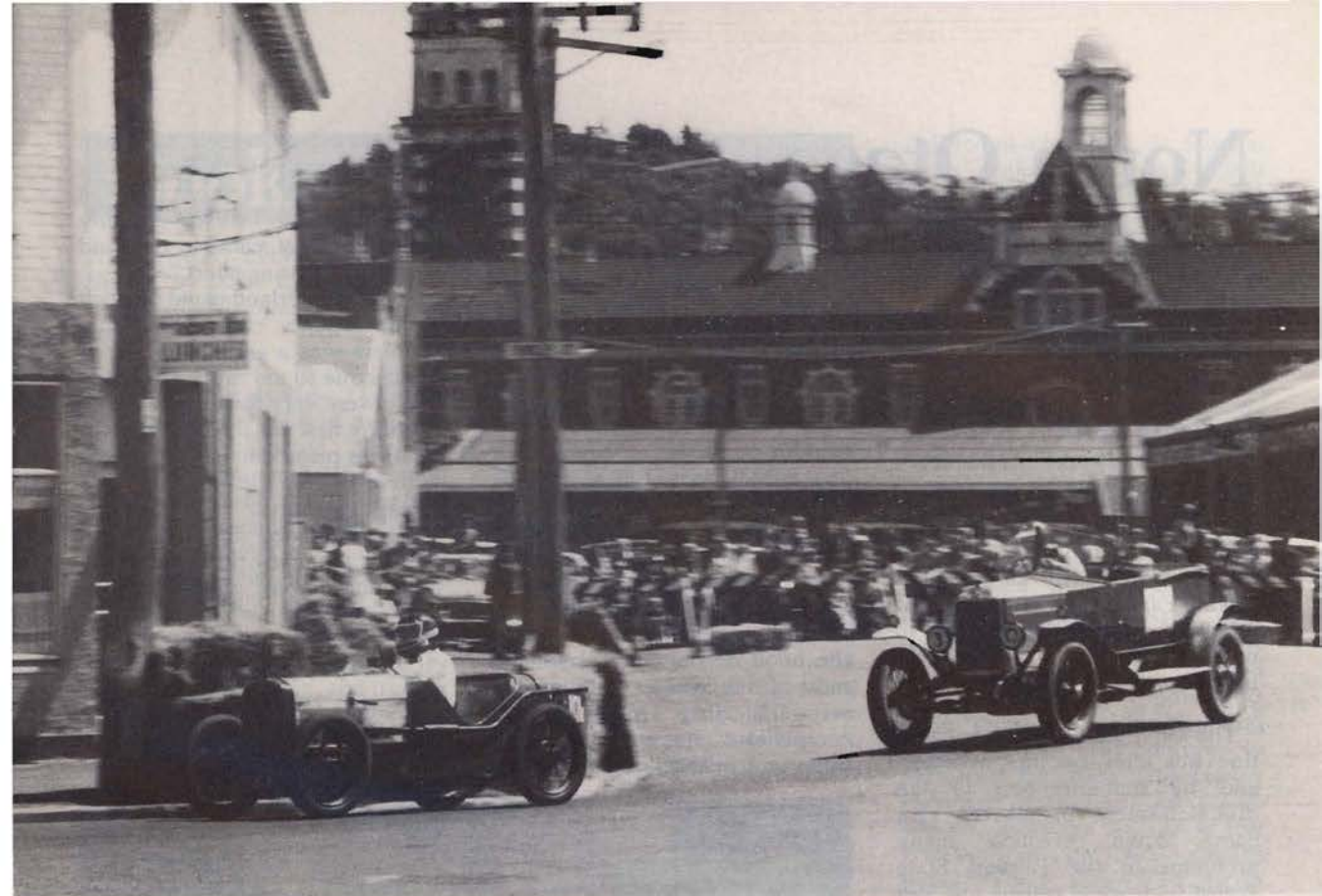


Jack Newell 1924 Vauxhall 30/98 
chases Michael Haggit 1925
Bentley 3 Litre.


Photos on these pages are of the Dunedin Ro


Bob Beardsley in Ted Loversidge's
 Supercharged Na-Type M.G.

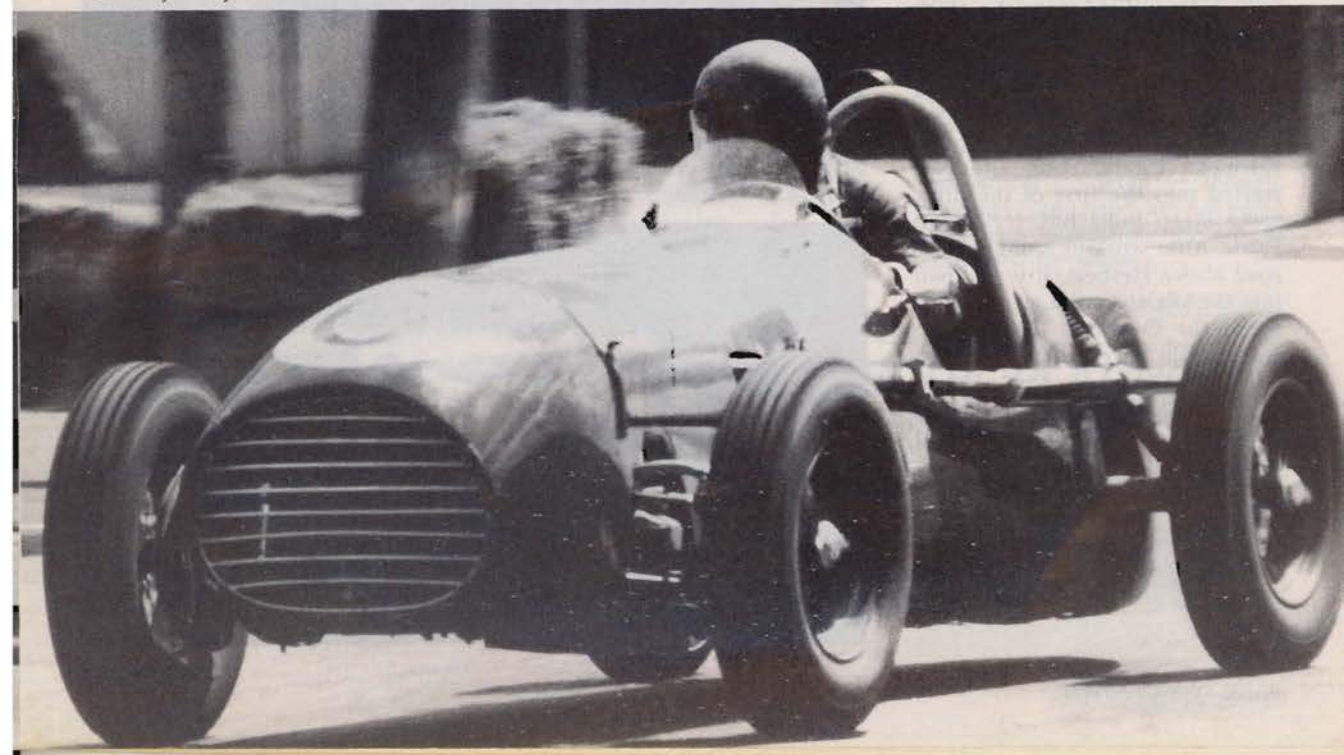




... on 29th January, 1984. All photos by John King.

Road Race Committee Chairman
Malcolm McMillan found the time
for some activity in his 1951
Ransley Riley. 

 Lindsay Wogan 1927 Vauxhall
14/40; in hot pursuit of Clynt Inns
1930 Austin 7 Special.



North Otago Branch 23rd Windsor Rally

by *Andy Wilkie*

This event being an afternoon run starting at 12.30 pm gave entrants extra time to travel from out of town. All gathered at Tokara Park for the start, many of whom took the opportunity to come earlier and have a picnic lunch before they set off on their runs.

The early part of the day was fine but later became overcast, and by mid-afternoon to the disappointment of all the rain came down, creating many problems in the Herbert State Forest with some getting lost and some minor mishaps.

We had the 1917 Overland entered on the 50 mile route, and had an early starting time of 12.30 pm. The run took us south out of town, the first check being only a few miles from the start. From the check down the beach road to Kakanui then up to Maheno, following the Main road through Gemmels crossing, soon another check then on through Kuriheka Estate. Soon after we started into the first of the hills, some steep pulls but very good roads. After working along the top road above Herbert, it was down into the Waianakarua river ford. I eased the Overland through the water, didn't even get wet brakes. Some even got swamped and had to be pulled out by a waiting tractor. A couple of our local ladies were victims to this hazard, not a good place to take a 39

*1911 De Dion of Keith Perry's
along side of Robin Murray's 1923
Ford "T".*

Mercury or a 47 Sunbeam Talbot.

Into the State Forest public access road there was some quite steep pulling. At this point the weather started to close in, although we never had to put up the hood or put on jackets, but most of the vehicles to follow got wet and dirty. Many of the competitors missed one very important instruction through an

unmarked road which put them on to some quite messy roads. Many weren't very pleased because due to lack of visibility and getting lost, came to grief and petrol was getting short.

The old Overland came through looking quite clean, the only problem was a grave shortage of brakes due to too much use.

We were very fortunate to have been the first car through, my co-pilot was pleased to have travelled with me, being the first time on a vintage car rally.

We negotiated the field tests without too many problems at the Maheno football grounds. After

*The 1939 Mercury driven by
Cathleen Perry has problems
negotiating the ford.*



Book Review

THE HARLEY DAVIDSON MOTOR COMPANY, An Official Eighty Year History, by David K. Wright. Published by Motorbooks International USA 1983. Available from Broadway Bookshop, Palmerston North. Price approx. \$45.

Having decided to purchase a book on the Harley Davidson motorcycle we delayed purchase due to lack of funds. This was indeed fortunate as on the second visit the bookshop proprietor had only just unpacked this book which we believe was well worth waiting for, being superior to the one we originally planned to buy.

The author covers every conceivable aspect of the Harley Davidson motorcycle, and its cult, from its humble beginnings in a "ten by fifteen foot shed" in Milwaukee in 1903, and of the men who created it and have kept it alive longer than any other motorcycle. The early growth of Harley Davidson was phenomenal, 5000% in the first 13 years, and they once built a 2,400 square foot building only to demolish it six months later to make room for a larger building.

A chapter on construction, which explains the modern manufacturing process, precedes a long one simply entitled "Iron". This long chapter details every single model that has been marketed and describes the

which we took the vehicles home, then later returned for a smorgasbord tea and the social and prize giving, a real family show with children staying among the crowd right until the end.

