

New Zealand's Veteran and Vintage Motoring Magazine

Beaded Wheels

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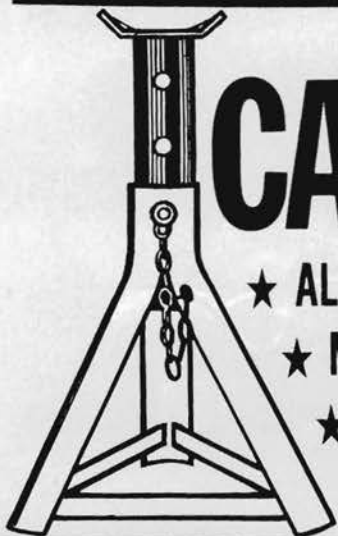
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Material for publication is the responsibility of this committee and should be forwarded to P.O. Box 13140, Christchurch, typed or neatly printed, double spaced on one side of paper only.

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

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CLOSING DATE, JUNE/JULY ISSUE

Editorial Copy May 3rd

Advertisements May 8th

COVER PHOTOGRAPH

1930 Ford Model A belongs to R.E. McGarva.

Photo by Euan Sarginson.

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 main topic of conversation at present seems to be the Pan Pacific Rally, and from most reports it seems to have been regarded as very successful. Certainly full credit and congratulations must go to the Rally Director, Lionel Priest, and his committee members for the highly professional organisation and co-ordination of all the many different aspects of such an event, and also to all the other workers who cheerfully fulfilled their particular tasks. And the entrants and crews, without whose co-operation the best organised rally would founder. A fitting climax indeed for our centennial celebrations, and one which justified the Club's faith in the "Hub" rally concept, pioneered in Rotorua and confirmed in Christchurch. Once again, congratulations Lionel, and on behalf of the Club, thank-you.

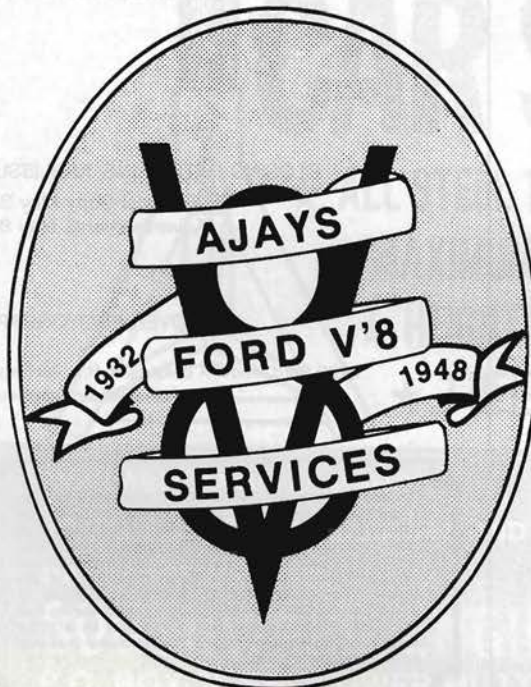
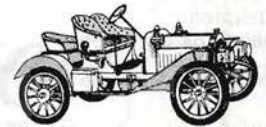
Already there has been talk of when and where is the next one, and no doubt the subject could be raised at the Annual Conference, but for now we should be rationalising our thoughts on the First Pan Pacific. A full report is being prepared for submission to the Club and I am sure that any thoughts individual members may have would be most welcome. Constructive criticism, words of praise or thanks, suggestions for the future, if you would like to make any contribution the rally committee would welcome them.

The Annual Conference this coming August is being hosted by Auckland Branch and they assure me that it's been all "go" for some time now. The Conference includes the A.G.M. of the Club, a meeting of the National Executive, and several social activities, and is the ideal once a year opportunity to see in greater

depth how your Club operates, as well as to participate individually in the A.G.M. Give it some thought now, so that when the registration forms come out you are all ready to return them promptly.

There are also a number of important items on which you will be asked to exercise a postal vote, including the notices of motion which unfortunately had to be declared invalid last year. (This time we'll get our act together and present them correctly!). There are also two suggested changes which have come about as a result of the discussions at branch level on regional representation. Let's see a record vote this year on all these, and more, important issues.

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1st Pan Pacific Rally 1986

CHRISTCHURCH 26th February – 6th March

Reports and Observations

Photos by Graham Stowell



An Observation

With the event over, I feel I would like to put on record my observations, and feelings. Right from when we arrived the atmosphere was very amiable and the fact that we had been delayed by a strike of the ferries did not seem to matter anymore. Everyone was buzzing with enthusiasm and word was out that additional rally packs were available for collection.

An extremely polite and efficient staff of ladies handled all kinds of enquiries in their stride, even those that had all the information included in the packs. As the day went on more and more people seemed to hover around the "queen bee" – Rally Office.

Opening Day went very well with numerous volunteer marshals all working very hard and finally getting all 800 odd vehicles displayed in time for the opening. Some entertainment in the form of a Pipe Band and a Jazz Band helped to make the afternoon go by quickly. Speeches were all short and to the point.

All the rally days were very good even those with the "fords", just a pity a shower of rain each evening could not be better organised to settle the dust. At each lunch stop there seemed to be a well organised group providing lunch and a free cuppa. One or two of the runs could have easily coped with a morning break

of 20 mins or so to stretch the legs or "whatever".

Evenings were well catered for with plenty of excellent entertainment either live on stage or in one of the many bars. All good quality performances, many of which we did not wish to let go at the end of each show. Good to see the kids being considered with a video screen too.

Swap Meet and Speed Event did not appeal to us, however, the talk was all good in relation to the Speed Event and what little I saw of the swap meet seemed to be satisfying many people.

Trots night was a novel idea and it cost me a few bob – I still think they were running the horses back to front. The two displays of vehicles met with good approval and the two veteran cars that "raced" past the post seemed to be over enthusiastic.

Concours got rained out but this did not dampen enthusiasm and although a slightly smaller field was paraded in the cattle pens at the Showgrounds, it certainly provided deserving winners in each class.

Closing ceremony was very delightful to watch even though some owners did not parade their vehicles. However, it just proved that prizewinners were kept guessing until the end, great stuff.

The highlight for us, if you could pick out any one feature as a highlight, was the smooth, and efficient way the final Buffet meal was handled. I understand 2200 people were fed and at no stage

was there an apparent lack of food. This "bonus" was a very pleasant and gratifying surprise.

Some memories:— the bunch of Australians sitting on the side of the road before going down into Akaroa, having a real "English" cuppa. The very timely sprint down the main straight during the presentations, by two "singers" complete with "gig". The wee grand-daughter taking her grandad for a spin around the Kiosk and grandad showing the worse for it.

It would be very easy to write quite an essay, however, I was given instructions to keep it brief. Finally I would like to say a big thanks on behalf of all the entrants to the Rally Committee and no doubt their wives, for a well organised and smoothly run rally.

I have no doubt they must have had their moments, but it never showed from where we were. Congratulations and when is the next one?

Amberley Route

The Amberley Route was simple enough, although the speedometer references in the instructions were very misleading. The route took us out over the Waimakariri River, through Kaiapoi where there were small holdings and dairy farms and then across the Ashley River. We were detoured at the ford over dusty shingle roads, which were

windy but interesting, passing close to the Ashley Forest. After regaining the main road, we passed Camp David on left, and drove up the Waipara and Scargill Valleys, where prosperous looking farms were in evidence. An interesting section of straight line navigation followed which took us on a narrow winding gravel road, which took us out to the small North Canterbury township of Hawarden. From here we passed through the Waikari, which has interesting connections with coaching and the railway. Our Route then took us through the Weka Pass with its many interesting limestone outcrops the more notable one being the easily recognised 'Frog' halfway down the pass. Touring through Weka Pass in an open car was most enjoyable with glimpses of the Waipara to Culverden railway being seen running alongside the road. Past the Amberley Hotel and post office to the domain, where a fine lunch awaited us.

With over 180 cars in each section, the lunch stop gave us the opportunity to see the other cars in our group. The route home, was naturally shorter and flatter than the way out. Most took time out to visit the Mundy Bros., St Helena, Estate Vineyard, to see the winemaking process and sample the wines.

A good day was had by all.

GORDON VOGTHER

Italiane Vive

A picnic run for vehicles of Italian heritage and the respective crews, was organized by Ken Macefield and held on the 28th February during the 1st Pan Pacific Rally. Cars of Continental construction were also invited.

Vehicles present ranged from Terry Wilsons Fiat, Vinens from Melbourne Metallurgique mounted, and Alec Shadbolts Unic, all 1913 veterans to the 1973



Vintage Car Club of New Zealand

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 9th August, 1986, at the conference room, DB Mangere Hotel, Auckland, commencing at 10.15 a.m.

R.J. Duns
Secretary

Dino 246 model Fiat of Leon Witte. In between were the 501 Fiats of Craig Keenan, Royce Hanna, and Bob Scott. The well used, but sparkling, Officine Meccaniche. O.M. of Peter Shaskey, then Maurice Coombes and Alec Stevensons O.H.C. Ansaldos. Bruce Pidgeon's rare 1926 boattailed 509s Fiat spider was joined by Gregory Scotts later model, a 1934 fin tailed 508s Fiat spider. Another scarce model was Patricia Scott's 1939 pillarless 4 door saloon 508c, 1100cc Fiat. Ivan Gardner and Jack Hindess brought down from the North Island their 1938 500cc Fiat Topolinos or (mouse), the first restored examples of this interesting model to be seen on South Island roads.

The vehicles assembled in the main parking area by Rally Headquarters and moved out following Bob Scotts 501s at 10am. Keith Steffenson was present videoing the scene for posterity. Bruce Etwells rare 1914 Fiat military lorry was absent, being away on the veteran picnic, which had a more sedate flat earth run which was more sympathetic to his suspect gearbox.

We drove down to Heathcote and through the tunnel to Lyttelton where the 55 crew members filled and inspected the historical and only operating Time Ball station in the southern

hemisphere. Parking in the very narrow streets here was no trouble to the two topolino Fiats.

We drove down onto the wharf and parked and later inspected the Royal Yacht, "Britannia" which was here for the visit of Queen Elizabeth and the Duke of Edinburgh. Not every International Rally happens at the same time as a royal visit. Nice organization Rally Director, Lionel Priest.

We all spent some time inspecting the 1927 Lancia Lamba of the Hardman family of Sydney, a technically very advanced design of motor car. It was a very pleasant drive around the scenic harbour road, with O.M. passing Fiat and Ansaldo passing O.M. and Lancia passing all, and 3 veterans motoring sedately and regally at their own pace. Craig Keenans newly restored 501 looked real sharp and sporty.

The 20 cars arrived at Diamond Harbour where lunch had been arranged in the beautifully restored, magnificent old home "Godley House". The Metallurgique went missing here carrying on to Purau Bay. The 508s went off in search and rescue, shepherding the Aussies back to the fold.

After lunch and a bit of tyre kicking it was down to the wharf to board the vintage launch "Onawe" for an hour cruise

around the harbour. All returned safely and in reasonable health.

Walking back up the hill to the parking lot, we proceeded to take photos of line ups, single cars and motors, followed by rides and drives in different vehicles. I was very impressed with the comfortable ride, road holding and performance of Ivans Topolino, he said that he drove her down from Auckland at 50 m.p.h., except on the hills and averaged 50 m.p.g., a very frugal mouse, just the thing with petrol at \$4 per gallon.

Simon Donnithorne complete with his 1947 500cc Fiat van which he whisked out of Melbourne, added another derivative to the mini Fiat line up.

My riding mechanic for the day was Bill Mathews of Tasmania, the proud owner of Fiats galore, 1910 Tipo I, a 1929 521 saloon, 501 roadster and a 509.

Another Australian at the Rally who would be the envy of every Italian car nut would have to be Ken Odgiers of Adelaide who owns a magnificent 1926 519 Fiat touring car with 4.7 litre, o.h.v., motor, 11ft. 9in. wheel base and 20in. brake drums, with a dry weight of over two tons, I would think it would have a thirst to match.

Time was marching on, reluctantly we all motored out heading for rally headquarters, to enjoy another excellent Burkes dinner, and overwhelming entertainment fare by the master "George Kear". What an incredibly friendly Rally with a surprise bonus of a top class final buffet dinner and refreshment tickets for some 2600 folk. Only one word can describe — "MIGHTY".

BOB SCOTT

Lincoln Route

This was to be our first run of the rally and we were naturally anxious to do well, but fate was against us as we had the

misfortune to run "out of go" halfway to Lincoln. After checking the electrical system Ian realised it must be a petrol problem. We switched over to the reserve tank and away it went, so it must have been a blocked fuel line. We then had to put the "boot to the floor" to catch up on lost minutes and for several miles passed all traffic both vintage and modern.

We were soon to find out how flat and stoney the Canterbury Plains were and what a long devious route we took to arrive at Lincoln (approx. 100 miles), but still found it very interesting.

We were lucky to be able to go through Coes Ford before the heavy rains started on Wednesday. I believe by the time the rally days were over all the fords on all the runs had been closed at one time or another.