The rally must have been good Overland country as to our surprise, it took the trophy for overall place. Only 47 vehicles out of 90 entrants successfully negotiated the Herbert Forest roads. Very unfortunate with the weather, as it was an excellent rally and well organised, thanks to Cyril Bringans as it was not an easy one for him. □

evolution of one model to another. The several brief flutters with smaller machines only serves to demonstrate the continued success of the large 45° V twin configuration. A wealth of information for the student of the machine. The worldwide military and police use of the Harley Davidson motorcycle has a fascinating chapter to itself. Another on restoration briefly covers a few examples, lists some USA museums that display Harley Davidsons and also lists dealers that carry parts for Harley Davidson restorers.

The author gets carried away a little in a chapter on "adornments", displaying his leaning toward custom bikes. All right for some readers perhaps but did not greatly appeal to us. The Harley Davidson was well known as a racing machine and successful USA events and riders are well covered in a chapter on this subject. Racing fans might recognise a few names but the author could perhaps have remembered that Harley Davidsons also raced in the antipodes with success. The cult aspect of the Harley Davidson motorcycle is seen in a chapter which describes the people and machines that annually converge in thousands on Daytona for Cycle Week. A smaller event with

a different character, at Sturgis, South Dakota, attracts 15,000 motorcycles annually, a large proportion being Harley Davidsons. This intriguing chapter, that shows an aspect of motorcycling far removed from our VCC scene, also lists several USA motorcycle clubs.

Part of the success of Harley Davidson was due to the strong dealership network they established, supported and, for many years, extracted absolute loyalty from. A few dealers are profiled to show the sort of men who sell, or have sold, the Harley Davidson motorcycle. The company also believed that their dealers' strength was increased by selling accessories and consequently they produced a wide range of accessories and clothing. They also continue to produce a magazine "The Harley Davidson Enthusiast" of which we are lucky to possess a few issues from the late vintage period. Three appendices list in turn, all the models by year from 1908, annual production figures and the Grand National Champs from 1946. There is also an index.

The book is well written by David K. Wright who obviously believes that the Harley Davidson is the greatest motorcycle. Most pages contain at least one black and white photograph, but the clean type used invites the browser to read the text also which is rich in anecdote, lore and mechanical detail though, inevitably, 288 pages are not going to contain everything there is to know on the subject.

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Tour to Canada and U.S.A.

by Jeanette Peterson

Fifty-three people met at the Auckland International Airport between 4pm and 8pm on the 22nd of September 1983, for the start to a trip to last 45 days and cover thousands of miles. We were a very excited group and it was quite surprising, how many people knew each other.

Most of the group managed to get some rest on the flight, and on our first day of freedom the sun shone brightly in San Francisco. We were all up bright and early and on the go, and most, even at this early stage, seemed to know exactly where they were going, and what they really wanted to see.

To most, this was a big highlight of the Tour. Even on our free days, wherever we went there were usually other members of our group around to greet you, and it gave one a very homely feeling to catch sight of a familiar face, or that tell-tale travel bag, which we all moaned about carrying, but soon found we really needed. One lady from Waimate found her bag was not suitable for carrying car number plates on an aeroplane, they started the scanner bell ringing, much to her embarrassment.

Our first bus sight-seeing tour was San Francisco. Bob Wallace grabbed the nearest hat and proceeded to collect money. Well the first collection was for the driver and the escort. Fifty cents per day entitled us to two raffles per day, but the fines for misdemeanors, really had us in hysterics most of the time, as well as slightly poorer each day.

Judy and Lionel Priest celebrated their 25th wedding anniversary, in Vancouver, and

they were presented with an appropriate gift. Another occasion for Judy was when Lionel decided to buy her a new pair of shoes. Well, after seeing the prices in 3 shops, he took the old ones in and had them repaired. Lionel was also noted travelling through the Rockies, chasing Marie, with handfuls of snow. I think he came off second best that time.

The Flivver Club in Canada entertained us one evening and the following day most went to Vancouver Island ably escorted by George Carpenter, who is known to many VCC members. On leaving Vancouver we travelled to Kamloops where we were entertained by the car club and we showed films of our International Rallies with 1986 in mind.

One very proud occasion, was when we attended a dinner and a meeting of the Stephen's Club. We were shown slides of the remaining 26 Stephen's Cars in the world. One of these vehicles was owned by two of our group, Nancy and Clarry Attwell. We all felt this was what Vintage Motoring is all about. This was at Hershey, where the largest Swap Meet in the world is held: 7000 stall holders spread over 100 acres. We attended the dinner, 1100 present, and we were very ably hosted by club members. The car show attracted an entry of 1200 and about 600 awards were presented.

From Philadelphia Airport, we had a bus driver named Phil, whom we all liked very much as nothing was a bother to him. He drove us to all events we were taking part in, and still found time to take us shopping, mainly to K.

Marts. One night after a particularly happy hour, Phil arrived in the dining room, where most of our group was eating, and after helping himself to the floral decorations proceeded to hand flowers to all the ladies. We were all quite happy to adorn ourselves with these. It was a very sad night in Tarry Town New York when we had to say good-bye to Phil. We are all looking forward to seeing him in Christchurch in 1986.

The International Rally in Pittsfield, north of New York, had an entry of 84 cars and as usual we were given first class hospitality, and rides in entrants' vehicles were always available. Most attractive scenery and beautiful autumn colours. We had the opportunity of again promoting our 1986 International. We also visited Limerick Raceway to see the speed events and the Rhinebach Vintage Aerodrome complete with operational aircraft.

Some of our group managed to meet Clint Eastwood in Bourbon Street in New Orleans, where he was making a film. He was greeted by a friendly hand-shake and "meet an Aussie, Clint".

We had a few occasions to test our Maori, but we found this sadly lacking. One very enjoyable occasion was when most of our group met at a place called Steak House Charlies, in Washington. We sang Pokarikariana to a group of Japanese and others. They in turn sang to us. I don't think the Cabaret over the road was worth mentioning, although a few had a late night there. Las Vegas was a time for shows and fun, and it was lovely to hear from everyone all the happy experiences, just being in an atmosphere so different from home. Disneyland was the time when we all started to make promises to ourselves to come again.

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Branch Notes

Knotts Berry Farm was noted for its many dare devil rides, namely the loop. Most of the group enjoyed one ride on this, but one little man from Palmerston North, he must be at least 40, had 11 rides. Perhaps this is why he has trouble with his hair. One man from Wanganui, I would say he would be all of 40, found half a ride was enough. Bad language didn't help him down any quicker. He was also noted for his most enjoyable jokes.

On one occasion one of our group, Dawn Diamond from Nelson was on the spot when a lady collapsed and stopped breathing. Dawn promptly gave her mouth to mouth resuscitation, and by the time the ambulance arrived the lady was breathing normally. We were all very proud of Dawn.

Museums visited were at Vancouver Island, The Craven and GM collection in Toronto, Henry Ford in Detroit, and an evening's entertainment with the Car Club in New Orleans, Imperial Palace at Las Vegas and the Nethercutt collection at Sylmar. Visits were made to the Queen Mary and the Spruce Goose.

Our final night in Honolulu came around all too quickly, and after our final happy hour, we presented Marie and Norm and Allan, with a small token of our appreciation, for a wonderful job well done, and after fond farewells we all boarded our flight for New Zealand with our bags bursting and car parts galore including wheels. I think a few wondered if we would actually make it off the ground.

I have only touched on a very small part of our wonderful tour, but it is so hard to describe the friendship and comradeship we all enjoyed in each others company, without even mention of the magnificent sights we enjoyed and the events we all took part in. We all felt very proud to be part of the Vintage Car Club of New Zealand.

ASHBURTON

A few of our members attended the Windsor Rally in North Otago and three went to Dunedin to the Brighton Run. Both Rallies were very successful and enjoyed by all entrants.

Our Annual Rally was held Saturday, January 28, on a brilliantly fine day — our prayers must have been answered as Friday's weather was atrocious! On Friday evening we all had a social get-together and the next morning the three routes took the 99 entrants through some lovely countryside with a majestic view to the mountains as all entrants arrived in Mayfield for lunch.

Our Hamilton entrants with their 1902 De Dion Bouton, 1910 Chater Lea, and 1911 Ford T boosted our Veteran numbers along with the other entrant's 1906 Cadillac, 1913 Ford T, 1914 Saxon, 1915 Ford T Raceabout, 1917 Dodge, 1913 Ford T Commercial, 1918 Dodge Commercial, a 1912 Douglas and a 1914 Zenith motorcycles. It was the largest Veteran participation our Rally has enjoyed for a few years and along with all the Vintage, Post Vintage and Post War vehicles they made a magnificent sight "tootling" along the roads. After lunch we headed back to the club rooms for field tests and afternoon tea and our Cabaret and prize-giving in the evening was a fitting end to a glorious day.

A good contingent headed down to Invercargill March 2, 3, 4 to the National Motorcycle Rally and they had a marvellous time. Rob and Diane Ross took part in the Club Captain's North Island Tour which was a well organised and a very enjoyable trip.

Welcome to new members Ian Nicholson with a 1929 Model A Ford, Richie Thompson with a 1953 Norton Dominator and Joe Studholme an associate member.

PAMELA BELL

AUCKLAND

Thirty-five locals turned out for Wayne Roberts club run to Cascade Falls, and on anniversary weekend eight or nine headed for Northland's "Waitangi Hangi" and several others went to Tauranga for their twenty-fifth anniversary rally. Trevor Birchall scored second overall and first vintage, and Charlie Liddell and Monty Scarborough took first and second veteran respectively.

The veteran run on the 11 February saw 34 vehicles including three solid tyred heavies and two belt drive motorbikes take a most scenic tour of the Waitakeres, including Exhibition Drive, which is not normally open to the public. It was also the first time we have had a separate class for one and two lungers. The run proved a good test for these primitive cars but little if any trouble was experienced. The run finished at Jack Whittaker's farm in Oratia. A good meal was enjoyed but the weather prevented field tests and car swapping.

In the evening many returned to the club rooms for a showing of "Genevieve" and the prizegiving. John Courtney taking first overall in the 1917 Studebaker, with Ron Roycroft second in his 1916 Buick and Wayne Welch third in the 1913 Model T.

The one and two cylinder class was won by Barry Williams on his 1918 Harley and Team Szaire Naudin, Don White and Don Cameron, took second and third.

The Club camp-out at Orere Point was enhanced by the arrival of participants in the Club Captain's North Island tour. Some 26 of these people, combined with 25 carloads of locals, predominantly in club vehicles to make this weekend a roaring success.

Restorations and acquisitions include Tony Forster's 1908 Humber which is nearing completion and David Wynn has obtained a 1923 Overland 91 from Palmerston North and Ross Smith's 1914 Brass T.

JOHN STOKES

BAY OF PLENTY

Our January meeting was very informal with members bringing along motoring books and manuals of interest. On January 14 we had many keen members assemble at Yvonne and Ivan Allen's home for the official unveiling of their immaculately restored 1912 F.N. Tourer. The effort and standard of workmanship has to

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be seen to be appreciated if you know what Ivan had to begin with.

Jan'y 28-30 was our Club's 25th Anniversary Weekend Rally. Venue was the Tauranga Racecourse and after registering and uplifting rally packs entrants participated in a barbecue tea and later a short twilight rally. On Sunday, January 29, a timed trial of about 60 miles commenced at 9.30 a.m. This covered some picturesque countryside over all types of road surfaces but relatively close to Tauranga. After a late lunch the afternoon was free but everyone assembled again at 6.30 p.m. at the Racecourse for some fellowship followed by an excellent meal, good music for dancing, a couple of "professional acts" and the prizegiving to the successful entrants. There were 60 starters and 60 who finished an enjoyable run.

February club night programme was informal in that it was on the history of our club and interesting episodes of some of the early activities that took place and some of the "colourful"

members who have helped build the club to what it is today were related.

February 19 was an all day function organised by Bob McGarva and Ray Singleton. Morning run took the entrants to their lunch break and in the afternoon the Gymkhana took place at the Singleton Ranch amongst the lush green pasture and the "sun cakes". A hangi meal rounded off the day nicely.

February 25-26 was the Annual Pukekohe swap meet and the usual stalwarts attended, and from reports, some hard to obtain merchandise changed hands and this popular event was well supported by buyers and sellers alike.

MURRAY McCLYMONT

GORE

In early January Frank Robson driving his 1923 Ford T Tourer, which had just had a complete motor overhaul, and the writer driving a 1920 Hupmobile tourer left Gore for Te Anau to attend their Annual Vintage Machinery Day. Harvey Young travelled with us taking turns at accompanying each of us at different parts of the journey. There was a display of various vintage machinery, stationary motors, a dozen or so tractors and other activities such as chopping, the finish of a half marathon and helicopter rides.

We spent a very enjoyable afternoon with a rather large crowd before returning home again in the early evening after a round trip of about 180 miles.

Our project for the museum at the branch grounds in Waimea Street is getting into gear. A raffle is being run, and Gore's festival week, which has not long concluded, was run this year for the benefit of the museum project, and in particular to enable the Borough 1930 Merryweather fire engine to eventually be housed and on display.

Our festival rally held on Saturday, February 18, was well attended and successful. The weather was not the kindest with a lot of rain prior to the day of the rally, consequently some sections of the routes were pretty slushy and cars ended the run spattered with mud. The rain stayed off most of the afternoon but temperatures stayed rather low and the barbecue tea with hot food was very welcome.

The evening social and prizegiving went off well, the bulk of the prize winners coming from Invercargill. Congratulations to rally organiser, Graeme English, and his assistant, Ray Harvey.

The disastrous floods of late January forced the Invercargill branch to cancel the Southland Rally and this is now to be held on the 14 April. I understand a number of members had cars and motorcycles affected by floodwaters, and in some cases were inundated, such was the speed with which the water rose.

It's a credit that quite a few managed to have motorcycles ready in time for the National Rally held down there on 3 and 4 March.

Coming up soon is our Annual Auto Jumble being held this year at our club rooms, a garage raid, and later on a night trial in May.

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HAWKES BAY

Our veteran run attracted a greater number of visitors, and also our greatest local turnout for the homestead run. Unfortunately for the veteran competitors the Tiger Moth flights were curtailed as the aircraft developed minor problems. The Christmas Parties for the children and adults were well patronized with the adults continuing into the wee-small hours.

The club was well represented at Hastings Centennial Celebration Parade with Veteran, Vintage and Commercial Vehicles taking part.

Our first run for the New Year was a

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"Poker" run and barbecue held in pleasant surroundings in central Hawkes Bay. Monktons Reserve was the venue.

Some members combined their trip to Manawatu for the Ruahine Ramble with Ohakea's Wings and Wheels Spectacular. This was a feast of entertainment for motoring and aircraft enthusiasts. Our annual M/C Rally continues to grow in popularity, with ever increasing numbers; this year's overall winner being Ivan Larsen on his "Old Faithful" now sporting rear brakes! Our latest picnic run took us to the Pukititiri Museum, where, while lunching in pleasant country surroundings, one could gaze back into the past and contemplate what new inventions will be reinvented in the future.

NEVILLE WILSON

SOUTHLAND

While the Southland members held their monthly meeting in January, it rained very hard and before the night

was out, over six inches of rain had fallen in a 24 hour period. The result, as they say, is history but for several members the flood affected both home and business premises. Basement garages in all parts of town were flooded, while homes in some areas had over seven feet of water through them. Many cars and motorbikes belonging to members were damaged and the drying out process, indeed a re-restoration in many cases, is under way. Southland people have appreciated the messages of concern and offers of help that have been received from all over New Zealand. Although no machinery was swept downstream, the effect of having a wooden-framed, lavishly upholstered car submerged in contaminated water for several days can be imagined.

On a happier note, the 9th National Motorcycle Rally was a great success, with good weather, sound organisation and interesting routes. Over 220 machines were entered from early Brown to later B.M.W., and it was good to see enthusiasts working their way through local hazards like field tests and oyster sampling.

Prospective member Trevor Fulton has bought a 1923 Ford T roadster from Harry Latham. This original car has been extensively restored and should be a satisfactory project for completion before the busy motoring season ahead. Another local vehicle to change hands is Alan Cleaver's 1934 five-window Chev. coupe, but I gather that this much-rallied car is going north. Neil Colvert has finished his new garage and work will resume on his 1926 Nash tourer. For the local Austin owners, a planned raid on South Otago is in the offing, while the post-poned Southland Rally will now take place on April 14th.

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MARLBOROUGH

A half day run in January took us to Renwick Game Park stopping on the way to look at Mitch Falconer's hard work. A 1929 Austin 7 in the same colours as his Graham Paige. Bikes everywhere in various stages of restoration — an AJS, a 1924 Excelsior and a 1930 Douglas. We were finally dragged away to make the Park for afternoon tea.

Waitangi weekend was spent round the Grove Arm in indifferent weather. Evidently Momorangi has been a favourite venue for the local branch to visit, as even back in 1964 our members were making their way round the Sounds. According to some old Beaded Wheels passed on to us recently, a run was planned to Momorangi but one member misread the instructions and took off round Port Underwood!

Soon we take off with other South Island entrants on the Club Captain's tour. For once the ferries appear to be running to schedule and we will be able to make our way north to Cape Reinga as planned. On the local scene there are a number of activities coming up while we are away. The Kaikoura show is the same weekend as the Tua Marina farm machinery open day so for once there will be a choice of runs for those interested.

We were delighted to have a visit from Brian Rollo recently as we had not seen him since the '1980' and even then he had been too busy with all the activities there to spend much time talking.

HELENA MACDONALD

NORTHLAND

The year's events began in fine form with the ever popular Waitangi Hangi which was held again this year at Whananaki on our Anniversary weekend, 28-30 January. Approximately 47 families enjoyed the campout, and the activities began on Saturday afternoon with a sandcastle competition, big-dig, and decorated sunhat competition for the kids. The marquee was the venue on Saturday night for an enjoyable sing-along, led by Auckland member Mark Ball. We were treated to some rousing items on the bagpipes by our rural member, Wilbur Brown, then followed the annual "Miss and Mister Waitangi Hangi" parade and trophy presentations. Sunday morning the more energetic members walked along the beach to the Capitaine Bouganville Monument while the non-starters nobly prepared food for the evening

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meal. The "rally", set by Jeff Oliver, proved what cunning and ingenious traps can lie waiting in just a 5 acre paddock. The final test involved seating one's navigator beneath a water pail while the driver attempted to fire the trigger mechanism with a ball. Several participants found the assistance by some of the Marshals in releasing the bucket an unexpected win. The Hangi was at least as good as ever and kept everyone quiet for a while but this changed shortly after when the auction got into swing under the capable direction of Vic Pates. Decamping was enforced early on Monday morning because of rain but it didn't dampen enthusiasm.

On Saturday, 11 February, we held our "Night Gallops", to raise funds for

our additional garage for Club vehicles. This was another successful function providing excitement and hilarity from start to finish. Mechanical horses were propelled by lady jockeys and the unpredictability of the horses, plus the running commentary from Chairman Jim added to the fun. Continual supper and a mini motor show were also features of the evening. Almost everyone won sufficient funny-money to bid for mystery envelopes in the auction and go home with some prize. My tote bag cost me \$35 million!

Believing that cars are not to be stored and stared at but should be used and enjoyed, our new member from Holland, Hans Compter has loaned some of the more mobile of his 40 odd vehicles to several of our otherwise "mostly immobile" members who will be responsible for their running and maintenance.

PETER FABER

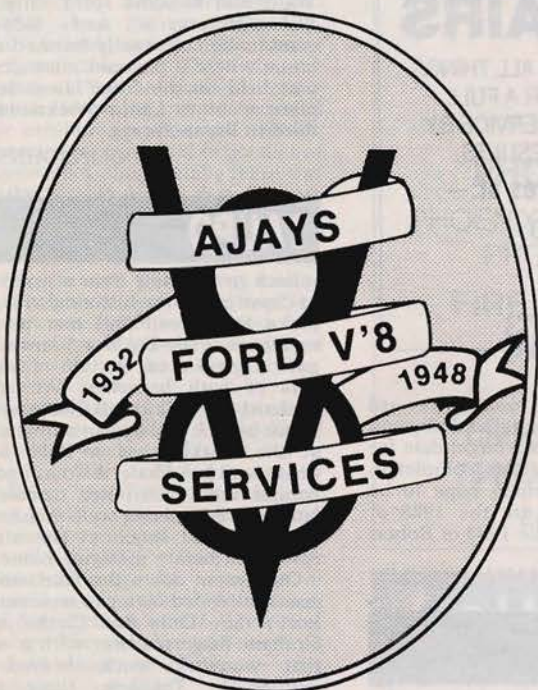
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NORTH OTAGO

Our New Year's motoring started with a run to Otematata on Waitangi Weekend. This day started off being totally disorganised, but by the day's end I'm sure everyone had a very



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enjoyable day. A pity only 7 members turned up and 6 vehicles. Our thanks to Jim Boaden and his family making this day enjoyable.

The next event being the Commercial and Motorcycle Rally, a poorly attended run, only one out of town entry. Not a long run, but very enjoyable. The barbecue tea made it a social end to the day.