On route we passed many places of interest, Yaldhurst Transport Museum, Paparua Prison, Yates Research Division, Glentunnel, Lincoln College and

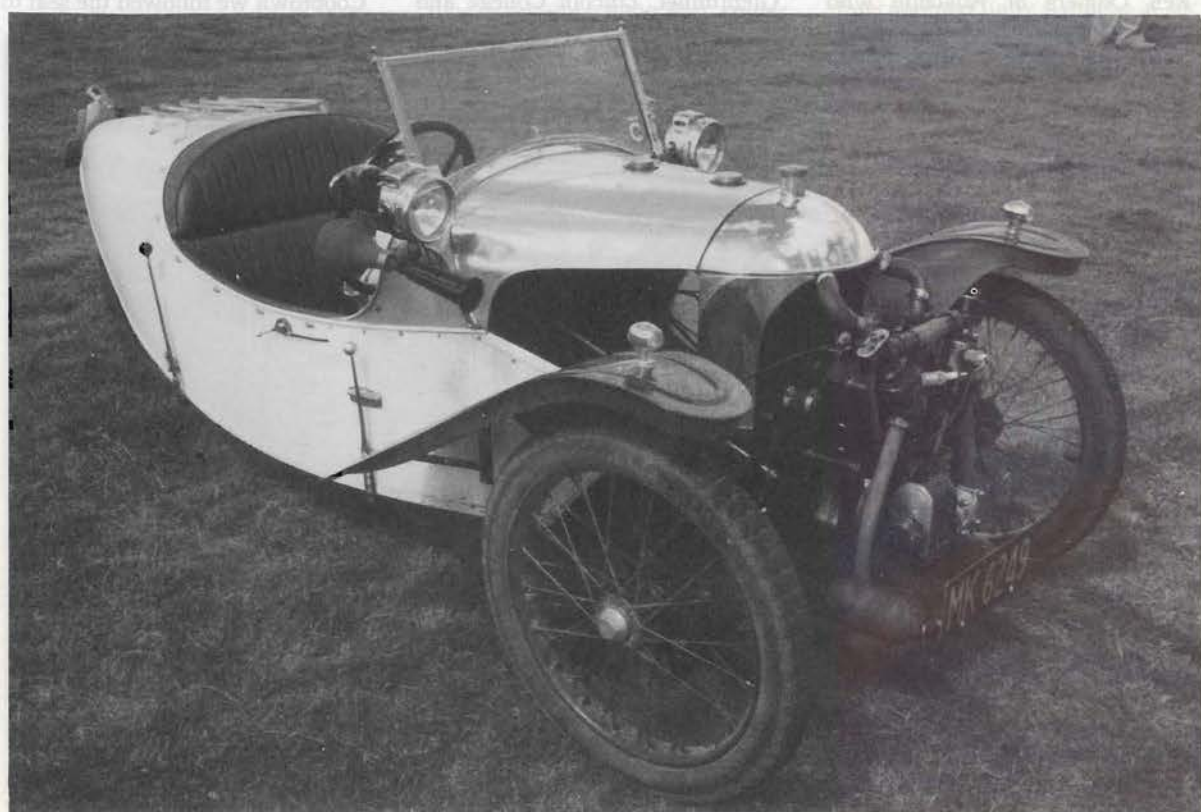
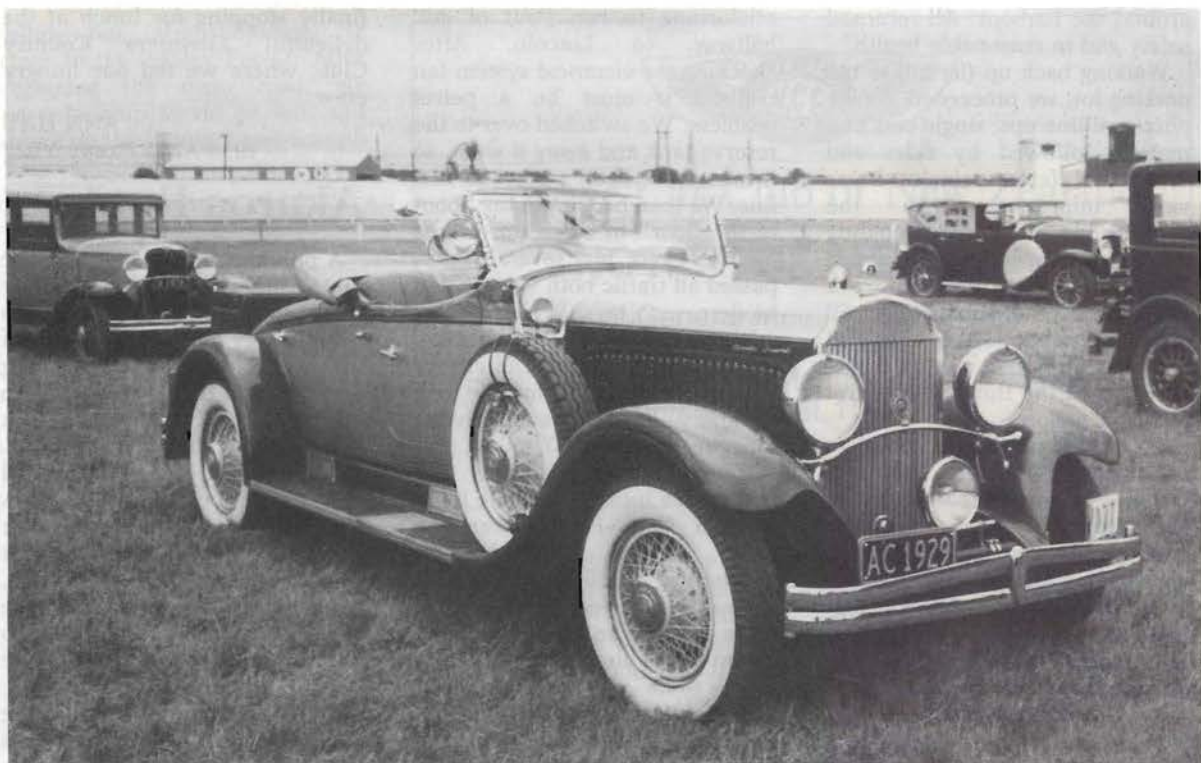
finally stopping for lunch at the delightful Ellesmere Country Club, where we fed our hungry crew.

ANN HAY
1933 Alvis Firefly Y022

Akaroa Route

A previous visit made me hope the weather would be fine for those who hadn't explored Akaroa before. This did improve and off we went to Sumner, passing Redcliffs and then a steady climb up the hill to Evans Pass. I think this is what rallying is all about. You're on time but at the top all cars are stopped by marshalls. A wide load was ascending the other side and we were told we must wait. First thought was "Oh good, we'll have time to look at the view". Then, "Oh dear, time." So with 6 minutes to make up we headed down the twisting hill, through Lyttelton and around the winding bays, over Gebbies Pass and on to Little River. After Cooptown we followed the seal to





the hilltop overlooking Akaroa Harbour. Then onto a metal road which many would not have taken by choice but the extensive views made it the highlight of the rally. Past Pigeon Bay, Little Akaloa, Okains Bay, Le Bons Bay and still climbing. Then the drop into Akaroa. A very steep hill which required driver skill to negotiate particularly if you didn't take the advice in rally instructions to engage low gear. As always a welcome by the marshalls and then time to explore this interesting town. The French influence is obvious in street names and architecture. Definitely a place to visit if you haven't been there and do try the Summit Road Route.

PETER NIGHTINGALE

The Little River Run

Monday, February 24, 1986, and Blue Group commenced the 1st Pan Pacific Rally with a timed run to Little River; our car, Barry Robert's 1909 two cylinder Rover, was all set to go after a final touch of chamois and Brasso.

We had a fine day, cooler than the 30°C of Sunday's opening and

the courteous efficiency of the volunteer marshalls and office staff was in marked contrast to the mayhem of the Cook Strait crossing. It was a relief to be on our way at last, after months — in some cases years, of planning. The pleasure of our drive through Cashmere and on to Taitapu was increased by the brilliant colours and orderliness of household gardens. The instructions made navigation easy, though any chance of complacency was dispelled by a subtle piece of route planning at Motukarara. Our set speeds were too low for the easy gait of the Rover, enabling us to enjoy a quick coffee break from our picnic basket. For many miles we were accompanied by the bare embankments of the defunct Little River railway, the steady chuff-chuff-chuff of our two 830 c.c. cylinders sounding like the ghost of the little D-type 0-4-2 tank engines built by Scott & Coy. of Christchurch, and used on this line.

All too soon we finished our run at Little River, adjourning for certain reasons to the Hotel, full of local farmers supporting the adjacent Ewe Fair. Barry Birchall ('03 Cadillac) together with the Renault Charabanc team arrived, and despite or because of

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parochial insistence that our vehicles would not easily climb the "Big Hill" to Akaroa, we decided to press on. One ex-Canadian, 38 year resident was particularly vehement, but was rendered speechless when he learnt that the Rover's fan belt was not fitted. As it transpired, the climb was easy, low gear being necessary for a very short stretch, though second gear, handbrake, foot brake and the



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original equipment exhaust brake were all used at times on parts of the descent. We stopped to take in the scenery and historical attractions en route, gleefully meeting the ex-Canadian, asking him the location of the "Big Hill" — he is probably still talking about the fan-less auto which didn't boil.

After a pleasant lunch and a meander through Akaroa township, we decided that if this first day was a sample of the rest of the Rally, we were going to enjoy it. And we did.

DOUGLAS WOOD

Trip to Oxford

The Oxford route on the Wednesday was for us our first rally. The day was fine as we assembled at the Stables car park viewing the other competitors, checking their numbers and preparing for our start time.

With an average speed of 24 mph (speed code 3) we moved out

into Wrights Road and the traffic lights of Christchurch. Our first problem occurred at the set of traffic lights where we were required to turn right into Curletts Road and a long row of vintage cars had moved to the median strip for the turn. The oncoming traffic was steady and we were unable to bisect to make the turn, and because our line was not moving the pad was not activated to show up the arrow. We sat for three changes of light sequence becoming more frustrated and being mindful of the havoc this was playing with our 24 mph average speed.

At last we were off again and travelled West along Yaldhurst Road turning right into Russley Road where we saw our first timed check. The speed had increased to 32 mph as we passed by the Christchurch Airport and the Groynes picnic area to turn left onto the Main North Road. We had increased our speed to 37 mph and were getting into the swing of rallying and the joys of

the countryside when we had our first lapse of concentration. The instructions given did not match the route taken by those around us. Had the route organisers mixed the instructions for the various classes of cars within our group (fiendish devils) but as we continued we became increasingly suspicious with yours truly checking the instructions given a number of times. Finally all was revealed, two instruction pages had been turned over as one.

Back on course at last. Passing a securely fastened paddock we saw a well conditioned herd of deer, we could now relax a little and enjoy the scenery. Back onto the Main North Road again and we crossed the Ashley and Salt Water Creek bridges "Hello the car in front has missed the turn to the left and gone straight on, hope they realise their mistake before Kaikoura". Into the Ashley Forest Road and down a nice shingle road until we were stopped by a marshall who provided us with

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IRISHMANS RALLY ENTRY FORM

MAY 31st—JUNE 1st AND 2nd 1986

ENTRANT'S NAME: _____ TELEPHONE: _____

POSTAL ADDRESS: _____

DRIVER'S NAME: _____ NO. OF CREW: _____

ENTRY FEE: \$14.00 per Head No. _____ \$ _____
(includes Saturday AM & Lunch)

SUNDAY LUNCHEON: \$2.50 No. _____
MAKE OF VEHICLE: _____

SUPPER AT STRATHCONAN: _____
YEAR OF MANUFACTURE: _____

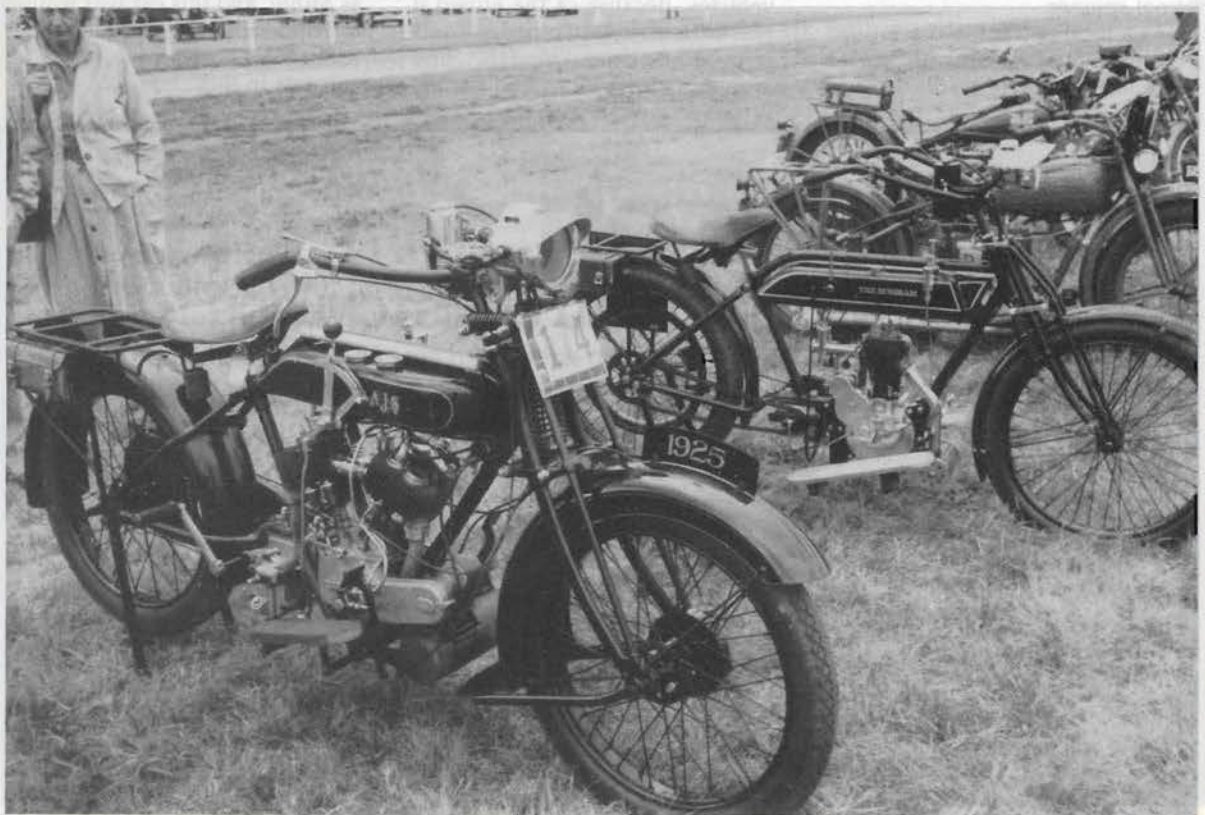
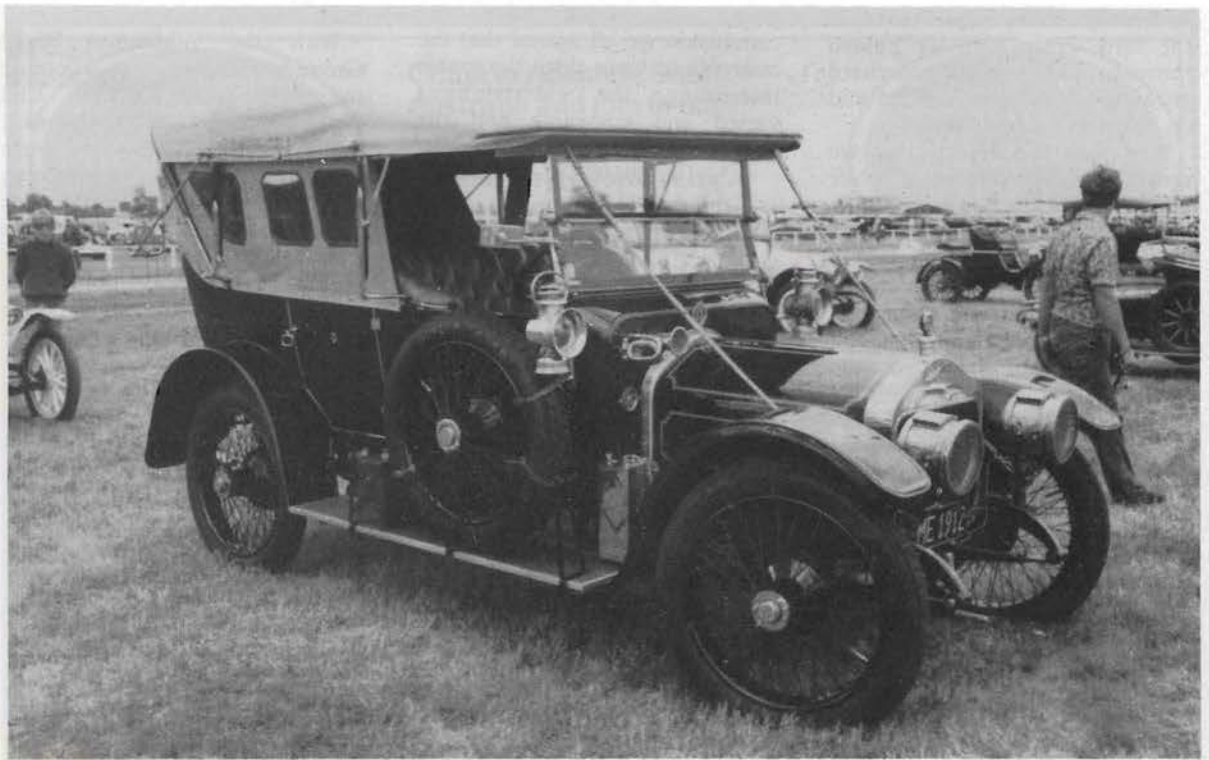
Saturday Night: \$2.25 No. _____ (Children's concessions available on request)