On the weekend of 18th and 19th February, North Otago motoring organisations held a Motor Show to help raise funds for a Stadium. A terrific turnout of vehicles. Vintage cars and machinery, Hot Rods, Street Cars, North Otago Car Club, Big Rigs and modern vehicles. It was good to see some of our local restorations on display for the first time. Keith Perry's 1911 Overland in chassis form, with the effort of his son Andrew. Tom Stephen's 1906 Argyll, looking very complete, should be motoring by Windsor 1984. Harry Andrew's 1922 Briscoe, this was even seen motoring around the field, could also be another entry for Windsor 1984. Jim Welsh's 1924 Buick 4 cylinder at the stage of paint stripping but otherwise original. Roy Shirreff's 1939 Chev Sedan is another that looks like being seen in not too distant future.

The Vintage Car Club ran an engine assembly competition, won by two of our members, Jim Welsh and Charlie Fraser. Also a time guess was put on a

slant 6 Valiant motor, how long it would run without oil or water? The correct time (just over ½ minute) won by one of our members, Jack Paisley, who guessed 38 seconds.

A display of assembling a Model T to running condition driven by Jim Boaden, another V.C.C. effort. Our president, Jim Welsh, also won the truck driving contest with the CAT powered A.E.C.

ANDY WILKIE

ROTORUA

On 27th December 1983 about 15 cars from our branch met the Tauranga members on the old Rotorua/Tauranga road to celebrate 80 years of motoring in the Bay of Plenty. There was an exchange of mayoral greetings and lunch.

Our first club night was in the form of a get-together and a very interesting film on the "Birth of the motor car". This certainly made us realise that we have come a very long way in this field.

February 19th was our first club run, organised by Roger Nelson and Reg Munroe. This took us around Lake Rotorua through a private forestry road and back to Kaharoa finishing at Roger & Diana's "Blueberry Farm" for a gymkhana. One test proved quite

amusing with the navigator being blind folded and trying to find their respective cars to the sounding of hooters. This was followed by a barbecue and a sample of blueberry tart.

Quite a group of us went to Pukekoe Swap Meet. Roy Fleet acquired a 1933 Austin and we happened to pass a Model A Tourer 1928 with Eric Buckley at the wheel. He has sold his Model A 1927 to Alan Massey. His son, Stuart has bought Roy's 1955 Vauxhall. Pleasing to see these cars still in the branch. Welcome also to Meyric Bellerby to our club. He has a 1937 Dodge Coupe.

By the time this is published our club rooms will be all spic and span again as we hope to have a good turnout of members for a working bee to give the building a spruce up and repaint.

GLADYS GREAVES

STH CANTERBURY

A contingent of bikies from this area entered the National Motorcycle Rally in Invercargill recently they included: Noel Jack and Russell Dale on a 1926 Harley Davidson and side chairs; John Martin on a 1928 BSA; Bryan Goodman on a 1928 Raleigh; Ted

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Hockley on a 1915 Triumph; Tony Hobbs on a 1912 Humber; Russell Cross on a 1925 BSA; and Norm Micos on a 1950 A.J.S. Several of these participants were awarded placings in the various events.

Whilst on the subject of bikes, Lou Pemberton recently acquired a 1926 Triumph.

Ten locals entered the Waimate Wallaby Rally at which the Ladbroke Dodge and Stevenson Chevrolet came in first and second respectively in the Vintage section. Ashburton Rally is usually well attended by our members and this year Bob Hartley's 1923 Buick won the Vintage overall section; Lyndsay Prentice, 1937 Ford V8, first PVV overall and third PVV Time Trial; Russell Paul won Vintage Concours in the 1920 Hupmobile; Allan Blaikie's 1930 Chrysler was second in the "People's Choice"; and Marilyn Ladbroke in the 1922 Dodge was judged Second Best Lady Driver.

Barry Barnes and family are now installed in our area complete with Studebaker and Peugeot Tourers, and we understand his contingent of bikes are due to arrive soon.

Ray Barron leaves to take up residence on the Coast soon but in the meantime he and Fergus Gregory are off rallying the 1928 Chevrolet in Australia. Russell Dale has sold his 1928 Fast Four Dodge and Gavin Ladbroke has added two more Dodges and a Ford V8 to his collection.

Both John Reid and Neville Davidson are making good progress on their T Fords, while it is rumoured Bob Hartley has found another 1923 Buick.

The Branch's Annual Mid-Island Rally attracted 60 entries which set out on a choice of 3 routes around Timaru, Pleasant Point and Taiko areas ending with field tests, hangi and social evening at the Fairview Hall. Unfortunately a misprinted road name and a missed instruction on the major route caused considerable confusion even for locals. Perhaps Peter Butler's advice on pages 3 and 4 Beaded Wheels No. 146 could have been heeded a little more. First time out for Graham Smith in his 1928 Dodge

STD 6.

Club members are looking forward to the 1985 Commemorative Rally and many have set this as a target date for them to have their cars completed. Two Oldsmobiles which hope to be ready by this date are the 1928 of Stuart Hattons and the 1934 of Robert Woods.

GRAHAM PAULEY

TARANAKI

We have had a very busy two months since Xmas with plenty of outings to please the enthusiasts and keep the vintage machinery rolling.

Neale Whittaker has been to Auckland recently attending rallies again in his beautiful Veteran, a 1911 F.N. He recently won the Mayor's Choice Trophy at the Horseless Carriage run from Auckland to Hamilton. This is the trophy that all who participate want to win.

The January motorcycle meeting was held at Eric and Joyce Terrill's residence in Hawera and there was a good turnout of cycles and members. Eric's power-plus Indian was on display and is beginning to take shape for a fine restoration, the installation of the engine being the latest development.

We had an interesting discussion at the last Noggin and Natter about all the comments and letters in the Beaded Wheels about just where our club is heading in the future expansion of members and cars, some strong opinions have been expressed.

Our 11th Annual Waitara Mini-Vin Tour was held in early March this year and it was good to see so many members come and enjoy the beautiful weather in North Taranaki. Observation and the ability to keep to time was the key to success and the rally was run on good tarsealed roads. Twenty-three entries were entered and prizes donated by local firms were given to the first eight placegetters. The Mini-Vin Tour was won for the first time in its eleven year history by

an entrant on a motorcycle, namely Wally and Rosalind Hunt, on a 1926 BSA Motorcycle and Side-chair combination. The rally finished at my home where a pleasant afternoon tea was held on the front lawn. Second place went to Lance Wickstead and third to Bryan Spragg.

COLIN JOHNSTON

TAUPO

Back in the New Year a number of us drove out to the historical village on Huka Falls Road and met up with members of the Tokoroa branch. This gave a good cross section of vintage cars of both branches. We saw a Packard and a Vauxhall that used to be in our branch and had an intimate look at the workings of a Rolls Royce Phantom 11. A Model A Tourer got left behind with distributor trouble but later arrived running well. Some of the gathering had lunch at the vintage restaurant before motoring home.

Our recent down the lake run was poorly attended owing to unseasonably heavy rain. Only Ron Clerke in the Graham Paige roadster with a wiper that wouldn't work, braved the journey to Tokaanu, three other parties followed in moderns. A picnic held by the lake with half a dozen King Country members gave a chance to examine a Porche Super 90 Coupe, which is rare enough. After driving through Waihi Maori Village to see the waterfall in the rain, people moved off to the hot baths or home. At Three Mile Bay on the homeward journey, the travellers were joined by wives and families at a most enjoyable evening barbecue, made even better by the total absence of rain. We hope to hold this run again shortly in better conditions, two trophies still to be won and a junior member of the Hindess family is keeping her run plans a well guarded secret.

An Australian party were in Taupo for a few days in two Austin 7 tourers. Believe Jack Hindess gave them some help when one was having mechanical trouble.

The E.R.A. pictured on the front of the last issue of "Beaded Wheels" was here for two days recently; a 'photo will appear on the Club Room notice board soon.

ROBIN de-SIMAS

WAIKATO

January is a quiet month around this area as many people take their holidays and try to catch some sun on the west coast (Raglan) or the eastern beaches that stretch from Whakatane to the top of the Coromandel Peninsula.

An informal run is usually held in mid-January for keen members and this year about six cars headed to Waihi to look around the tourist attractions. One of these is the Museum of Technology with many attractions for young and old. Included in the exhibits are about 24 tractors, stationary motors and other goodies of a bygone era. Coincidentally there was a market day in Waihi that morning with floats and prizes to be won. The museum and art gallery were also visited where much of the early history of the area, particularly mining activities, proved very interesting. The last stop was at the well known Lily Gardens, 6 ha. of privately developed gardens with, as the name implies, many water lilies.

The end of January brought two long weekends in a row — Auckland anniversary weekend was the Bay of Plenty annual rally, this year celebrating their 25th anniversary. Fifteen Waikato vehicles converged on the Tauranga racecourse for the two days of rallying. Good weather prevailed, although this meant lots of dust — I never realised how much metal roading there is in the vicinity of Tauranga. The weekend was very well organised and a credit to the organisers.

The following weekend coincided with Waitangi Day celebrations, and the Eastern Bay of Plenty annual rally. Only 5 cars attended from Waikato although we brought home the team prize with Ralph Blyde's 1915 Studebaker, (also Popular Choice winner), Reg Ridley's 1929 Austin 16/6, and Bruce Catchpole's 1936 Packard Roadster.

Three cars went to Auckland for their Veteran Rally — Paul Clark's Ford T, Bob Taylor's Reo, and the Finucanes from Te Aroha in their 1917 Dodge. Our first club night of 1984 was entertained by the tall tales of our two American tourists — Roy Rowe and Ray Hirst. I'm sure there must have been a few members wishing they had gone on the tour.

The annual Pukekohe swap meet was very popular again this year with a good selection of items offered by sometimes optimistic sellers. One of the attractions of this weekend is the number of friends and acquaintances you can meet — what with searching for those vital parts and catching up with gossip the day soon passes.

Future events are coming along thick and fast with plenty of action for our active members. March 18 is the date for our annual Gynkhana and Concours judging. The committee also select their Restoration of the Year, a difficult job this year with a number of very good restorations coming on the road this year — more on this next issue.

IAN HOWELL



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Letters to the Editor

Sir,

Before I return to England with my E.R.A., I should like to publicly thank all those people who have made by trip so memorable and such a success.

I would like to single out, particularly, Allan & Pam Bramwell of Christchurch who, between them, got the whole deal off the deck, organised sponsors, transport, fuel, ran their own Cooper Vincent, organised and ran Wings & Wheels, Wigram, and over and above all that have been the most generous and entertaining hosts one could meet anywhere in the world.

I would also like to thank David Silcock for providing me with workshop facilities at Moto Sport garage in Christchurch, in which I could prepare and overhaul the E.R.A. between races in the most convivial and happy surroundings.

To Allan Bremner, Geoff Walls and Glyn Jones of Auckland for their parts in helping to get myself and the E.R.A. over to New Zealand, and their great help and assistance during the Whenuapai Wings & Wheels weekend.

To those competitors who have given me good races, particularly David Silcock and Allan Bramwell in the Cooper Vincent, David Read in the 260M Zephyr and Chris Read in his Lotus 20 Twin Cam, I have a special thank you, for without strong competition, the E.R.A. would not have been able to be seen in its true place.

To those people who have Historic Sports or Racing cars in their garages,

and not in use, I would say — get them rebuilt and racing, for not only will they derive a great deal of pleasure from it, but they will provide untold numbers of spectators with a great deal of pleasure also, as I have found out personally from them during my trip.

To the correspondent in Beaded Wheels who writes that he doesn't want to use his 1920 Hupmobile on shingle roads in case it gets its paintwork chipped, I would say he has got his car for the wrong reasons. In the Vintage & Historic car world, there are basically two types of people, the "Goers" and the "Showers". I am unashamedly a "Goer", and derive an enormous amount of pleasure from it, and there are many more out here who could do the same.

W.R.G. (Bill) Morris

Sir,

Beaded Wheels' cover photo of the E.R.A. was quite nice, but the picture was dominated by a large, black plastic bucket in the foreground. Come on, chaps!

NEIL MCKENZIE

Sir,

What a very mixed lot of letters we were able to read in "Beaded Wheels" No. 146.

What a great pity that so few of them made any real sense!

Barry Barnes contradicts himself severely; e.g. the suggestion that our main motivation is a fascination with age itself contrasts strangely with his

statement that our P.W.V.s are now as old as Veterans once were. Would he swap his 1915 B.S.A. for a Humber 80? Certainly not!

Jim Maud tells us that the Vintage Car Club with all its varied vehicles is alive and well, Alive, yes, but if it was truly well Jim, then no one would need to question the directions it is taking. It is not just one or two isolated members either, but a whole branch up north and many individuals down south.

Russ Wilcox seems to think that being a dedicated branch officer is excuse enough for offering up an over-restored P.W.V. with dubious slogans plastered across the back. Well, branch officers are well placed to bend the rules, hence the several post war cars passed off as 1939 or 1940 models by these worthies up and down the country.

Peter Russell wished us all a happy New Year — well that was nice. And you'd better not lay money on Shand not shooting an old horse or a dog!

Robin Nairn begs for tolerance. Robin, the Vintage Car Club of N.Z. was not formed by tolerant men. Shand and Anderson tolerant? Goodness me! They were intolerant, Robin, intolerant of the rubbish that in the 1940s was passed off on a desperate and car hungry public as motorcars. The same rubbish that our now Non-Vintage Car Club seems to venerate.

I recently saw some movie footage of Hank Hurlley's Chevrolet truck taken ten years ago before it grew all sorts of different lamps and it looked really well, very authentic. Why is there this urge to make vintage vehicles look less authentic as time goes by? Why do so many vintage cars look as though they have been decorated by a child turned loose in a motor accessory shop with a blank cheque?

Owen Jones believes that acceptance procedures should be re-instated for P.V.Vs and a jolly good idea too. I understand that Gordon Vogther has a remit along these lines under way and I would urge those of you left out there who care about standards to support it.

Owen also has the right idea regarding one make clubs, these people are even more bigoted, parochial and purblind than we are! A certain well known North Island branch invited a local club dealing with a massed produced 6 cyl. General Motors product along on a fairly respectable run. You can imagine their embarrassment when these people arrived in noisy primer covered cars with big wheels on the back and little wheels on the front, fuzzy dice in the windows and all. No, the last thing we need in the Vintage Car Club is one make clubs and what a shame we can't fire the P.W.V.'s back out into them again where they belong.

I thank Allan Dray and Les Anglis for their comments. They both touch on the concerns felt by many people who are unhappy at our Club degenerating into a retirement home for pensioned-off modern rubbish.

Alastair McIntosh made a lot of sense in his Southland Branch Notes too. Of course there are plenty of veteran and vintage cars still around, and a lot more of them would be getting restored and used if the Vintage Car Club still was true to its name and ideals.

Finally, anyone wishing to meet like-minded Vintage enthusiasts can do so at the A.G.M. in Wanganui this year. The Waitemata Branch will be there in force, in their Vintage cars, and we look forward to enjoying the company of other people who care about the real Vintage Car Club of New Zealand.

GRANT H. TAYLOR

Sir,

MARSHALL!

As I am a school teacher by profession perhaps I may be forgiven, but why do so many of our members — and, to their discredit, the proof readers of your otherwise admirable publication — persist in spelling "marshal" as in Jack Marshall! A rally marshal, Field-Marshal, Air Vice-Marshal and what have you should be spelt with one "l" only. If in doubt consult the Concise Oxford Dictionary. Whilst we are on the subject gauge is spelt "gauge" not "guage"!

SYD. HALLIDAY

Sir,

The pages have been full lately of views of where the VCC is going. The President's suggestion of embracing one-make clubs seems unpopular, with accusations of empire-building. New Zealand is full of such clubs; even the most unlikely of best-forgotten devices has its following, and if the period is right, most of those people are in our club as well. That seems to make sense to me, but let the one-make clubs cater for the unsuitable cars.

I well remember being disappointed during the 1980 International at sharing the roads with an upright Ford Prefect, which I still regard in no way as being within the original ideals of a Vintage Car Club. Recent thought has suggested a reason — I consider any machinery younger than myself, and which I can recall seeing new on the roads, as Modern, not Vintage.

No doubt others subconsciously feel the same, and leaving aside all argument about honest, hardworking, but tatty Land-Rovers, I suggest that the older and longer-established members are unwilling to let all this recent stuff into the club. After all, the

cars of the 1950s are unremarkable for either styling or engineering, and make even the dross of the 1930s, which the vintage movement was formed to avoid, seem attractive.

Then what can we do about the younger enthusiasts, without whom the club will surely stagnate, but who are unable to afford our sort of motorcar? How can we encourage these people who might even think a 1956 Vauxhall Victor looks nice and drives well?

No, I don't claim to have any answers, but the problem is real enough. Let the young blood in, and alienate the stalwarts. Keep them out, and we become too inward-looking.

JOHN KING

Sir,

By the time this letter reaches the editor's office most of the dust will have settled on this controversial issue, the date limit on vintage cars.

In my view I feel we never should have departed from the 1930 date line but now that we have I think we should continue to admit well cared for cars right in to the 1960s if there are enough members wanting it this way.

A point that is being overlooked is the fact that when a person decides to restore and care for a car, that car becomes something special, even if it is an Audi or a Skoda Octavia and I don't think any of us should knock the other fellow's choice of motor car. I recently read in an American magazine that the Honda Accord would be a collectors' car of the future and I am inclined to agree as there is no doubt about the quality and durability of modern Japanese cars.

There are of course many other cars which have given much pleasure to their owners e.g., Ford Capri, B.M.C. Mini, Fiat Bambino and many others, so oldies like myself may have to go on vintage runs with this never ending variety.

However I think it would be nice if there was a little more in "Beaded Wheels" about them. What happened to the series The Club's Old Vehicles?

One other point which has bothered me for a long time, why did anyone decide on 1918 as the cut off date for veteran cars. That was right in the middle of World War I and most manufacturers continued building cars in post war years that were mostly identical with their pre-war models, it was not until the mid 1920s that the true post veteran cars appeared e.g. Essex Super 6, Austin 7 etc. While some companies continued with their pre war models well into the 1920s simply because they were selling well e.g. Ford Model T 1908-1927, Dodge 4 1914-1927.

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I believe also veteran cars should be

in two classifications, the earlier group being those with less than 4 cylinder and the later group, 4 cylinders and more. I hope members around the country will come up with some suggestions here.

I have been a V.C.C. member for 27 years so have become accustomed to accepting change in policy.

BOB HELM

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Auburn 1934-36; Austin 8, 12, 18, 20 hp 1923-47; Bedford 1935-50; Citroen 10 x 12 hp 1933-36; Chrysler 1928; Diamond T 1934-38; Ford A, AF V8 1928-52; Humber Snipe & Pullman 1935; Morris 8, 12, 15, 16, 18, 20 hp 1931-48; Riley 1929-35; Rover 14/6 1935-36; Studebaker 1933-34; Vauxhall 12, 14 hp 1934-36; Wolseley 8 hp 1945. Only limited quantities available at \$25 each.

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Austin 10 12, A30, A40, A70, 1½ ton 1931-60; Ford Anglia, Prefect, Consul Transit 1936-72; Hillman Minx Husky 1934-60; Morris 8, 10, 12, Minor S.V., Isis; Major, 25/30 cwt truck 1930-60; Rover 10/25 1929-31; Singer 9 Le Mans Hunter 1925-56; Standard 8, 9, 10 1929-59; Sunbeam Rapier 1957; Vauxhall 12, 14, 1933-57; Also good used axles to suit the following vehicles: Austin 10 hp 1932-1937; Studebaker Big 6 1915-25; Ford T V8 1912-39. Only limited quantities available at \$37.50 each.

KING-PIN SETS (NEW)

To suit most early model vehicles including:

Austin 7, 8, 10 and 12 hp 1923-48; Buick 1931-54; Chevrolet 1924-55; Chrysler, De Soto, Dodge, Plymouth 1928-57; Essex 1928-36; Ford T 1912-26; Ford V8 1937-57; Hillman Imp and Minx 1932-76; Holden 1960-65; Morris, 8, 10 and 12 hp 1935-56; Nash 1925-48; Standard 1929-45; Vanguard 1948-57; Vauxhall 1935-57; Volkswagen 1954-65; Willys 77 1933-36.

Only limited quantities available at \$47.50 per set.

TIE ROD ENDS (NEW)

To suit most early model vehicles including: Alvis 3 litre 1949-55; Austin 8, 10, 12, 14, 16 hp 1922-62; Bedford 1½-5 ton 1931-63; Buick 1925-54; Cadillac 1936-51; Chevrolet 1930-59; Chrysler 1927-53; Commer ¼-5 ton 1936-68; De Soto 1929-52; Dennis 3.5 ton 1949-57; Dodge 1927-39; Essex 1927-34; Fargo ½-6 ton 1929-56; Federal ¾-5 ton 1938-51; Ferguson TEF Tractor; Ford Y 8 & 10 hp, A & V8 (Anglia, Prefect, Consul, Zephyr, Falcon) 1928-66; G.M.C. ½-3 ton 1935-54; Graham 1930-40; Graham-Paige 1928; Hudson 1929-53; Hillman 1934-71; Holden 1948-59; Humber Hawk & Snipe 1946-64; International 1928-56; Jaguar Mk IV 1½ litre 1946-49; La Salle 1934-40; Mack 1936-37; M.G. 1929-59; Morris 8, 10, 12 hp etc 1923-59; Nash 1929-48; Nuffield Universal Tractor; Oldsmobile 1931-53; Plymouth 1929-39; Pontiac 1928-58; Reo 1927-39; Rover 1948-50; Singer 9 & 10 hp etc 1933-70; Standard 8, 10, 12 hp etc 1932-59; Studebaker 1930-53; Sunbeam 4 cyl. 1951-71; Terraplane 6 1933-37; Triumph 1946-53; Vauxhall 10, 12, 14 & 18 hp etc 1933-64; White 1940-49; Willys 1940-57; Wolseley 1936-59. Only limited quantities available at \$45 pair.