Sunday Night: \$2.25 No. _____
Please make cheques payable to Canterbury Branch, V.C.C.

Once again this Queen's Birthday Weekend our traditional Irishmans Rally will take place in Canterbury and entrants are assured of a testing weekend. The planned route includes all types of roads and terrain with the challenges and emphasis this year on pioneer motoring. The Saturday rally will be approximately 190 miles with a break for lunch and an easy amble of 30 miles on the Sunday. Vehicles should be reliable and self-sufficient and prepared for any eventuality. Accommodation at starting venue available.

Entries accepted for Vintage or Veteran vehicles only

ENTRIES CLOSE MAY 24th SEND TO: IRISHMANS RALLY P.O. BOX 238 RANGIORA.



alternative instructions to avoid the ford. From here we passed through the lovely orchard growing township of Loburn and on towards Ashley Gorge.

It was on this section that we ran into a large swarm of white butterflies. At the lunch stop there were many victims shown imbedded in the car radiators. We arrived at the lunch stop in the Oxford Domain where a welcome cup of coffee or tea was provided, and packets of sandwiches and fruit available. Trips were available with helicopter, jet boats, and horse rides and the Museum and Oxford Industries were there for a pleasant stroll close by the Domain. Denis McLachlan had produced an interesting sheet of what to see and do in Oxford and this was both informative and useful. Inside the Hall was an excellent display of local hand crafts and outside, ladies gave a practical demonstration of the skills required to become a proficient wool spinner.

As a local entrant in the 1st Pan Pacific Rally it is easy to become complacent about a rally held in

your own home town, on conclusion we all agreed that the instructions were clear, the routes interesting, the entertainment varied and enjoyable and the overall rally a great success.

BRUCE D. PIDGEON

Ashburton Viewpoint

The first Pan Pacific Rally has come and gone, entrants have returned home and the Addington Raceway no longer swarms with vintage vehicles and crews. It was obvious from the very first day of the rally, when some hundreds of vehicles, from the very old to the not so old, were on public display in the central grass area of the Raceway, that the choice of venue for the rally was perfect. The weather for that opening day was perfect also and the crowds came in their hundreds to admire and discuss the beautifully presented vehicles. Because of the crowd it was difficult to find other entrants from your own "branch" and even more difficult to find friends

from other branches.

With the Addington Show Grounds camping area adjoining the Addington Raceway and direct access between both meant that vehicles could move between the two without becoming involved with Christchurch traffic. The start points for the five different rally routes were all within the "Raceway" boundaries so assembly at the start points presented no traffic problems.

Another big advantage of the close proximity of the Addington Show Grounds was the availability of large sheds which could be used as shelter for the cars during wet weather and some days were wet, especially the day set aside for the concours judging. Once again large open sheds were made available with plenty of display area for the many vehicles put forward for the judging. Ashburton Branch had only one entrant in the various classes, Fred Richards' post vintage Austin Drophead, affectionately known as Minty, and this car was well up to the very high standard of restoration achieved by all entrants in this class.

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Food and eating arrangements are an important feature of any rally and anyone with any reservations had those dispelled on the very first day. The Raceway catering staff were on duty and as this team was used to handling race-day crowds, the food question for the rally crews presented no problem at all. The final dinner was served to the biggest crowd of the rally without queues or fuss and bother — and an excellent meal it proved to be.

On the final afternoon of the rally the trophy winners received their rewards and one of our branch members was among the winners — none other than our chairman George Aitken. George was a trophy winner at the Rotorua International Rally with the same car. Congratulations George, be at the next big rally and make it three in a row.

Many of those on this first Pan Pacific Rally must be thinking when will we have the second one — and further where will it be held? Perhaps the Australians on this first rally will take on the enormous job of organising the next one, if so their organisation will have to be good to better this one.

JOHN MORRISON

Speed Day; Ruapuna

A cool overcast day greeted the early arrivals at the scrutineering bay at Ruapuna Raceway, just south of Christchurch on Saturday, March 1st.

Ross Haynes, Murray Maxwell and Bob Beardsley checked the potential racing cars for dual throttle springs, fire extinguishers, mechanical safety and eligibility, and, this hurdle safely negotiated the competitors found their own little piece of pit-area and commenced preparing their vehicles for the fray — lamps taped up, spare wheel removed, gut out the seats, remove the

picnic lunch hamper and tool boxes.

Strolling round the pits revealed a blend of the familiar and the strange, with local cars parked cheek-by-jowl with cars from all parts of New Zealand and from overseas.

In the single-seater field there were both the Stanton Specials — Warner Mauger's Tiger-moth engined "Cropduster" and the Stanton Corvette of Russell Greer — parked side by side. Don Suckling's GeeCeeEss Ford V8 special and Bill Clark's P3 Alfa Romeo demonstrated the homebuilders and factory approaches to racing car design. Also worthy of note was the Don Broome/Malcolm Cameron Lotus 23 replica, as was Bob Beardsley's 1935 Alta, which, after much midnight oil, has at last found a measure of reliability.

Alongside all of this exotica the pits were filling with Vintage, P.V. & P.W.V. vehicles. Seen for the first time was a little Singer 'Porlock', an LPG fueled Buick Tourer, a Railton drophead, Frazer Nash sports, a post war Lagonda saloon (from Hong Kong), various Austin Seven specials and many more.

The field of motorcycles was small, but made up in quality for what they lacked in quantity, with various permutations of racing BSA courtesy of George Henry and brothers-in-law Barry Gurdler and Bill Hoogenboezem; and the

Norton flag being flown by the father and son team of Ted and Ray Tolhurst.

At 10.30 Chief Organiser, Ron Hasell held a short drivers' briefing, during which he outlined the rules, flags used, and announced the winners of the various classes — saved all the arguments afterwards! The vehicles were then sent out in their age groups for short practice sessions, during which we were treated to the sight of Wallace McNair exercising Baron von Raffay's jewel-like little "Sascha" Austro Daimler. With the practice sessions over a series of scratch races were run.

In the Single Seater races one of the highlights was the display put on by Peter Henry in his first drive in the "Cropduster" — I think his record for swapping ends was three times in one lap, but everyone lost count . . . fun though! It was also good to see Maurey Stanton driving the Corvette again. By far the largest fields were those of the Vintage and P.V./P.W.V. classes and much jousting between evenly matched vehicles entertained the crowd. The first motorcycle race was enlivened by an excursion into the bank by a BSA and sidecar, the occupants emerging unscathed although the bike received some cosmetic damage.

Following lunch, Handicapper Bill Luxton (who loudly proclaimed himself to be "very

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easy to bribe" — but with no obvious takers) organised some handicap races, one of which resulted in a runaway win for Nick Harrison's '30 Model A Ford Coupe, but other results being much closer.

When all competitors had had enough "dicing with death" the circuit was declared closed and the assembled throng adjourned to a nearby watering-hole for the usual lies and exaggerations, before trundling off to ready themselves for the evening's festivities back at Addington Raceway. All in all a most pleasant day's motor-sport. □

IVOR MACVELO

Observations

Saturday, 22nd February was fine and warm in Christchurch for the arrival day for entrants and organisers of the first Pan Pacific Rally 1986.

For most of the day entrants continued to arrive — to check in and collect supplementary rally packs — to talk to old friends and then to leave again to work on their cars, to catch up with lost sleep or to sightsee. With no official organised entertainment, most entrants enjoyed the company of friends all over the city at private barbecues, or in pubs or just sat talking in their motels.

Fine and warm weather greeted us again on Sunday for the official Opening/Public Display day. All cars were supposed to be in place at Addington Showgrounds by 9.30 in the morning. The writer and quite a few others who had not fully read their rally instructions arrived about an hour late but it didn't seem to matter too much and no comment was made by any Officials. Must make a point of reading my instructions tonight!

Cars were grouped into Veteran, Vintage, Post Vintage/Post War, Commercial and Motorcycles categories, forming a

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huge collection of superb machinery. Without actually counting all vehicles one can assume that over 800 vehicles were on show.

There were too many beautifully restored cars to mention specific makes but a few cars caught the eye because they were different in some way. A 1913 Sunbeam Tourer was

notable for having two spare wheels on the driver's side but they were one behind the other taking up the whole length of the running board. Sir Len's fascinating 1895 Benz couldn't fail to be noticed. With only one cylinder it appeared to run more smoothly than the writer's 4 cylinder car. A 1922 Austso-Daimler "Sascha" racer attracted

a lot of attention as did a 1923 Cloverleaf Citroen with somewhat flamboyant hood. No matter what your taste or preference may be in cars there was something there to appeal.

The official opening was short and concise. Sir Hamish Hay, Mayor of Christchurch gave a brief address and the Mayoress of Waimairi County declared the Rally officially open.

Bar facilities at Addington were good but with the hot day they were stretched to the limit at times. That night I had an evening meal provided by the Rally caterers and must say that the food, the service, and the entertainment were excellent.

Our 1st day's competition was the Gymkhana/Regularity event

which involved a very pleasant drive to the Go-Cart club track where we had to lap the circuit in exactly 90 seconds. Some of us would like to have gone a lot faster I suspect! After continuing to Tai Tapu we returned to Christchurch around the foot of the Port Hills to Ferrymead where we had to identify a number of photographs of car mascots. From there the route took us to Q.E.II park for two deceptively simple gymkhana tests which were a little more difficult than they looked. At this point entrants were free to stay and swim or to do their own thing.

A most impressive start to what will surely turn out to be a mighty rally.

DENIS LE CREN

The Beaded Wheels Editorial Committee was very appreciative of the thoughtfulness of John Hart in bringing Geoff Hockley to the final day of the Pan Pacific Rally where he was driven round by Jack Newell, could see the cars on display and talk to his old friends, particularly Sir Leonard Southward. Len was the overall winner of the Haast Rally in 1965 and Geoff was the winner of the motorcycle section. It was good to see old friends together again and we are sorry that we have no photograph of this event.

S.B.

Vehicles of Italian heritage lined up at Lyttelton. The Royal Yacht Britannia is in the background, at the wharf.

Photo by Bob Scott.



21st Reunion — 1965 Haast Rally

This was a bonus for some attending the Pan Pacific Rally. A get-together of contestants, marshalls and back-up crews who had taken part in the first International Rally in N.Z. Still in the opinion of many 'The best rally we've ever attended'. Held on the first Tuesday evening, about 120 were present including some who had come to Christchurch especially for the reunion.

It was a happy occasion with plenty of reminiscing over scrapbooks, old programmes, a film and slides of the rally. Highlight was the cutting of the anniversary cake by Sir Len Southward ably assisted by Lady Vera and Bill Delaney. This was appropriate as Len was overall winner of the event in 1965 in his Buick. Special thanks are due to Club Captain Alan Storer for organising this occasion.



The Austin Register held a very successful run for their make during the Pan Pacific rally. They went to Cutler Park, total 98 Austins. Photo by Robin Yates.

Sir Leonard Southward and Lady Vera Southward with Bill Delaney in background cutting the 21st Haast Rally Anniversary cake at the reunion held during the Pan Pacific Rally at Addington.



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Armstrong Siddeley 1930-38; Austin 1929-38; Bedford 1931; Buick 1922, 1931-32; Cadillac 1932-33; Chevrolet 1927-34 (6 cyl); Chrysler 1930-31, 1933-34, 1939-42, 1946; Chrysler V8 1951; Daimler 1929-37; De Soto 1933-34; Dodge 6 cyl 1930-34; Essex 1927-33; Fergusson Tractor; Ford 4 cyl 1928-35; 4 & 6 cyl 1941-47, V8 1936/48; Graham 1935; Hillman 1932-38; Hudson 1930-34, 1940-47; Humber 1933-38; Hupmobile 1928-35; Jowett 1928-37; Lanchester 1932-38; La Salle 1932-35; Lincoln 1922-30; Marmon 1923-25; M.G. 1929-38; Morris 1931-38; Nash 1922-24, 1931-37, 1942, 1946; Oldsmobile 1927-35; Overland 1932; Packard 1922-27, 1934-36; Peugeot 1934-50; Pierce Arrow 1933-36; Plymouth 1933-34; Reo 1931-34; Riley 9 hp 1932-37; Rover 1931-38; Singer 1931-34; Standard 1929-38; Studebaker 1933-40; Triumph 1931; Vauxhall 1931-37; Vedette 1948-50; Willys 1929-37.
Limited quantities at \$15.00 per set.