WIPER MOTORS

These new 6-volt independent wiper units come complete with switch and installation instructions, together with: vintage wiper blade, fuse holder, and weather-proofing seal. Send \$45 per unit.

TAIL LAMPS

FORD Model T type, new electric tail lamps, only limited quantity available at \$26 each.

To ensure prompt delivery, send money order, together with your full name, address and specific requirements to: **Ronald Lever, 87 Tui Road, Papatoetoe, Auckland.**

Note: Private cheques are accepted, but delivery may be withheld pending bank clearance.

HEADLIGHTS . . . PAIRS

BUICK . . . 17/21, 23, 26/27 Master, 28 Std, 29, 30, 31 large series, 31 small series, 32, 33, 36 8/40, 8/60, 8/80, 28 Master, 22/4 cyl, 39 & a few others.
 CADILLAC . . . 24/25, 26/27, 31, plus most years 1911 to 30 [some 30 pairs].
 CHEVROLET . . . 17/22, 23/24, 25/26, 27, 28, 29/30, 31, 32, 33, 34/35 Std, plus others to 48 inc 4 Commercial.
 KISSEL . . . 1 mint pair.
 DODGE . . . DB drum style, DB Bullet style, 28 Victory 6, 29 Senior 6, 29 DA, 30 DD, 30 8/DC, 33, 31/6 cyl, plus others to 39 inch Commercial.
 DESOTO . . . 29/30 Std, 29/30 Chrome, 32, 33 std, 37, & various others.
 FIAT 501/503.
 CHANDLER . . . 29 new old stock.
 REO . . . drum/script.
 CHRYSLER . . . 24/27 Bullet, 24/26 drum 24/27 Visor type, 24/27 large visor type with jewel 27/28 painted drum, 27 painted with large jewel, 28 chrome drum with jewel, 28 Locke Custom Imperial, 29 mod 75, 30 mod 66, 30 mod 70, 31, 32, 33/34, 35 Airstream, 37, 38, 39, 29/30 Mod 65, 37, 26/27 Imperial, 28/29 Imperial & others.
 VAUXHALL . . . 31/33 scripted medallion.
 GRAHAM . . . 28/29 mod 612, 29/30 with wings, 30/31 with wings, 29/30 8 new old stock.
 AUBURN . . . 25/26, 26/27.
 HUDSON . . . Drum type, 30/31 8 cyl, 28, 29, 33 Oval, 34, 36, 37.
 DURANT . . . 28 steel, 29 chrome, plus possibly others earlier.
 PAIGE . . . 1925 pair drum.
 RUGBY/STAR . . . several sets, supply details.
 ERSKINE . . . 27, 28.
 WHIPPET . . . 26/28 Drum.
 ESSEX . . . 17/21, 22, 23/26, 27/28 Bullet, 29, 31, 32, Steel & Chrome.
 TERRAPLANE . . . 32/33, 34.
 FRANKLIN . . . Twilight 151/152, Parabeam ser 140, 25 ser 11a, 29 ser 151, ser 153, ser 130.
 MARQUETTE . . . 29/31.
 OAKLAND . . . 29, 30, incl earlier model pairs.
 OVERLAND . . . small 7" pair scripted face lenses, incl various Fork mount pre 20.
 JORDAN . . . large Solar drum, Solar 1130 drum.
 PACKARD . . . 15/16 2nd series twin 6, 21/23, 26/27 small drum, 29 Jr series, 30/31/32 small ser 33/34 Solar Jr's 40, sealed beam, plus 6 other pairs 18 to 30.
 MARMON ROOSEVELT . . . 29.
 STANLEY STEAMER . . . Solar Drum type.
 HUPMOBILE . . . 17/23, 24/27 drum, 24/27 drum mod R.28/29/30 Century, 30/31 Mod 5, 38 & others.
 LINCOLN . . . 23/27
 NASH . . . 25/26 Drum, 28, 29, 31/960, 31/1070, 32/33 large Glolite, 4 cyl set, possibly others.

PLYMOUTH . . . 28/29 Painted, 28/29 Chrome, 31 painted, 35, & 33, up to 39.
 REO . . . 26/27 Wolverine, 31 Flying Cloud, incl drum script & possibly others.
 MINERVA . . . Willico Bottin type.
 OLDSMOBILE . . . 21/23 with emblem, 24/25/26, 27/28, 29, 30, 31, 32, 33, 34/8 cyl, 35, 36.
 PONTIAC . . . 27, 28, 29/30, 30/31, 32/33, 34, 35, 36.
 STUDEBAKER . . . 22/23, 24, 25 big 6, 26 big 6, 27 bullet, 28/8 cyl, 39/30 large, 29/30 small, 31 Pres.
 WILLYS . . . 25/26 (W/K), 27/28, 29/30, 31/32.
 LUCAS BRASS Self Generating carbide Headlights, Pr. 7" Optical lenses SOFFERS.
 C.A.V. various sets & singles in stock, both symbol & post mounted.
 DIETZ . . . various new & used original vintage pairs for trucks, I need full details.
 FORD . . . various T model from 17 up, 28 A, 29/31 A, 32, 34, 36, 37/38, 40 Commercial & others.
 LUCAS . . . dozens of various types from 1910 up [incl a pair of Self Generating] to the 1950's Rolls Royce, Bentley, Jaguar, etc 700 series. Both new & used. Please supply full details with your requirements.
 SMITH . . . Truck & car headlights, singles & pairs, a few of.
 ZANARDINI-MILANO . . . 1 pair.
 CARBIDE HEADLIGHTS . . . Mostly singles, mostly steel & steel/brass, a few brass. Send details.
 RYAN Lites . . . 1 large 1 small pair in nice condition, suit Stutz & some commercial.
 MARCHAL . . . 1 pair of post mounted.
 BOSCH . . . several pairs of post & fork mounted, various sizes.
 FORK MOUNTED steel, steel/brass & brass headlights for pre 1920 vehicles, approx 30 prs not identified precisely. Exact details on these please.
 LUCAS P100 . . . several post & pre war pairs.
 Miscellaneous other pairs too numerous to mention or identify. Many commercial vehicle headlights included . . . advise me of your needs enclosing full details to assist in positive identification.
 For all written enquiries . . . New Zealand & elsewhere \$1 cash. No postage, no reply. Thank you.

OBSOLETE AUTO PARTS CO.

P.O. Box 5, 40 Comleroy Road,
 KURRAJONG, NSW 2758, AUSTRALIA.
 PHONE . . . 045.731424.

WANTED — 1925-26 Essex bonnet, in good or reasonably good order. Contact D. Haycock, 15 Bridge Street, Bulls. Phone 49-339 collect.

FOR SALE — 1921 International 1-ton Truck, 1935 C30 International Truck. Both restored and in nice order. Price negotiable. E.F. Nattrass, 2 Tom Parker Avenue, Napier. Phone 438-632.



FOR SALE

1928 Nash Cabriolet Light 6. Lovingly cared for by present owners since 1966, restored to original condition 1973 (fabric hood, leather upholstery, original engine). With spare parts and manual. Excellent touring car, \$8,000 ono. John Hellstrom, 2 Rimu Road, Wellington 5. Phone 759-329.

FOR SALE

American wire spoke wheels (5-1934) Chev-Junior wheels, tyres and tubes complete.
 One (1934) Chev-Deluxe wheel, tyre and tube, all in very good condition \$300.00 the lot.
 Ring — Merv Black 88-392, Blenheim.

ARIEL parts wanted for 1955 to 1958 Huntmaster or Cyclone. Any parts considered, in particular, full width rear hub, seat, mudguards, headlamp, primary chaincase, bottom fork yoke, fork sliders to fit full width front hub axle. Many of these parts are common to other Ariel models. Have crankshaft and crankcases for KH to sell or swap. Ken Spall, 197 Burwood Road, Christchurch 9. Phone 859-882.

FOR SALE

Austin 4 cylinder 10HP. About 1932/33. Complete and partially restored, good tyres.
 Write Austin 89 Tennyson St, Christchurch or Phone Christchurch 39-837.

FORD MODEL 7 1934. Restored 1976, 30,000 miles. \$250 just spent on motor. No rust, excellent paint and upholstery. \$2900. Call 10 Peace Street, Rotorua. Phone 83-759.



FOR SALE

This 1948 Packard was very extensively overhauled, including full engine rebuild, interior retrim etc three years ago and has done around 10,000 miles since. Its equipment includes power brakes, overdrive, custom radio, two heaters, exterior sunshield, front and rear towbars, spotlights and Cormorant. Many spares included, also Parts and Service manuals. Some minor work and refinishing is required to restore to an immaculate and impressive condition. Price is \$8000. Contact Noel Brown, 22 Powell Crescent, Christchurch 4 or phone 584-153.

WANTED — 28-30 Desoto, Chrysler or Plymouth Roadster or Coup Body, cowl doors, grill, radiator, petrol tank, front and rear guards, 19" split ring wire wheels and hubs to suit plus various other parts. Have swaps. Also parts & written material for 25-30 Auburn. Dean Rusling, 9 Monique Place, Hamilton. Phone 74-646.

WANTED TO PURCHASE
 Veteran Car pre-1914 Motorable Tourer, preferably complete; or alternatively, would consider restored running chassis with essential mechanicals. Cash for the right car. Write K.B. Seaman, 10 Kerry Maria Place, Takapuna, Auckland. (Member).

FOR SALE — 1938 English Ford 8, goes well, new paint and upholstery, \$1600. Keith Drogemuller, 37 Kipling Crescent, Nelson. Phone 77-675.

WANTED — Ford T Ruckstell shift lever and small drum Ruckstell housing — will swap for large drum. Keith Drogemuller, 37 Kipling Crescent, Nelson. Phone 77-675.

FOR SALE BY TENDER
 AUSTIN PRINCESS 1955, 2 owners only, 51,790 miles. Mint condition.

Tenders close 4.00 p.m. 18th April, with Saunders & Co. Solicitors, P.O. Box 18, Christchurch. For inspection appointment telephone 797-690 Christchurch.

STUDEBAKER 8 COMMANDER motor and gearbox wanted. From 1930 F.D. Bill Bent, Runciman Road, R.D. 2, Drury. Phone Auckland 294-8461.

VETERAN Ford T for sale — late 1911 Roadster — an attractive car in green and black with fawn hood — original brassware — has been completely rebuilt and mechanically reconditioned — motors extremely well — \$20,000 ono. M. Harvey, 130 Wills Street, Ashburton. Phone 89-543.

PARTS WANTED
 1921 Indian Powerplus clutch and foot pedals. Hand clutch complete. Small brackets front for footrests. Muffler. Sidecar with fittings. Reply Nicol, 11A Fred Judd Crescent, Whakatane. (Member)

FOR SALE — Large capacity, finned, alloy sumps for Austin 7s. Price including post & packaging is \$65. Fellbridge Auto Restorations, 6 Pitfure Road, Wakefield, Nelson.

FOR SALE — Set of front and rear guards and nose cone, (fibreglass), for "Lotus Seven". Brand new. Price \$400. P.O. Box 101, Brightwater, Nelson.



WANTED
 For 1931 Vauxhall Cadet. 2 hubcaps and 2 interior door handles as per photo. Door handles push on to spline and then thread on to backing plate. Handbook and Data.
 Contact D. Oliver, 35 Bentley Street, Christchurch 4. Ph 427-793.

WANTED
 1935 Humber Snipe '80' parts. In particular I am seeking a good radiator surround, alloy tail light brackets, D.W.S. mechanical chassis jacks (rear), interior fittings plus 3½ litre S.V. engine (any condition). Also interested in any other parts or literature on these vehicles. Please contact Graham Smith, 6 McKenzie Avenue, Napier. Phone 439-668. (Member)

FOR SALE — 1930 Model A Coupe (Original) 47,000 miles since new. Mint condition. Price \$15,000. 1930 Model A Roadster Pick-up truck (Steel tray) 90% restored, just needs painting etc. \$7,000. Vintage Midget for sale No. 12 restored with trailer, \$3,500. Also No. 44 restored with trailer, \$5,000. Phone Auckland 814-9367 evenings.



SWAP
 Rotax 'Brightlight' 2380 acetylene headlamp. Carello Bros. (Italy) kerosene tail lamp, Newtone (U.S.A.) brass klaxon suit Cadillac or Pierce-Arrow. WANTED — Lucas kerosene tail lamp, Daimler coiled bulb horn, C.A.V. trembler coil, exhaust pressure fuel pump for 1908 Daimler. Please contact Miss P.A. Bren, Poraeti Road, R.D. 2, Napier. Phone 442-923.

FOR SALE — Gearbox — Chrysler corp. manufacture similar to DA Dodge but marked BA 40206 — in very good condition, \$40. Also Dodge 4 motor driven tyre pump and G.A. starter generator \$25. M. Harvey, 130 Wills Street, Ashburton. Phone 89-543.



FOR SALE
 1921 Wolverhampton "Star" 12/25 in original condition, rare model, ample spares, good running order. \$10,000. Apply Mrs M. Johnson, 40 Liverpool Street, Epsom, Auckland. Phone 657-220 evenings. (Member)

MOTORCYCLE PARTS. Gasket sets for N.S.U. quickly, Puck Alpine Scooter, Ariel Field-master 500, Royal Enfield 500 twin, Ariel Colt L.H., Francis Barnett (AMC Mk 25 T 250 T/S), BSA Dawdy. All are old stock from 1950s & 1960s, \$6 ea incl postage. Triumph Model "P" kickstart springs \$5 ea incl postage. Triumph pistons new sets 5TA semi finished \$80 set. One set Triumph 6T (71mm) 040 \$80. Old 5TA & 3T pistons (various sizes & compressions) new \$35 each. Needed urgently 6T alternator/Mag pre unit drive side crankcase — can swap generator/mag drive or timing side case or unit timing side crankcase or timing cases for this item. Some spare odd Triumph cases but must get correct 6T case first. Will also swap any of above for 1951 type 5T (Rigid, gen, mag type) primary chain cases. These cases (P/C) are longer than later swing arm models. Sets of linings for BSA — Triumph 8" floating shoe brakes, \$6 wheel. Many unlined shoes to suit various 1930s to 1960 bikes. Parts needed urgently. Indian Powerplus especially magneto and intake manifold. Needed for Army Indian (741-B), cylinder heads, distributor, handlebars, and outer primary chain case. For 1924 A.J.S. need parts. For Panther "75" 350 need parts. Can swap 1920s Indian frame, Indian Prince bits, perfect 1910 approx Douglas Tanit, 1926 Douglas motor bits (350), 1910 Abingdon King Dick motor, tin Norton primary case, Triumph tank 1960 and more for correct items. Would like to contact any Panther "75" owners. Contact Phil Ford, 26 Forrester Avenue, Pine Hill, Dunedin.

WANTED

We need help with our pet cars! Can anyone supply a 1947 Morris IO OHV oil filter, Raymond Mays or Alexander cylinder head for Mk 1/2 Consul/Zephyr 4 or 6 cylinder, Allard Palm Beach, original fibreglass air filter assy and grille badge or absolutely any information/advice for FIAT 125 T restoration. Please contact Geoff or Mervyn Walker, 4 Seddon Street, Upper Hutt. Phone 285-472.

WANTED — for 1938 Plymouth, window winder handles and interior door handles. Any overdrive parts. Hub caps. Also any old garage advertising signs or dealer signs. Number plates and badges. Please phone 778-716 DN or write Jim Billyard, 4 Grater Street, Maori Hill, Dunedin.

HOLDEN parts, all new, FX tail lamp lenses and gaskets, tan cloth headlining & sunvisor set, zinc plated scuff plates, cowl gaskets, EJ rear screen rubber, EH rear lamp surrounds, HD sedan rear guards. Must clear. ZEPHYR parts, new line limited stocks, Mk 1 front and rear screen seals, genuine chrome trimmed type, with special original keystick, be quick. Quantity of Ford IO, 100E and Pilot parts brand new, cheap as bulk lot to genuine restorer. Please contact Resto Spares Ltd., P.O. Box 40-897 Upper Hutt.

FOR SALE — 1911 Delage 6 cyl restoration project. Engine, clutch, gearbox, steering, front axle and sundries inc useful literature and photos. \$1000. Apply Miss P.A. Bren, Poraeti Road, RD 2, Napier. Phone 442-923.

CLASSIC WIRE WHEEL SERVICE (NZ) LIMITED

Can provide any spoke for any wheel (stainless steel if required). Wheels presented in any colour baked enamel or triple plate show chrome finishes. PO Box 76277, Manukau City, Auckland. Phone 263-9141 anytime.

WANTED — Francis Barnett Cruiser 225cc 1954-55 frame, tank, guards, headlight or any other parts or information. Please contact M.B. Sutton, "Viewlands", 30 Higgs Road, Mapua, Nelson. (Member)

WANTED — 1929 Armstrong Siddeley, 3½" black faced Smiths speedo with figures forming a square on round face. 2½" black faced Smiths oil pressure gauge, needle swings from top. 3½" Lucas park lights, like fitted to Austin 12/4. Gearbox mounted speedo — windscreen wiper drive. Please contact M.B. Sutton, "Viewlands", 30 Higgs Road, Mapua, Nelson. (Member)

WANTED — Aircraft engine inline VI2 Rolls Royce or similar. Anything considered. Contact Trevor Carston, 469 Waimea Road, Nelson.

FOR SALE — from deceased estate. 1936 Wolseley 14/56 Sed. Partly restored engine and chassis etc. Body work to complete. New leather, glass. 1939 Morris 14 HP Sed. New paint, chrome, headlight etc. Excellent condition all round. Reg & WoF. 1970 3500 Rover. Original condition. Realistic offers wanted. Phone Thomas 6978 Richmond, Nelson.

FOR SALE — Jaguar Mk 7 1954 Manual, O/drive. Sunroof. High 8:1 compression (factory option). Outstanding original condition. Black. 110,000 miles. Reg, WoF, with handbooks. Reluctant private sale \$8900. Phone 519-474 evenings or write 120 Brookside Terrace, Christchurch 5.

WANTED

1924 Fiat 501, 1928 Willys Whippet, 1930 Morris Oxford, 1933 Fiat 506. Anything considered, restored or not. Phone 81-080 Masterton (evenings) or write P.N. Cameron, RD 8 Masterton.



INDIAN SCOUT 45 COMBINATION 1929 750cc SERIES 101

Considered by many enthusiasts to be the ultimate American vintage motorcycle. Complete with original Corbin speedo and authentic period sidecar with locking boot. Completely restored to high standard with good performance and proven reliability. One owner last 16 years. New projects force sale \$6,000 o.n.o. Contact: Neil Barnard, 36 Hinemoa Street, Whakatane. Phone: 88-330 (Member)

CHEVROLET Van 1948 Rare model in running order needs rings and some body-work all complete with spare parts \$950.00 to genuine enthusiast. Ph: 645-269 Wellington.

FOR SALE — Vintage 1930 Chevrolet sedan professionally restored to new condition throughout. Colonial body style believed to be the only one left in existence. A reliable touring vehicle genuine offers to N. Ford, 42 Churchill Road, Howick. Phone Auckland 534-1573.

The Rotorua Vintage & Veteran Car Club Inc. is holding its

4th Annual Central North Island SWAPMEET

at the ROTORUA RACECOURSE,
10 a.m. to 4 p.m.
SATURDAY, 14th JULY, 1984

This event will be of interest to all collectors of vintage and veteran vehicles, antiques of every kind, motorcycles, hot rods etc.

SITES FREE. ADMISSION \$1.00 per person.

REFRESHMENTS AVAILABLE. V.C.C. & members of allied clubs will be welcomed at the clubrooms, Neil Hunt Park, Rotorua, from 4.30 p.m. onwards for a "Get Together" and Bar-B-Que tea at a nominal charge.

For further details 'phone Rotorua 476-498

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SALE OR SWAP — 19-25 Albion Truck, incomplete. 19-25 Chrysler 4 cylinder running gear. 1920 Republic Truck diff. WANTED — 1922-24 Oakland chassis, parts, and multiple disc clutch and gear box or Scripps Booth K.R.I.T. any part of these cars Contact Stuart Fox, 81 Waerenga Road, Otaki. Phone 48-980.