DISTRIBUTOR ROTORS (NEW)

Essex 1933; Hudson 1930-37; Hupmobile 1928-31; Morris Commercial; Nash 1933; Willys 1930-32. Others supplied to sample.
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IGNITION CONDENSERS (NEW)

Auburn 1932-36; Buick 1930-36; Cadillac 1930-37; Chrysler 1935-49; Cord 1936-37; Ford 8 hp 1932-35; Ford 14.9 & 24 hp 1932-35; Fordson 4 cyl 1938; Hudson 1933-49; Hupmobile 1928-40; Jeep 1942-46; Kaiser 1948-49; Lafayette 1938; La Selle 1936; Lincoln 1931-39; Morris Commercial 6 cyl 1933; Nash 1928-48; Oldsmobile 1935-36; Packard 1932-49; Pierce Arrow 1929-39; Pontiac 1934-36; Studebaker 1931-49; Willys 1937-51.
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Austin 7 hp 1923-36; Austin 8 hp 1939-46; Bradford (Lucas); Buick 1918-28 (starter-generator combination); Delco Remy 6 volt 714R; Delco Remy 6 volt 734V; Ford T 1920-27; Lucas 6 volt M45G/P29; Lucas 6 volt M35G; Morris 10 hp 1946. Limited quantities at \$75 each.

STARTER MOTOR BRUSH SETS (NEW)

Austin 10 hp 1932-37; Auburn 6 & 8 cyl 1934-36; Buick; De Soto 6 cyl 1949-50; Diamond T 1933-49; Dodge 1939-42; Essex Terraplane 1937-39; Henry J 1951; Hudson 1933-51; Hupmobile 1934-39; Jeep 1942-45; Massey Harris 1938-42; Nash 1933-48; Packard 1940-50; Plymouth 1939-50; Studebaker 1933-49; Willys 1933-49.
Limited quantities at \$15.00 per set.

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GENERATOR BRUSH SETS (NEW)

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Austin 7, 1 1/2" lens, flanged base, new, \$45 each; Butler, half round shaped, stop/tail, \$45 each; Dodge Bros., type B, oval shaped, \$95 (1 only); Chromed, oval, 6" wide x 3 1/2" high, complete with tubular angled mounting bracket, \$95 (1 only); Chromed, 3 1/2" O.D. x 2 1/2" deep, domed lens, \$45 (1 only); Chromed rim, stop/tail, 3 1/2" O.D. x 2 1/2" deep, \$45 (1 only); Conical shaped, stop/tail, 3 3/4" O.D. x 2 1/4" deep, \$45 (1 only); Drum-shaped, chromed rim, 2 7/8" O.D. x 2" deep, \$95 pair; Drum-shape, stop-tail, 3 3/8" O.D. x 2 3/4" deep, \$45 each; Drum-shaped, new, painted, 3" O.D. x 2 1/2" deep, \$45 each; Universal stop/tail, 4 1/4" O.D. x 3" deep, \$45 (1 only); Ford T type, electric, new, 3" O.D. x 2 1/2" deep, \$45 each; Hella, K11431/A3268, 2 1/2" O.D. x 2" deep, \$45 (1 only).

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B 159 A. Shipman
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1914 B.S.A.

2ND PLACE

B 019 B. Goodman
Sth. Canterbury
1915 Triumph

3RD PLACE

B 016 R. E. McCulloch
Southland
1911 Abingdon

CLASS 04 — VINTAGE MOTORCYCLE — SOLO

B 128 P. Cornelius
Great Britain
1924 Triumph

B 127 J. Cornelius
Great Britain
1928 Indian

G 075 M. Dewar
Otago
1927 Indian

DAY ONE — EQUITY CLOCKS

B 130

W. B. Rumble
Marlborough
1929 Austin

R 045

D. A. Brass
Canterbury
1915 Buick

Y 127

D. G. Warman
Canterbury
1935 Ford

G 106

C. W. Prouse
Manawatu
1937 Standard

CLASS 05 — VINTAGE MOTORCYCLE — COMBINATION

G 107 N. Jack
South Canterbury
1926 Harley Davidson

R 137 N. Ridd
Southland
1922 Henderson

W 186 D. A. Jones
Southland
1928 Indian

CLASS 06 — POST VINTAGE MOTORCYCLES — SOLO

W 055 T.R. Birchall
Auckland
1937 Harley Davidson

Y 088 L. Freeman
West Coast
1936 Triumph

Y 119 W & M Busch
Canterbury
1942 Indian

CLASS 08 — POST WAR MOTORCYCLES

W 085 B. Hartley
Canterbury
1955 James

W 185 J. Kidd
Southland
1952 A.J.S.

W 175 J. Kendrick
Wanganui
1952 A.J.S.

BALANCE OF DAY 5 — EQUITY CLOCKS

G 055

B & C Jongste
Auckland
1938 Austin

R 022

W. Cunningham
Auckland
1934 Chevrolet

Y 149

R. Smith
Wellington
1947 Jaguar

CLASS 10 — VETERAN CARS — 1000 cc or LESS

B 109 D. White
Auckland
1909 Sizaire Naudin

B 011 J. Armiger
Canterbury
1915 Enfield

B 003 R. Willmott
Sth. Canterbury
1902 Rambler

BALANCE OF DAY 2 — EQUITY CLOCKS

W 082

J. Boyd
Canterbury
1931 Plymouth

Y 190

S. Jackson
Waitemata
1934 Lagonda

G 066

G. Branran
Marlborough
1929 Erskine

CLASS 11 — VETERAN CARS — 1001 cc or MORE

G 090 B. Moir
Canterbury
1910 Ford

G 062 C. Pearce
Sth. Otago
1911 Sunbeam

R 071 R. Moon
North Shore
1917 Dodge

CLASS 13 — VETERAN CARS — 2000 cc or LESS

G 008 O. Moore
Canterbury
1924 Austin

R 109 N. Kidd
Southland
1927 Austin

Y 143 P.J. Shaskey
Canterbury
1925 O.M.

BALANCE OF DAY 3 — EQUITY CLOCKS

G 088

G. Aitken
Ashburton
1929 Austin

B 142

C.H. Young
Gore
1914 Ford

W 195

S.J. Briggs
Canterbury
1925 Overland

Balance of Awards will be published next issue.

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Vauxhall — Local History of 'Y 2' 'OLD BLUE'

by *Leith Newell*

Part 2.



When the New Zealand Vauxhall agents Scott Morgan & Co. of Christchurch, heard of the fabulous performance of the new 20h.p. Vauxhall in the 2,000 Mile Trial in 1908, naturally they made strong demands on the company for a similar car for publicity in New Zealand. As two cars had been prepared for the Trial, the second 'Y 2' was dispatched from the Vauxhall Works on October 23 1908, and arrived in New Zealand just before Christmas, and in time for Mr. W.J. Scott to compete in the four day trial run by the A.A. Canterbury at Christmas, 1908.

In this trial the Vauxhall won a gold medal for a non stop run, and a certificate for highest marks for reliability, (six were awarded), the trophy for the highest marks in the hillclimb on formula, and the trophy for the fastest time in the hillclimb. This was just a sample of the results that were to follow in the next four years when the Vauxhall was never beaten. The car recorded 68 m.p.h. on Brighton Beach in 1912 after Scott's mechanics, on directions from Mr. Hancock works manager of Vauxhalls, had made certain modifications, by which the engine then produced about 3,000 r.p.m. In 1913 in the Kaikoura trial it averaged 44 ton miles per gallon or 28.9m.p.g. for the 250 miles. This was a two day trial of very rough going and many river crossings.

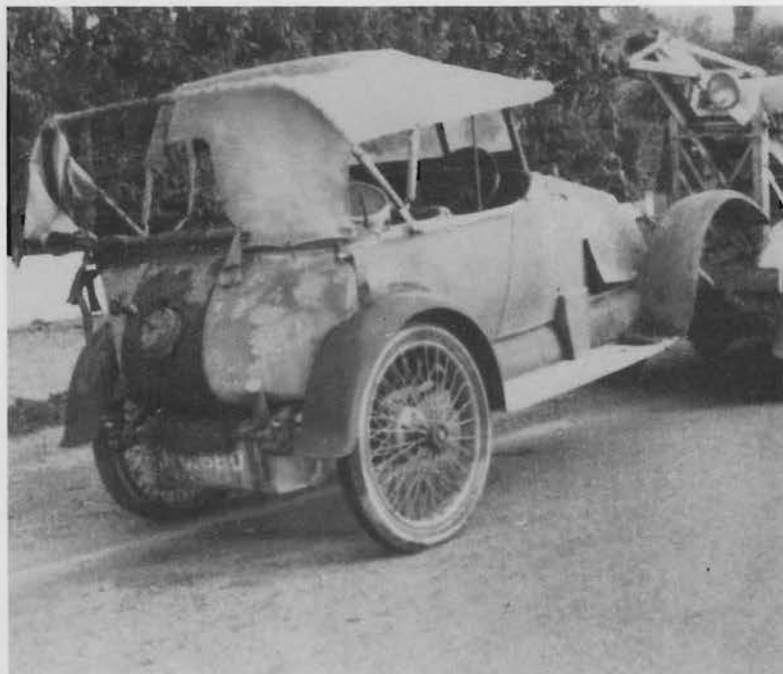
The 'Old Blue' as the car was affectionately known in later years, arrived in Christchurch fitted with a four seater touring body of the Roi des Belges type, and wooden wheels. Sometime

during the next few years the firm (it was now called W.B. Scott & Co.) built a light four-seater shell for hillclimbs, and the original body, was retained for other events.

During this period as a trials car, various modifications were made and at times special equipment for special events was fitted to the car. The efficiency of the engine was improved by lightening the steel pistons by cutting holes and vents, fitting larger valves and springs, a twin ignition system was fitted — the first one made by Scotts, and later a Bosch twin ignition magneto was fitted, steel tappets replaced the original phosphor bronze, and so on. A special economy camshaft was used for petrol consumption tests

(the first made by one of the mechanics, ground by hand and hand faced) and a special arrangement for 'extra air' metered by a very long hand lever which allowed extremely critical adjustments. For river crossings a special roller blind was fitted in front of the radiator, a leather cover was added round the brass cone clutch to prevent slipping, the carburettor was placed up high, level with the dash etc. About 1913 the steering geometry of the car was altered, previously cornering had been very tricky — the steering wheel locking and the

*"Old Blue" in 1951, when collected from Mr. Ron Dunlop.
Photo Newell Collection*





Photos on these pages are random shots of events and cars





the 1st Pan Pacific Rally. Photos by Euan Sarginson.



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engine had to be let off to straighten the wheels. Once, after months of work, when the car was out on its first trial run, the back axle drive shaft snapped. Vauxhall Motors sent out a new camshaft (a special one) and a stronger crankshaft after the first one was twisted during tests after 'souping up'. Thus the car was equipped for trials etc., and was so used until the end of 1913.

It was also used extensively for demonstrating the capabilities of the Vauxhall, and many a prospective customer was taken for a short burst along Barrington Street and up Hackthorne Road. One sale that didn't eventuate was the prospective buyer taken to Barry's Bay for a run. They had seven punctures and so no sale, but hardly the fault of the car. Again, while at Barry's Bay for practice climbs, the car got mixed up with a horse and cart and Mr. Scott had to stop hurriedly. As the car skidded across the road and the back swung round so that the front wheels finished over the

edge, the passenger, Mr. L.B. Scott (brother to W.J.) jumped out and caught the horse!

The firm had a standing challenge to match 'Y2' with any car irrespective of horsepower. Many threatened, but an actual challenge never took place. Probably the nearest to it was in April 1913 with an 80 h.p. National racing car owned by Allen Doone, who was touring with a theatrical company. Scotts accepted the challenge, and Brighton Beach was proposed for the contest, but Doone eventually backed out by saying that he was only prepared to have a go on the Wellington-Hutt Road, knowing full well, that this was strictly illegal and that Scotts would not be prepared to take the risk when miles of open beach were available close at hand. Actually the firm did apply for permission to use the Hutt Road, but this was not granted, so no race took place.