DODGE 1924-25 Tourer has been trucked, complete mechanically with some spares. Full set of instruments & lights. Body rough, spare front seat section. Open to sensible offers or trade Fox ex Army vehicle or 750x20 traction tyres, Contact: L. Sherer, 135 Main Rd, Fairfield, Dunedin or Phone 883-776.

WANTED — Royal Enfield Meteor or constellation motor and gearbox and any other parts, seat, mudguards etc. J.M. Parkinson 27A Dalton Cres. Dinsdale, Hamilton.



FOR SALE

Leather flying helmets, authentic style, adjustable neck and chin straps, zipped ear pads. Best quality brown leather, suede lining, small, medium, large. \$50 each incl. P. & P. Cash with order. R. Anderson, 178 Kennedy Road, Napier.

WANTED TO BUY — Austin Healey, 100/6 or 3000, anything considered. Write: C. White, 82 Gonville Ave, Wanganui, Phone 42-684.

FOR SALE — 1954 Triumph TR2 Long Door. Aluminium Hard Top, Wire wheels, overdrive. Not running, requires finishing, some panel — mechanical work completed \$4350 o.n.o. Phone White: 82 Gonville Ave, Wanganui. Phone 42-684.

TYRES FOR SALE — 30x5. 2 new, 2 unused recaps, 2 second hand, 5 new tubes in cartons 6 19" Ford 1936 wheels. Offers or swap motorcycle parts. G. Nielsen, 2 Lorraine Ave, Mt Albert. Phone 864-779. Auckland.

WANTED — 1924 OAKLAND TOURER. 5 tyres & tubes 600x22, Hood Irons, Scuff plates & 4 outer door handles. B.L. Kenyon, 14 Bellevue Ave, Wellsford. Ph 8585, Wellsford.

VEHICLE WANTED — I wish to procure, preferably a vintage but would consider a tidy post-vintage car or Ariel 'Square Four' m/cycle in exchange for 1974 B.M.W. R75/6 m/cycle in excellent condition. Will accept vehicle of lesser value as part payment or sell the same for \$4200 ono. Contact B. Walker, 12 Rockside Road, Dunedin, or Ph: 774-173 collect (Member).

FOR SALE — 1937 Buick, Straight 8. Series 40, 103,000 original miles. One farm ownership, stored last 15 years' parts car included. Price \$3500. Genuine inquiries only please. Phone 7932 Gore.

SUNBEAM 12/16 1912-1916 both parts and information wanted. Especially seek Claudel Hobson carburettor, Sunbeam front axle, also early Lucas or CAV headlights; also Auburn parts. Contact David Manton, Crawford Road, RD 1, Tauranga, or phone Tauranga 25-405 evenings.

TRIUMPH 1934-1936 four-cylinder sports roadster, seeking parts, information, literature. Believe this car could be Donald Healey Monte Carlo special Triumph — any knowledge of such car coming to N.Z.? David Manton, Crawford Road, RD 1, Tauranga, phone Tauranga 25-405 evenings.

WIRING LOOMS

I can overbraid new or existing wiring looms for any model to give an original appearance. All types of cowl lacing in store. Limited supply of cotton braided wire available. P. Lawrence, 114 Glengarry Rd, Glen Eden. Phone 818-4665.

ENGINE PARTS — NEW — Bearings, pistons, ring sets, timing chain & gears, valves & guides, gasket sets, seals, water pumps & kits, fuel pumps & kits, distributors & parts, carburettors & parts. The best range of collectable automotive parts in Australasia. NZ \$1.00 for all enquiries for airmail reply. (Advise if you require my 20 Page Orange covered parts availability booklet) Thankyou. Obsolete Auto Parts Co. P.O. Box 5, (40 Comleroy Rd) Kurrajong. NSW 2758. Phone 045-731424. Open 6 days.

WANTED TO BUY — Unrestored or partly restored veteran motor cycle. Prefer Indian, Excelsior, Reading Standard, Thor, etc. Does not have to be complete. I. Barker, Centre Bush No 2 RD, Winton, Phone 730 Cen Collect (Member)

COVENTRY-CLIMAX. Seeking 1930s 10.9hp overhead valve and side valve together, four-cylinder motor or parts, also 1960s Coventry-Climax four-cylinder engine, either 1100cc or 1500cc or larger, or parts — where have they all gone? Also wanting a 1950s — 1960s racing or sports-racing car and parts, especially Brabham or Cooper wheels to complete restoration. Contact David Manton, Crawford Road, RD 1, Tauranga, or phone Tauranga 25-405 evenings.

NEW mechanical wearing parts for mostly 1915 to 1960s motor vehicles. The best & most comprehensive range in the Southern Hemisphere. IE: Pistons, rings, bearings, valves, gaskets, timing chains & gears, suspension & steering components. For all written replies please include NZ \$1 cash for airmail reply (no cash, no reply). Many other collectable car, truck & motorcycle spares in stock. Obsolete Auto Parts Co. P.O. Box 5, Kurrajong, NSW 2758 Australia. Phone: 045-731424.

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For further information write to:
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Quality woodgraining and similar work done on windscreens, dashes, window frames, etc. contact 'The Engine Shop', Lisignoli Automotive Ltd, Hamilton. Phone 79-867 or 492-002 a.h.

FOR SALE — Chevrolet 1928 accessory Griffon radiator cap. Very rare and in good condition \$100. For further information contact: Jim Ansell, 3 R.D., Clevedon, Ph 628.

WANTED — Old New Zealand number plates. Contact: W. Powell, P.O. Box 33.382, Auckland 9.

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**Unit 2, 50 Keeling Rd, Henderson.
Phone Auckland 836-0922**

WANTED — veteran Renault bonnet, and any parts for A.G. twin cylinder model or any four cylinder Renault parts. Phone Brightwater, 329 collect or write P.O. Box 101, Brightwater, Nelson.

WANTED — Alloy ampmeter case for 1927 Indian and any hand brake parts. Also wanted spot-light. I. Barker, Centre Bush No 2 RD, Winton, Phone 730 Cen.

FOR SALE — Jaguar Mark VII 1952 manual, good condition. Rare Car. \$3500 o.n.o. Phone 85-573 Hastings (evenings).

FOR SALE — 5 new, 600x20, English Dunlop Tyres and tubes, price \$800. Wanted any 21 inch Sankey wheels. Phone Brightwater, 329 collect or write P.O. Box 101, Brightwater, Nelson.

GREASE CUPS

Brand new original stock. 1/8 gas suitable most vehicles, \$2 each, 6 for \$10, 15 for \$20, add \$1.75 for pack and post. Send cheque to: M. Courtney, 32 Kay Drive, Blockhouse Bay, Auckland. Phone 675-027. (Member)

WANTED — M.G. pre 1950. I wish to purchase an M.G. that needs restoration and would consider a T.A., T.C., P.A., P.B. or anything that falls within those years of manufacture. Any condition considered. Currently a member of the M.G. Car Club, Wellington, and have been financial member for the past 11 years. Ian Lawrence, 78 Hatton Street, Wellington 5. Phone 767-942.



FOR SALE

1953 Daimler Century. Reg-W.O.F., new upholstery. No rust. Good paint, only 69,000 genuine miles. Reg with Daimler Car Club \$4,000 o.n.o. E. Buckley. Phone 84715, Rotorua.

COLLECTOR'S CAR For Sale. Hansa 1100 Coupe, 1960. Last model from Borgward restored, Reg. W.O.F. complete with large quantity spares including 2 motors, 4 gearboxes \$2500. Also 38 Lanchester Roadrider preselect gearbox and 34 B.S.A. 10 preselect box \$70 each. Phone Auckland 410-9154.

WANTED — 815x105 B.E. tyre either usable or a sound case suitable for retreading. Parts wanted for 1901 Decauville 8 H.P. twin. Particularly Motor and Diff/Gearbox unit. Dale Conlon, 6 Pitfure Rd, Wakefield. Phone 28-046 Collect.

WANTED — 30-31 Model A Ford Tourer, roadster or similar make of car in any condition, restored or otherwise. Write to D. Manson, Main Road, Wakapuaka, RD1 Nelson, or Phone 520-788, Nelson.

FOR SALE — 1939 Hillman Minx DeLux: One owner to 1981: Mileage 38583 genuine: Engine reconditioned, repainted, new tyres exhaust system and carpets: another car for spares: write Morrison 20 Queens Drive, Ashburton, or Ring 4427. Price \$2000.

WANTED — Gearbox for 1930 Essex, front axle for 1927 Essex (no front brakes). Have to sell or swap, 4 cylinder Essex Engine & Gearbox and Chevrolet Gas Tank with fuel gauge in filler cap. Both cheap. Chris Taylor, 150 Cascades Road, Pakuranga, Auckland. Ph: 563-221.

WANTED — Urgently, Radiator Shell for 1929 Anniversary Buick as front cover Beaded Wheels No 143. Must be in condition suitable for replating. Reply to D. Mitchell, P.O. Box 569, Napier.

WANTED — Tyres, tubes, 33x5, split rims to suit. Pair of 353 Cadillac side lamps. Write or ring collect, Fred Ryan, C/o Post Office, Te Pahu, Phone 891.

100th – EASTER 1985 Wellington Region

VENUE: Southward Museum Complex, Paraparaumu.

PROGRAMME:

Friday 5th April.

Afternoon: Free to visit Tram Museum, Adventure Park, Hydraslide, Paekakariki Steam Train Museum.

Evening: 'Get to know you' noggin and natter.

Saturday 6th April.

Morning & Afternoon: Tour of Manawatu and Horowhenua countryside and places of historic interest. (Lunch at Levin.)

Evening: Musical social fun evening, including items on the splendid Wurlitzer organ.

Sunday 7th April.

Morning & Afternoon: Tour of Wellington City and suburbs. You will be surprised by the variety and number of places to see. — (The roads are not too bad either!)

Evening: Banquet at Museum Complex with guest speaker. (Motoring theme.) (Suitable entertainment will be provided for children.)

We intend holding a motor show prior to Easter to assist with expenses of the 100th. We can thus assure all entrants in our 100th that although the routes will be made known to the public, there will be no major stops for fund raising.

ACCOMMODATION:

The Paraparaumu, Raumati and Waikanae area is very well served by reasonably priced accommodation.

We can provide a list of motels and camping areas for entrants to book direct.

Budget type dormitory accommodation is also available. The Club will be handling bookings for this budget accommodation.

We look forward to hosting you.

Wellington Branch. Horowhenua Branch.

Rally Organiser,
P.O. Box 38-418,
PETONE.



Nothing endures like Quality.



The respected name of Firestone is almost as old as motoring.

And its tyre manufacture has grown side by side with the needs and styles of New Zealand motorists - consistently supplying a quality product.

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That's what makes Firestone tyres better, with longer lasting characteristics and superb performance.



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