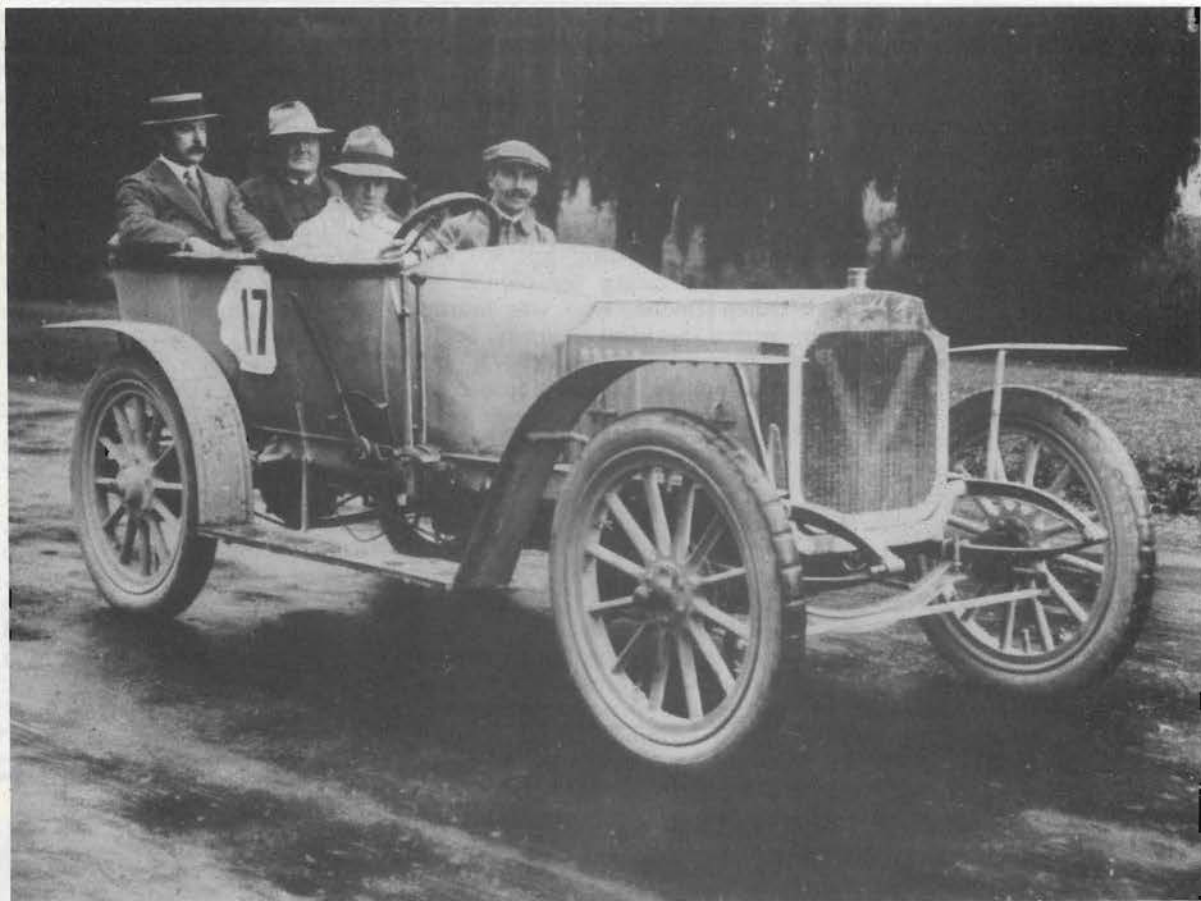
In a Fielding pub the boastful owner of a 40h.p. Wolseley (slightly under the weather) was

heard to say that he would take on anyone in town — eventually in New Zealand — even the Blue Vauxhall! Mr. Scott, whose ears pricked up at this, said he'd have a go, and handed pen and paper to the Wolseley owner to put his terms in writing. This sobered the Wolseley owner up a bit, especially when told the car was a Vauxhall. "Of course it wouldn't by any chance be a Blue Vauxhall?" — No wager took place.

In 1913 the car was sold to Dr. H.J. Simpson, of Darfield, after Scott's Coupe de l'Auto Prince Henry Vauxhall had arrived. The third body was then built by H. Kennedy of Worcester Street, Christchurch, on the style of the 'Prince Henry' with V'ed flutes, long rakish bonnet and scuttle leading up to a small V'ed windscreen. Finished in maroon

Side view of the first 1908 body taken on Hackthorne Road in 1910. Mr. W.J. Scott at the wheel. Photo Newell Collection





and cream it was a very smart looking car. Kennedys had left shavings in the sump, the car lost oil pressure on the way to Darfield and the piston barrels were scored. We understand that Dr. Simpson never really used the car.

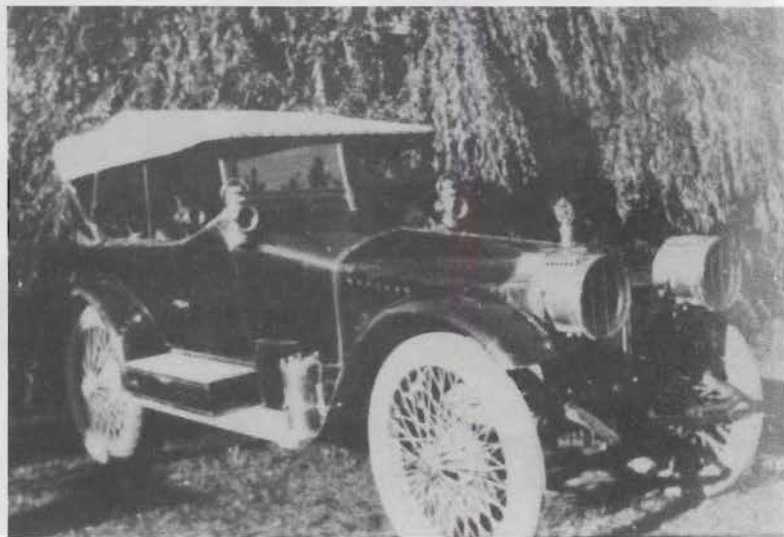
The Vauxhall next appears about 1918-19 when purchased from Archibald's Garage, Christchurch, by Mr. S.A. Webber, of Rangiora, when his son returned from overseas with the N.Z. forces. The son, Mr. R.J.M. Webber, drove the car until the end of 1925. 4.12.25 transferred to Horrell Bros., a local garage, and 23.9.26 purchased by Mr. Ron Dunlop,

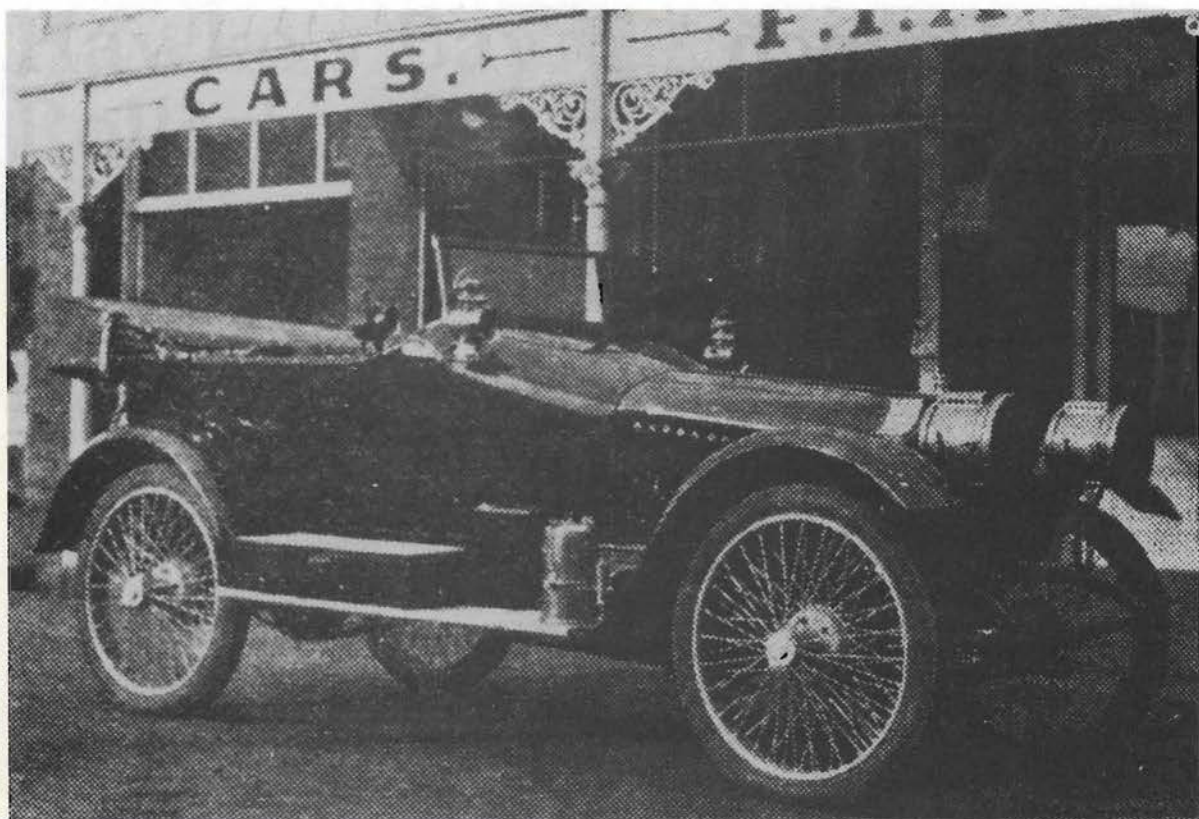
The third body built 1913-14 by H. Kennedy, Christchurch for Dr. H.J. Simpson.

Photo Newell Collection

also of Rangiora, who drove it until about 1930, when the car was left in the shed from which it was rescued in 1951. During the

Second body on 'Old Blue' built by Scotts for trials and hillclimbs. Note long lever for "extra air." Photo Newell Collection





intervening years, the radiator was given to a friend for a sawbench — it finished being buried for a wireless earth, and then supposedly was given for scrap during the last war. (Our beautiful brass radiator!). The front springs went for a trailer set; one of the big Rushmore headlamps went to Picton for a fishing launch which subsequently sank; and the pistons gradually rusted to the block (they eventually had to be jacked apart) while the shed slowly subsided round 'Old Blue'.

In 1950 a group were scouting throughout the district for cars to use in the Centennial Procession at Rangiora and one day Keith Palmer came to Jack and said that he had heard of a car, but on viewing it they decided it was too far gone to use, and their energies were extended on others in better condition. However having joined the V.C.C. after the Christchurch Centennial Procession in which

he drove the 1911 Wolseley-Siddeley, Jack recalled the old Vauxhall and collected it from Dunlop's sometime in 1951, and immediately garaged it.

Although restoration progress was slow and intermittent, and delayed by the restoration of the 30-98 Vauxhall it was soon realised that the car was something special. After checking with Mr. W.J. Scott we presumed that the unusual engine number Y2 55487 and several other unusual features on the car indicated that it could be one of the 1908 Trial cars. By the time these articles were first published it was definitely confirmed by Vauxhall records held by the Veteran Car Club of Great Britain that indeed it was the reserve car for the 1908 2,000 Mile Trial, built to the design of Laurence H. Pomeroy. The history of the car has been slowly built up by letter writing, searching through old papers for trial results, by

*The third body, car outside W.B. Scott & Co., Christchurch.
Photo courtesy Auckland Public Library*

interviewing many people and a collection of photographs.

All this was to help in the rebuild, especially to ensure the body lines were correct. Finally after a hectic finish we were on the road heading for the start of the Commemoration Tour in February 1985. Although once more off the road, we hope that it will not be too long before 'Old Blue' is again thundering along the roads.

Special thanks were given to Mr. W.J. Scott in the original article for providing much of the material in this section.

(To be continued with an account of the trials and other events in which 'Old Blue' took part during 1908-13.) □

H.B. Branch Camp-Out

by *Graham Sutherland*

The Annual Wanganui Branch New Year Camp Out & Rally held at Taihape this year attracted a few less than usual (possibly due to the impending big one) but those of us who participated had the usual excellent time.

With the Old Year thoroughly farewelled around a bonfire and amid fireworks and jokes and 'turns' from adults and children alike, we headed off about 10.30 a.m., 1986, on a lovely scenic route around the hills and gorges of Taihape, taking in breathtaking views of the Rangitikei River (way way below), as the Taihape

members like to participate fully in their 'own' rally. The checks are always silent, and this year we had a 'poker' run, and one of the checks was actually in the middle of a river, where one had to park one's car in the middle of a ford and paddle several damp paces to retrieve a playing card (see photo).

At the end of the day there was a welcome barbecue and party atmosphere, again the kids had a ball with games, etc., and prizes of chocolate bars, etc. given out (regardless of whether they won or not.)

The prizegiving was due to the

generosity of local gargages, etc., and plaques were given out to every starter (small gumboots fashioned from wood and appropriately printed thereon). The winner was Barry Wilson in a 1929 De Soto, and all this was put on FREE by the Taihape people, including a lamb donated by a local farmer member (Ian Sommerville). You can do anything if you organise yourselves. □

X K 150 Jaguar, Arthur Evans, Wanganui. The silent check is on the left.



Hawke's Bay Roller!



Reprinted from Hawke's Bay Motor Parade

"You don't really steer it — you just sort of aim it," is how Jim McFadgen of the Hawke's Bay Vintage Car Club describes driving the club's 1922 Rolls Royce Silver Ghost.

"But it's a peaceful old girl," he adds. "She's a handful round the city but on the open road it's just magnificent."

Jim is the custodian of the Rolls-Royce, something he enjoys but

also finds difficult. Take a job he did on the engine's bearings. It took 160 hours.

So the task of totally restoring the huge car is not one to be taken lightly — nor is it the sort of thing you can put a time limit on.

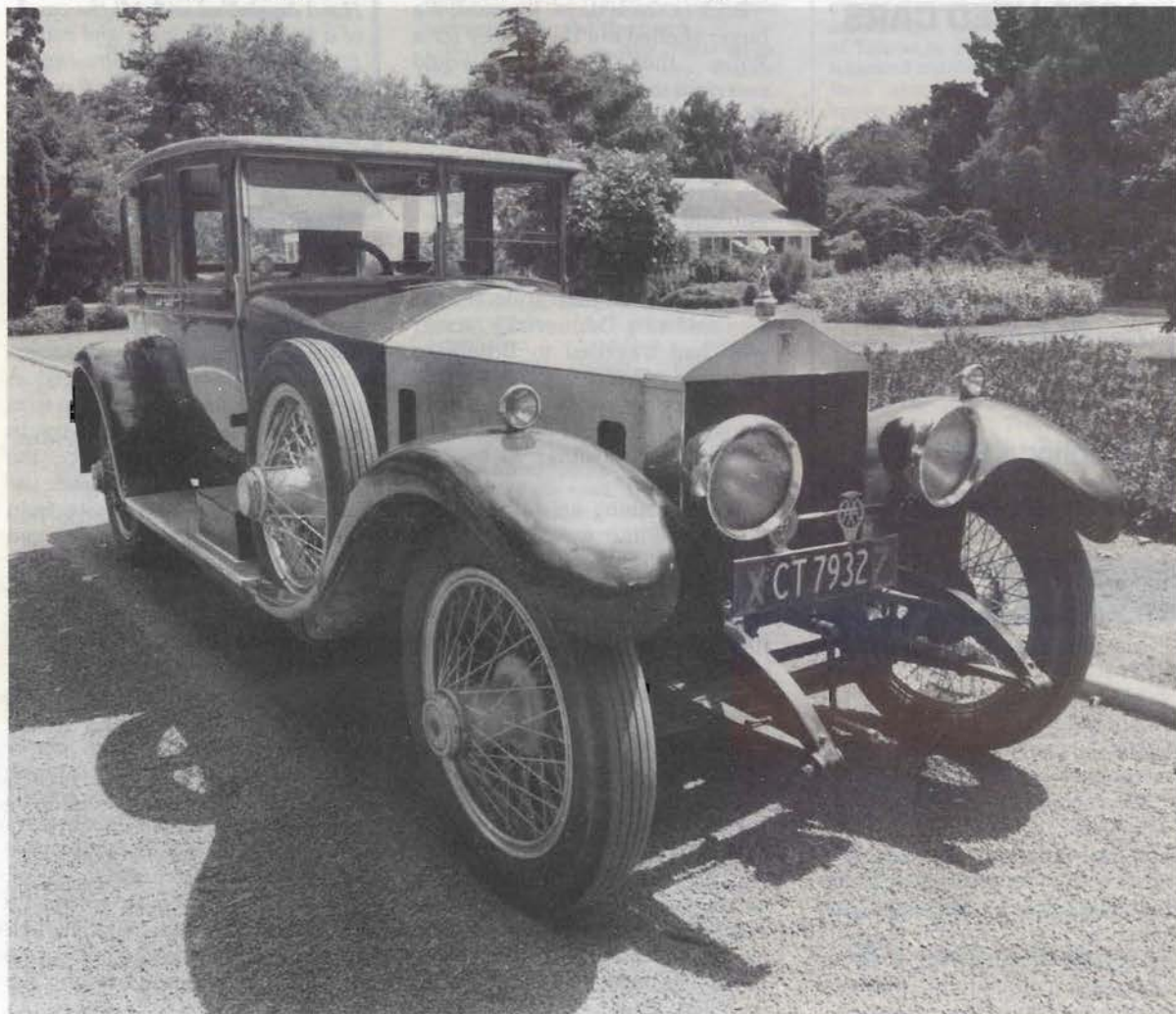
However, although some of the bodywork is not as gleaming as you'd expect from the stateliest car in the world, it still purrs like a Rolls-Royce, the result of Jim's

hundreds of hours work on the impressive six cylinder engine.

The car, which Jim proudly boasts as being the only Roller in any New Zealand vintage car branch to be used as a club

The HB Vintage Car Club's 1922 Rolls Royce Silver Ghost.

Photograph: Daily Telegraph, Napier



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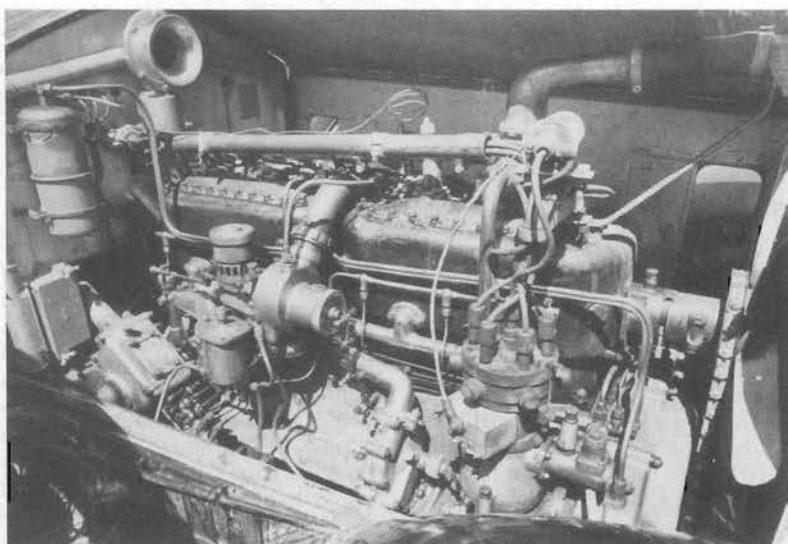
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vehicle, originally fell into the club's welcoming arms in the mid 1960s — donated by one of the members.

It's history is as long as its wheelbase.

It was originally pressed into service as a demonstrator car for the Rolls-Royce company, and spent the first 12 months of its life being driven from estate to estate and demonstrated to potential buyers.



Back in those days, Jim said, if a buyer shelled out the money for a Rolls, the company would entertain the buyer's chauffeur on an extensive "learn to drive a Rolls" course.

They were not, and still aren't, the sort of cars anyone could pile into and drive off in, he said.

After its run as a demo for rich people looking for a means of transport to suit their style, the car was sold to a Dannevirke farmer who had travelled to Britain to purchase a Rolls.

He then travelled extensively through Britain and Europe in the car before returning, with it, to Dannevirke.

The first thing he did when he returned home was have a new body built.

Jim explained that when Rolls Royce built a car, they built a huge chassis, running gear and engine unit only. The bodies were all designed and built separately to suit the individual buyer's needs. No two Rolls Royce bodies back in those early more genteel days were the same.

The Dannevirke farmer concluded that the European body was not suitable for Dannevirke weather conditions, so had a local coachbuilder in the town build him a new one.

Jim reckons the car has travelled about 300,000 miles,

Hand assembled with all the care of a jeweller. The brass and copper fittings of the big seven-litre engine shine in the way they did 60 years ago, thanks to Jim's painstaking work.

"the first time round" and still has plenty of years strong running left.

When the club first took possession of the car they began to put right some of the small engine upsets that time had produced. A new set of pistons, made by a firm in America which specialises in producing engine parts for the Rollers, were installed, and the seven litre motor with its twin magnetos and extensive brass and copper components was tidied up.

Riding in the car is like riding in a small house. There's enough leg-room in the back to hold a small party, yet despite all the room in the car it can only comfortably seat four people.

It took Jim about two weeks to get the hang of the car's unique style of drive, yet he reckons anyone who has driven old cars with crash gearboxes would take to the Rolls fairly quickly.

But they'd have to learn the technique of starting first, which was like something out of a science fiction movie made in the thirties!

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The four-speed motor would cruise at a leisurely 1500 rpm and travel comfortably at 90 km/h.

Rolls himself would say, when asked the horsepower of the car, "adequate".

But it would win few awards in an economy run. The big in-line six with its pistons the size of preserving jars chews through petrol at a rate of four litres for every 14km. (Eight miles per gallon).

When Jim took the car to Hamilton it cost him \$100, one way. And the car burns through four litres of oil every 1600 kilometres.

But what's gas and oil?

When you drive a Rolls, nothing else matters, except perhaps if it rains.

As Jim explained, the early Rolls Royce cars ran only rear wheel brakes, and in the rain that could be rather dodgy with 3½ tons of steel to stop. □

Branch Notes

AUCKLAND

Our Club run in January, saw some thirty-two starters head off on a pleasant tour of South Auckland with some interesting traps set by Club Captain Colin Bell.

Our Annual Veteran Run attracted a smaller field than normal because of Pan Pacific preparations. Fifteen starters faced a wet and windy day through New Lynn, scenic drive and Henderson to finish at the Clubrooms. Despite the inclement conditions, all enjoyed themselves and eventual overall winners, Barry and Julie Williams on the '18 Harley and chair certainly deserved their win.

Well, three weeks later it was all go, the Charabanc was on, the "Coastal Trader", the Robert Wood 09 Rover and Birchall 03 Cadillac were on the back of a truck as far as Wellington and many other Aucklanders were actually motoring their cars to Christchurch. The "Coastal Trader" and Boeing 737 Charabanc boys fared better than many on various inter island ferries, whose tribulations were greatly eased by the hospitality of Marlborough Branch and Brayshaw Park. Those few remaining well established branches without Clubrooms should note the importance of these facilities in such emergency. However despite the contretemps with the ferries, most Aucklanders eventually reached Christchurch solving any trouble on the side of the road.

Recent Auckland restorations which the scribe first saw at the rally were Bob Cleave's Veteran Sunbeam and Brian Belcher's Packard Roadster. Both cars reflect very highly on their owners and would stand alongside any other vehicle present and there were many of these at Addington. As well as partaking of the daily runs, Aucklanders appeared in other rally events, Gaye Keenan and Don White were seen on the circuit at Ruapuna Race Track. Unfortunately no other Veterans were present to give Don White and the Sizaire Naudin some competition, with names such as Sunbeam, Rover, Cadillac, Talbot, and Renault present among the Auckland Veteran contingent. Some competition should have been arranged.

The show night performance organised by Brian Sole and Trevor and Janelle Birchall seemed to be well accepted by the crowd.

JOHN STOKES

BAY OF PLENTY

The first club meeting of 1986 in January incorporated a mini swap night. Here the mystery of the "HANDS" radiator and surround was revealed when Kevin Pinkerton announced this as his latest treasure. Apparently he is preserving it for a display item and this part is all that remains of this rare English car of the mid-1920's.

Our annual Anniversary Run proceeded in really good weather for the whole time despite the drenching rain at the start. This highly successful event was centred at Aongatete Lodge set amongst native bush 20 km north of Tauranga. Everyone had a real fun time and indications were they will be back again next year. A word of appreciation must be extended to the workers behind the scenes who make these events such a success. This year's organisers were Frank and Julie Ward. Also Jack Hoven is continually amazing us, expanding from his entertainer-writer roles to chief cook. At the February meeting he told us of the trials and tribulations of publishing his book, "Rosie Studebaker".

26 carloads participated in the 16 February Run which set off in rain and ended with the sun shining. Over an afternoon tea and barbeque the Pan Pacific entrants were farewelled.

Locally, Jim Townsends newly restored 1927 Austin 7 has been seen on the road and Murray Lind has purchased an unrestored 1939 Austin 10.

JOSEPHUS NAGELS

HAWKES BAY

Since I wasn't one of the lucky 25 who went to the Pan Pacific from H.B. (and how many of those sat biting their nails, stuck on the Wellington wharves most of the first weekend?), I can only wait to hear about it, first hand. In the meantime, the hottest news up here has been the magnificent face-lift given our clubrooms — the combined roof joining the existing clubroom to the new hall is now completed, and the "possie" for our precious Rolls

Firestone
put quality first

Royce (see article elsewhere in Beaded Wheels) is floored and framed. All very exciting and largely financed with debentures from members.

We had a mighty turn-out for our annual rubbish bag delivery; to quote our Secretary — "the easiest \$2,000 any club can make in an hour". There was a well-organised barbecue lunch to follow this annual fund-raiser, typical of us.

There have been some interesting runs in the last 2 months — a Picnic Run in January to Eskdale Park, where the Gumboot-throwing champions of the V.C.C. sorted each other out, and the annual Central Hawkes Bay Run on Waitangi Day, out into the wild and woolly hills for a rather chilly B.B.Q. in a pleasant little picnic grounds that unfortunately the cattle had just had a party in. However the rather inclement weather was made up for by the warmth of the Central H.B. lot, who are always pleased to see us. Another trip down that way was the Feb. 15th Norsewood Museum Anniversary Parade. Not many of our members were able to attend, due to their getting their bits and pieces together for the Pan Pacific so we were a small party from here — I drove our '24 Dodge Tourer down, and Jim entered two of his treasures from his growing Vintage Tractor Collection — the Single Banger '48 Field Marshall, and the '35 Farmall F14. Also taking part was President Brian Watson in his beautifully restored Morris Isis — 1938 I think — sorry Brian, I didn't check. There was an impressive turn out from the Austin Club from Manawatu and a huge array of old Nordic vehicles, Norsewood being the centre of Scandinavian settlement in N.Z., as well as being famous for their knitwear.

Each month we award the "Whistle" at noggin and natter, for the member who does the dumbest thing. Going back about two months, we have been wondering why all our new tea towels were disappearing from the Club kitchen. It appears that industrious committee member, Bruce McKechnie, who runs the raffles, found a nice pile of clean, new tea towels in the cupboard, and thought that they had been donated as raffle prizes, so he raffled them off, ignoring the frantic ads in our mag, for someone to own up and bring them back. It's not only our tea cups that are drip-drying this month!!

BARBARA JONES

MANAWATU

The last two months have seen a rush of activity in the branch, with members preparing vehicles for the Pan-Pacific. A dozen or more cars from

the Manawatu are making the trip of a lifetime to Christchurch.

This year's Ruahine Ramble, incorporating the Apiti Centenary, was a huge success. The parade saw the first outing for two veterans, Vern Jensen, having almost completed the mammoth task of rebuilding his huge 1905 Delauney-Belleville. (The bonnet was assembled the night before). The sheer size of this chain-driven monster has to be seen to be believed. It is so big that it is being driven to Christchurch for the rally, because Vern hasn't anything powerful enough to tow it. The other veteran on it's first time out was Graham Masemann's 1903 single-cylinder Napoleon. The car had only done 5 miles before the rally.

The overall winner on the day was Len Haycock in the Chevrolet Roadster (again!). I am sure that all 35-odd entrants had a great time, and many thanks go to Graeme Ax and all his helpers.

The bad news for the month is that the motorshow planned for March was called off, due to a lack of commercial support, which is a pity, because of the large amount of work put into it by Don Dennis, and a small group of members.

The next major event coming up is the Bulls run, to be held on the 13th of April. The rally will be run on the same format as usual, a thirty mile rally in the afternoon, followed by the now famous homemade afternoon tea, which seems to attract more people each year, and we hope to have more cars attending this year than ever before.

TONY HAYCOCK

NORTHLAND

Our first event for the year was the Annual Waitangi Hangi, held on Anniversary Weekend. This year the Venue was private property at Teal Bay and this ideally suited the smaller than normal crowd who attended. Unfortunately, the early birds who had camped there on Friday were nearly washed out when the heavens opened up on the first night and all day Saturday. But Sunday turned out better and we were quite sunburnt before packing up on Monday.

The general consensus is that the Hangi was the best yet and the organisers have been booked for next year's as well. The auction was as entertaining as ever and Gerhard Kuhlman did an able job as auctioneer.

The first Club Run, the Shakedown Rally, was held on 6th February, Waitangi Day, and attracted most of those planning to attend the Pan Pacific plus several others. The rather devious route was up Parahaki Drive,

out to Onerahi, across Mt Tiger to Whareora then out to Tutukaka. That evening was a barbecue tea followed by our Club Night — and what high spirits were displayed that night! It was obvious many were looking forward to Christchurch and the big event to come.

The Pan Pacific Rally needs a whole book written about it but from the time of departure several of our members found this to be not uneventful. Bev Compter having discarded the idea of taking the Gregoire, borrowed Vern's Chev, but this developed diff problems and was abandoned at Te Kauwhata. Jim Shaw, who took Bev on to Hamilton, suffered diff problems too, and lost several hours fixing it. Royces' Fiat had major mechanical problems but was repaired for most of the Rally.

Colin Wrack had some electrical hassles, even Steve Littin and Brian Wrack had their share of problems, but these were of course, quickly rectified.

For the majority of the Northland Club (and most other North Island Members, it seems), Saturday was the day planned for crossing Cook Strait but all fell victims to the Ferry strike. Despite the other Ferries taking on more cars in place of the rail wagons, many of our unfortunate friends were forced to wait on the wharf, some of them for more than 12 hours. Jim Shaw celebrated his birthday there! Elmer Music who only had a standby ticket, and frustrated by the delays, chartered a plane and with some American tourists, flew across before the boat docked at Picton.

Nevertheless, all arrived safely at Christchurch and enjoyed twelve days of a well organised feast of activities:— Displays, rallies, swap meet, one make runs, free entertainment and everywhere, every day beautiful old cars. As we prepare to head back home, we congratulate the organisers and thank everyone concerned for a great time.

PETER FABER

STH CANTERBURY

With the Pan Pacific Rally in mind and some 'Tulip' and 'straight line' navigation having a place in one or two routes, it was decided to have a route planned in Timaru City area and members conversant with these types of navigation would show others how to do it. Many wives and friends who would be navigators in the Pan Pacific Rally came along and the course was a resounding success and people felt easier about tackling it in the future.

Unfortunately the 'Young Peoples' run did not eventuate due to lack of

entries but maybe later in the year a more opportune time may arise.

Our proposed clubroom extensions have been given approval by the Timaru City Council so now we can look positively to an extension being done with members consultation and approval.

Some of our members attended the Ashburton Club's Annual Rally and enjoyed a good days motoring on interesting routes finishing at the

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Many of our members took part in the Pan Pacific Rally and congratulations must go to the organisers of this event for a truly wonderful experience. The Rally days, display days, swap meet and the entertainment were great. The St. Josephs Operetta Society was one of the best concerts and enjoyed by a large crowd.

A showing of the '100th' Tour film was held in the Academy Theatre and what a great film this is — brought it all back in all its facets. All attending were so impressed that a standing ovation was given the film crew.

On 8th March our Mid Island Rally took place with good entries (quite a few from people taking part in the Pan Pacific Rally coming on down after).

Our swap meet and bazaar to be held on 19th April is attracting many members and other organisations, etc. and should be a good day.

RUBY HARTLEY

SOUTHLAND

For about a week before The Pan Pacific groups of southern entrants were seen leaving town. First to set off was Willis Brown in the 4½ litre Bentley Tourer. Others left when work permitted and on the Saturday before the start we set off in convoy with Noel and Hillary Atley in their 12/4 Austin with its new radiator and motor repairs.

Through the morning haze at Waikouaiti we saw what appeared to be a plastic replica of popular southerner George Killick standing by the roadside. A frantic wave confirmed that it was the real thing who had in fact become the first rally casualty when his Armstrong Siddeley munched up its timing gears. Fortunately it was being repaired and George & Nellie completed the rally. Ian Ridd had a bad moment near

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June 13th—15th 1986

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Voitures Anciennes

"Circuit du centenaire"

September 10th—14th 1986

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c/o M. Georges Cots

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Pleasant Valley when his side-car separated from his Triumph motorcycle. Fortunately his lad in the chair was unhurt but Ian was forced to spend the Christchurch time, off the bike and on a pair of crutches.

Out of such a large group it is hard to identify specific folk but we were pleased to see local cars in the Concours line-up. Peter Hardy's Overland race about looked magnificent while Bob McMurdo's 1912 Wolseley created a real stir on its return to its home town five years later. Bob Brooklyn had the old four cylinder De Dion looking absolutely spotless as well.

All vehicles were running well and several entrants were posting extremely competitive scores. Ferg and Denise McDowell in their P.V. Alvis were very well placed in their group while Neville & Christine Ridd on the 1922 Henderson combination, and Neil Kidd in his 1927 Austin Chummy were both doing extremely well.

Back home the main interest centres on a Motor Show to be held next month when the theme will be sports cars and motorcycles. For our members the effect of the Pan Pacific Rally will be reinforced and generate the kind of enthusiasm that gets more vehicles on the road.

ALASTAIR MCINTOSH

TARANAKI

With a number of our Branch members involved in the Pan Pacific Rally the last couple of months seem to have been quiet ones. There was to have been a club picnic at Allens Reserve in February, but as has happened frequently this summer, it rained and the run had to be cancelled. However, when Colin Johnston's Mini Vin date arrived the sun decided to

shine and we had an enjoyable time. I had commented to a fellow navigator a couple of days earlier that I was so busy doing navigational duties, i.e. convincing my better half that I did know where we were, watching for silent checks and sprinting back down the road for the ones we missed, that I never saw the scenery on rallies. This was not the case with the Mini Vin. Colin had put the emphasis on seeing the spectacular views and no silent checks to watch for. We even went through the dreaded Otaroa Road Tunnel from where many exciting stories originate. Thanks to Colin and his helpers for a lovely day.

At the Mini Vin, making their first club appearance, were Bill Durling's Talbot boat tailed raceabout and Jack Osborne's Morgan Sportscar. Both are vehicles to be proud of.

After hearing from members taking part in the Pan Pacific Rally, it appears everyone enjoyed themselves. It seems that the Mainlanders encountered some high altitude roads and rivers without bridges that they are unused to up here in the North. Most reported no major problems with their vehicles, and the drivers and passengers are recuperating in readiness for our 21st Maunga Moana rally over Anzac weekend.

MARILYN SURGENOR

TAUPO

Robyn and Margaret De Simas are shortly to leave Taupo and seek their fortune in Hawkes Bay. Both Robyn and Margaret have been deeply involved in Club activities, both technical and social, and their presence will be missed. It is hoped that their move will achieve the desired result of bringing them nearer to a larger source of vintage material. We wish them well.

Our end of year function was enjoyed by all and we must thank Bronwyn and Tom for the excellent meal, the setting and all associated with the evening.

In the final analysis there were five from Taupo taking part in the Pan-Pacific Rally in Christchurch.

Ron & Claire Anderson in the M.G.; Colin Wallace in the Morris Cowley; Bill Anderson in the 1929 Rolls Royce; Jack & Aileen Hindess in the 1937 Fiat Sopolino; Robin as a Marshall.

The Police Centenary passed through Taupo with their old Model T Ford paddy wagon etc. We fed them at the Memorial Hall. One hundred and eighty friendly flatfoots or thereabouts so it was a big job.

Bronwyn Biggar organised the catering.

Bruce Hutton stopped off in Taupo with the Paddy Wagon to show it off, a very nice job by the Woodville Boys and all others concerned.

Les Hayter now owns a Riley 51 after a tough barter — also a very nice Nash which came all of a sudden.

JOE RIDLEY

WAIRARAPA

For our February clubnight we were treated to an address by one of our members who recently visited South Africa. It's always interesting to hear about other countries, and we were most impressed by the insight offered into the auctioneering of tobacco. Thanks Will, for a great evening.

Three entrants braved the inclement weather conditions to compete in the Ted Green Motorcycle Rally, hosted by the Horowhenua Branch on 16 February. Pity about the weather, for the run was most interesting.

Feverish activity took place before our contingent set forth to participate in the 1st Pan Pacific. To have in excess of fifteen entrants for this event from the Wairarapa shows the interest there is. It was great to see Roy and Frances Elwin taking part — a VCC membership spanning 31 years is a good record, keep it up Roy. Dr Cowie and Les Jones, two of our older members, were seen enjoying their motoring to the rally.

Classic Racing at Pukekohe on 8-9 March has attracted the attention on several of our members who are going north for that. We hope the weather is better for them than it was last year when the event was rained out.

Coming events for our branch include our Club Captains Run on Anzac Weekend, 27 April, and the Two Day Reliability Trial scheduled for 17-18 May.

PETER BULL

WAIKATO

The PV rally drew a record number of entries, with Waikato entries outnumbering Auckland for the first time. Unfortunately it would appear quantity and quality were not mixed on this occasion as Auckland took home the bulk of the prizes. Plotting was carried out by Roy Rowe, who also obtained sponsorship by way of donations of prizes. The run itself covered scenic country to the west of Hamilton, traversing through Te Kowhai, Whatawhata, Te Uku, before terminating at Raglan for the lunch break. Lunch was at the Raglan Club and those who were astute enough to order as soon as they arrived, had time enough to wander the streets prior to setting off for Waitetuna, Whatawhata, Koromatua, Ohaupo, Kaipaki, and on the final check at Cambridge. Apparently en route Brian Dunntee was seen by some stripped down to his knickers (prior to donning) overalls to render assistance to the immobile Ponti of Stan Hughey. In fact this particular stretch of "highway" saw a Morris 8 being rendered assistance from Citroen owners. All managed to overcome their difficulties and complete the run. The social evening was an enjoyable occasion with the usual friendly rivalry taking place between Auckland and Waikato members which all adds to the atmosphere.

Of late, catering for these more major rallies is being carried out by our "kitchen committee". Ever mindful of the fact that motoring is not getting any cheaper, the kitchen committee, in an effort to keep costs to a minimum, have provided meals in

house, as it were, at a moderate cost, which has a spin off resulting in a small income to club funds.

The September club night revolved around a shiny parts (and not so shiny parts) auction. Barry Keoghan donated a heap of parts which were added to by those brought along by members on the night. Geoff Quarrie interspersed parts with the odd bag of apples and peas which were keenly bid for, and in the end when the dust had settled, \$500 ended up in the club's coffers, making it as profitable and far less painful than selling raffles. Not only that almost everybody got a prize. Parts left over, and those already accumulated, may in the very near future, find their way into the parts shed which is being planned.

Activities in November revolved around our Veteran run and a club run organised to combine with Tokoroa branch's picnic outing. The Veteran run, organisers Kerry and Colin Patterson, plotted a run over flat but interesting terrain with the start and finish at our club rooms. 21 entries were received, a number obtained only by the usual strong support from the Auckland branch for which we are always grateful. It has been suggested that it's bunking down altogether in the club rooms that adds to the attraction. This run saw the inaugural outing of Murray and Pat McKie's 1913 Clement Bayard, a very pretty car nicely restored.

It was on December 7th, that the 1 and 2 cylinder run was held, with the Christmas club run being held on the 21st. Dianne Quarrie plotted the latter with the kids in mind. The instructions were simple, with "silly" little events to carry out while on the course. The final check had a bit of fun attached to it.

February club night was a navigation seminar, which may well have given our members attending the Pan Pacific a bit better chance of staying on course.

The now established annual campout was again held at Ruakiwi, on Alex and Ruth French's farm where hi'jinks, a spit roasted sheep, toasted marshmallows, pikelets, pancakes, and a good time was had by all. The gymkhana ably organised by the effervescent Reg Ridley and his good lady Karyle was a wash out literally. The rain came down, the results became illegible and Reg declared everyone first equal.

The club room walls have been further decorated by the hanging of motoring memorabilia, while the planting of trees to the rear boundary provide a wind break and general beautification.

GAVIN BIRD

WANGANUI

Well our 29th Burma Rally is over. A great weekend and enjoyed by all. Entries were down, but I suspect the Pan Pacific could be responsible. Saturday night we had a very informative talk by David Hine who owns Ngamatea Station at Mangamahu. The Rally passed through this area and they had their lunch stop at Davids, where the very old woolshed was viewed etc. Sunday evening we had a barbeque which was cooked by our local lads, comprising of lamb steaks, etc. by 'Amlamco'. Salad and trimmings by 'Palm Lounge' and with much help was made ready. Overall winner was our Secretary MacOdel and his Alvis in its first Rally.

Taihape had their annual New Years Eve Campout and Rally which was once again very successful.

The club members decided at our January meeting to put on an Antique Auto Show to raise funds for new Clubrooms etc.

A night trial for the Emmerson Cup was held on February Clubnight. A tricky little run. Won by Ivan Kendall who now has the dubious honour of organising the next one.

All details for Auto Show are well in hand, as most details were to be finalised before members left for the Pan Pacific.

We have had our annual Gymkhana and barbeque on 9th February, being hosted by yours truly. The weather was great - a reasonable size group enjoyed five different skill tests and a speed event. At conclusion of events, I showed everyone round the orchard, explaining something of the management of Kiwifruit. An enjoyable barbeque followed.

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Letters

Sir,

As a postscript to my photo of the couple with the 1912 Triumph and side chair, (Beaded Wheels No. 157, p. 13), members may be interested to know they are Mr & Mrs C.F. Wear, parents of Christchurch clubmember Maurie Wear who suggests the photo was taken about 1920.

LEITH NEWELL

Sir,

I would like to thank those readers who replied to my enquiry in the December-January issue about the large Mercedes. From the many interesting reminiscences I have been able to trace the history of the car in this country, and am satisfied that it did not appear in any organised sporting event prior to 1940.

DOUGLAS WOOD

Sir,

Recently I was invited by letter to take part in a Hill Climb at Mount Horribal out of Temuka, organised by the South Canterbury Branch of the Vintage Car Club.

The date was to be 9th March and entrants were to assemble at the Club rooms at 10.00 a.m. I replied as directed enclosing the stated entry fee of \$5.00.

My eldest son and I duly prepared a Cooper Bristol for the looked forward to event. On Sunday 9th March we presented ourselves at the Club rooms at 9.55 a.m. as instructed (10.00 a.m.) only to find a locked door and after waiting for 30 minutes during which time at least six other cars arrived, we went off in search of the venue (no directions supplied with entry forms).

Eventually we arrived at the appointed place at around 11.30 a.m., but no sign whatsoever of any officials etc.

By this stage we were extremely annoyed with having come all this way for nothing. I feel that the committee of the South Canterbury Branch should be severely reprimanded or censured by the National Executive for hopeless organisation in not only failing to inform entrants (if they are short of funds, they could have used the \$5.00 entry fee for a toll call), or they could have had some one at the Club Rooms to inform people of the cancellation as some North Island Rallyists were among the callers while we were present.

I have since heard that some sort of statement was made over the P.A. system at Addington Raceway but that did nothing for the people not taking part in the Pan Pacific.

It will indeed be interesting to see if the \$5.00 entry fee is ever returned with some sort of an apology, but maybe that is asking too much.

BILL CLARK

Sir,

The Mount Horrible Hill Climb had to be cancelled at the last minute because we received only eight entries. Mr Clarkes was not amongst these, so we could not inform him that the event was off.

We attempted to personally notify those who had entered as well as announcing the cancellation over the public address system and in "Rear View" at the Pan Pacific.

We would like to apologise to Mr Clarke and any one else who may have been inconvenienced and feel that his criticism of the branch through the Beaded Wheels is unwarranted.

FERGUS GREGORY

Chairman, South Canterbury Branch

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FOR SALE. 1951 2½ litre Riley. A complete vehicle ready for restoration. Not running, stored in shed 15 years. Asking \$2150.00. Photos available. Jim Welch, 91 Shakespear Rd., Whangaparaoa, North Auckland. HBC 47175.

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WANTED — Schebler carburettor and Bosch magneto to suit Veteran Harley-Davidson; Austin 7 seats and 1 5/16th two bearing crankshaft; Big 7 front axle unit; rims 20 inch 40 spoke inner 20 spoke outer; 400x16 tyres. George Tofield, 19 Merchiston St., Dunedin.

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P.O. Box 75, Temuka. Phone 57-801

Tour To Follow Rally

WANTED pressed steel forks, front mudguard, front wheel, also motor and gearbox or parts there of for 1937 350 SV Royal Enfield. Also wanted cast aluminium primary case and overhead gear for 1935 350 OHV Ariel. Ian Clarke, 90 Middleton Rd., Christchurch 4. Phone 487-272.

WANTED — 1940 Ford V8 commercial parts. Grill centrepiece, wellside, chassis (38-41 car or comm.), brakes, rubbers, etc. Phone 82827 (a.h.) or write P.O. Box 7018, Palmerston North.

CHANDLER 1919

This desirable and large left hand drive American 7 seater is offered for sale in substantially restored condition. Complete professional woodwork and metal body work. Chassis and mechanicals fully restored. Brand new tyres and tubes 34"x4½" mounted on 25" centrelock wire wheels. Vermont honey-comb radiator. Magneto, starter, generator and brakes done. All hard to get parts available plus nearly another car in parts for spares, included in this package (2 or more of all mechanicals, e.g. motors, gearboxes, etc.). Wiring, upholstery and paint required. Regn. no. JD1919 — Priced to sell at \$10,000. Would be interested in trade on motor cycle over 500cc. Finance may be available to approved purchaser. Changed motoring interests have brought about this sale. Murray Low, 74 Winchester Street, Levin. Phone (069) 89325 (member).

FOR SALE

1924 BULLNOSE MORRIS COWLEY. 2 seater roadster with dickey seat, new hood, generator/starter, good tyres, 2 spare engines, gearboxes, plus many other spares included. Nearest offer to \$9000. Phone Auckland 534-8605, evenings preferred.

MODEL T parts for sale — set of four new beauty Sedan doors. Pair front and two left rear guards, 1916-25. Holley Model G carburettor 1915-17. Round fuel tank. G. Moore, 19 Holderness Place. Phone 488-763 Christchurch.

JOWET JAVLIN parts for sale, mainly used mechanical, but includes new exhaust pipe, good radiator, etc. Contact Robin McKee, His & Her Trousers, Taradale, Napier.

AMNESTY NOTICE

The person(s) who removed the 1928 Buick tail-lamp from my stand at the recent Pukekohe swap meet, may have police investigations cancelled, by sending this lamp or \$95 to Mr R.H. Lever, C/o Kimpton P.O., Papatoetoe.

1951 A40 Devon engine (rusted cylinders), accessories, two each of: heads, radiators, gearboxes, headlights, plus differential, drive shaft, wheels and tyres plus sundry bits — instruments, door handles etc. All slightly weatherbeaten. Take it all away for \$100. Ring Oxford 24-112.

NORTON DOMINATOR

Norton 1956 600cc 99 Dominator wideline featherbed frame. 2 owners from new, full history, completely rebuilt 200 miles ago. If you want the best this is it. Best offer over \$5000 accepted. Alan Jerrard, P.O. Box 854, Dunedin. Phone 775-550 day or 771-629 a.h.

WANTED — Motorcycle sidecar, suitable for 1948-50 Royal Enfield. Also Villiers 172cc "Sports" motor about 1927 Prefix No T or T.L. T. Parkinson, 22 Broadmore St., New Plymouth. Phone 34-013 (member).

EXCHANGE — Trusty Tractor complete with plough and grubbers. Ransomes M.G.5 miniature crawler tractor complete with plough and grubbers. Both in good order. 1904 Watts Bros. open crank, twin flywheel, hot bulb engine. 1913 Bentall, open crank, twin flywheel, petrol engine. 1913 Lister, vertical twin flywheel, petrol engine. Cooper, coffee pot, twin flywheel petrol engine. Cooper, Little Wonder, two stand shearing machine complete. Bentall, hand operated chaff cutter. Zelandia, power operated chaff cutter. Massey Harris, No. 13 one furrow plough. Albion Ion Works grain grinder. Gnat, 3 wheeler, go anywhere. Exchange for Veteran or Vintage car. Phone 251-151, Christchurch or write H.A.J. White, Little River, Banks Peninsula.



PUBLIC TRUST OFFICE

COLLECTORS' VEHICLES

Suitable For Restoration

1926 HUDSON 6

1934 HUDSON 8

1935 CADILLAC COACH

The Public Trustee, Napier will be calling tenders for these vehicles.

Advance information on the vehicles can be obtained by writing to:

District Public Trustee (John Swinburn),
P.O. Box 244,
NAPIER.

Telephone (070) 53313 business hours.
(Inspections by appointment only)



WAIKATO VETERAN & VINTAGE CAR CLUB Inc.

DOUBLE FIFTY RALLY

May 31st, June 1st & 2nd 1986

SATURDAY - SWAP MEET/NOGGIN NATTER
SUNDAY - RUN ALL CENTRED AROUND OUR
CLUB ROOMS AT CAMBRIDGE
Entry Forms available from Secretary
P.O. Box 924, HAMILTON

STEWART RADIATOR brass core painted surround with Stewart script. For sale. Also Ford T worm and pinion back end for sale. Offers to Ed Martin, 3/1 Robbies Rd., Cockle Bay, Auckland. Phone 5357656.

WANTED for Buick 4 1923 Roadster, rear mudguards, hood bows, body and chassis. Chassis same as Buick 4 Tourer. Ed Martin 3/1 Robbies Rd., Cockle Bay, Auckland. Phone 535-7656.

WANTED TO BUY

Parisienne rear fender emblem required for 1964 Pontiac Parisienne. Measurements are: Height 2cm (3/4"), Length 45.5cm (17 7/8"). Write to Bruce Gray, 21 Casey Avenue, Hamilton or phone 52689, Hamilton, weekends.

FOR SALE — offers wanted, 1926 Morris Cowley, 2 door, 4 seater Tourer in first class condition. Reluctant sale of this reliable vehicle. Enquiries and offers to G. Corbett, Fairhall RD2, Blenheim. Phone 87-899 (member VCC).

FOR SALE — Car clocks. Veteran Watford Brass Case, Vintage, Smiths L Type Talbot, Smiths Austin, Smiths Morris, P.V. Smiths N Type. Send British postal order \$2 for photo and details. John Hearne, 14 Midland Road, Leeds LS6 IBQ, England.

FOR SALE

Cheap, mid twenties Dodge Sedan body, engine, gearbox and front end, suitable for parts. Late twenties Willys Knight gearboxes, 2 different types, also earlier 4 cylinder sleeve valve engine with alloy gearbox. All enquiries to Todd Osborne, 26 Victoria St., Masteron. Phone 86-295.

FOR SALE — 1930 D.D. Dodge Sedan, dismantled, chassis completely rebuilt, diff and gearbox overhauled, body in good condition, tons of spares, wheels and tyres, owes me \$1500. Graham Morgan. Phone Whangarei 483-034.

MODEL A FORD

High compression alloy cylinder heads, machined and easy to bolt on. Fits standard Model A block with an increase of approx. 15-20 B.H.P., depending on required compression. Casting is now ready to commence and orders can be taken. Limited supply only due to one off run. Contact Les Pearson, 69 Marlow Rd., Ch-Ch 7.

HARNESS BRAIDING

New or old wiring looms can be authentically cloth coated by the same process used by the original manufacturer. Large stocks of braided wire in various colours and sizes. Braided HT lead and bonnet lacing. Peter Lawrence, 114 Glengarry Rd, Glen Eden, Auckland.

VINTAGE BRAIDING SERVICES

MORGAN PARTS WANTED. Any parts in any condition for +4 Morgan 51/53. Especially front suspension and mounts and radiator surround, but no part too small or large. Write Wilson, "Chiemo", Mataroa Rd., Taihape (member).

TRIUMPH PARTS — All pre-unit rigid frame from a harders collection. Choice items incl. guards, tanks & flashes, tool boxes, stands & eng parts. Also, boxes of old levers, g/box, fork parts etc. Too much to list. GIRLING springs selection. PETROL TAPS old English types. REAR SPROCKETS rebuilt to suit 16H, Big 4, 18, ES2, 650SS, Domi (20 & 26TPI), Commando & BSA A7. BURMAN CP gearboxes. AMC gearbox — recond. LUCAS mag pick-ups, carbon & springs, & oil seals. SUNBEAM 1937 Model 8 partly restored by a perfectionist. \$3000. MOTORCYCLES AND ACCESSORIES LTD. 150 PONSONBY RD., AUCKLAND 2. PHONE 765-945

STANDARD 10, 1957 Post Vintage, restoration started, heater, good body, upholstery, tyres, etc. \$380 cash. Phone 2768784 or write 173 Princes St., Otahuhu, Auckland.

WANTED

Older restoration or good original, interesting Vintage or post Vintage Sports or Coupe. Anything considered. Phone collect Ch-Ch 35-249. Ian Smith (VCC member).

FOR SALE 1936 Chev Sedan, complete, motor runs, good restorable condition. \$600. Write: M. Hoskins, 26 Woodlands Rd., Opatiki. Phone 563R Opatiki.

FOR SALE 1936 Chev Sedan with boot. In dismantled condition. Many spare parts. Phone 46-763 Oamaru.

FOR SALE Edwardian Humber 1912-13 (Humberette) twin cyl water cooled and resplendent with brass radiator, lights and hood. Restored on and off over a period of eighteen years, motored about 250 miles only, painted in original colour. Further details can be obtained by phoning 636-567 or write to E.W. Daunt, 184 George St., Stokes Valley, Lower Hutt.

FOR SALE. Running gear 1930 Dodge, bare motor No. DD4003, gear box and diff. Condition unknown. \$150 the lot firm. Phone Napier 56-802 evenings.

MODEL A FORD OWNERS RIGHTHAND DRIVE FRONT FLOOR MATS



PEDAL SURROUND MATS



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VETERAN & VINTAGE CARS LTD
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DEREK THOMASON
Hope, R.D.1, Richmond, Nelson.
LES PEARSON
69 Marlow Road, Christchurch 7.

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

6th Annual Central North Island SWAPMEET

(A NATIONAL CALENDAR EVENT)
at the ROTORUA RACECOURSE,
10 a.m. to 4 p.m.
SATURDAY, 12th JULY, 1986

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 \$2.00 per person.
REFRESHMENTS AVAILABLE. V.C.C. & members of allied clubs will be welcomed at the clubrooms, Neil Hunt Park, Rotorua, from 5.00 p.m. onwards for a "Get Together" and Bar-B-Que tea at a nominal charge.

For further details 'phone Rotorua 476-498.



WANTED URGENTLY

Radiator badge similar to either of the above to suit a 1907 Darracq. Also need a 6 cylinder spark box, a large brass kerosene tail lamp and a pair of large kerosene side lamps. Paul Hicks, Hepburn Creek Rd., Warkworth. Phone 7015 WW.

FOR SALE — Riley RM 1950, 2½ litre Classic Saloon. Restored, and in great condition. Price \$13,000. Contact A.H. Irvine, 471 Springs Rd., Christchurch. Phone 498-525.

LOST AT PAN PACIFIC — Kodak colour print film (135-24) in Kodak container at approx. 1.30pm, Thursday 6th March, under verandah of main tote building (facing Rally H.Q. Office) where motorcycles were assembled prior to receiving awards. Film was last seen by another entrant at approx. 4pm, but had gone by 5.30pm. If finder has had it developed it will have mainly motorcycle photos on it, including family shots. If anyone found it, please contact John Kendrick, 57 Somerset Road, Wanganui. Phone 47-555. PanPac entry White 175, 1952 AJS.

WANTED — Pistons, Essex 1929-30. Invercargill, please write again, have lost the address, Tom Rogers, 161 Great South Road, Otahuhu.

M.G.P.A. 1935

A very tidy and original M.G. for sale, or swap for a "brass" Veteran (prefer Ford T). Peter Croft, 95 Main Road, Redcliffs, Christchurch 8. Phone 841-037 (work), or 849-534 (home).

WANTED for my 1927 Dodge Tourer — the sub frame that supports the floor boards. Anything from 1924 to 1927 will fit. Please contact Derek Finlay. Phone Hamilton 57-103 or write Greenhill Rd., R.D.1, Hamilton [VCC member].

FOR SALE — Overland Model 91 parts surplus to my needs. Enough to build an early twenty's tourer. Chassis, wheels, motors, gear boxes, diffs, body parts. Contact I. English, Ph. 89741 Gisborne.

FOR SALE — 1936 Morris 8, 4-door. All original motor and body, registered, runs well. \$2,800. Contact Bruce Barnett, Barnett's Radio and T.V. Service Ltd., Phone 7961, Wanaka.

WILLYS KNIGHT, Overland, whippet, Willys owners, join the Willys Overland Knight Registry, subscription U.S.\$17 yearly, quarterly magazine, monthly newsheet, excellent literature service for restorers and historians. Write to Gene Szabo, 1325 New Jersey Ave, Lorain Ohio 44052 U.S.A.

CHEVROLET 1934. Junior Standard Business Coupe Series DC. Cream wire spokes sprayed in metallic bronze dulon. Professionally reupholstered in brown cloth. Receipts total over \$8000. Open to serious offers. Phone 573 Waimahaka for inspection in Invercargill.

WANTED TO BUY — Army Indian — all parts required. Tanks, motor, gearbox, and any other bits and/or complete bike. Contact 5 Colman Ave Ch Ch 4 or phone 481-201 evenings.

FOR SALE — The Sporting Car Club's Motoring History Books. Compiled by George Brooks. Latest Book No. 8 — "Motor Car Portraits 1902-1916". A\$5 each plus postage. See your Club Secretary for details or John Wien Smith, C/- Sporting Car Club of S.A., 260 Portrush Rd., Beulah Park, 5067 South Australia. Phone (08) 31 6922.

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