

New Zealand's Veteran and Vintage Motoring Magazine

Beaded Wheels

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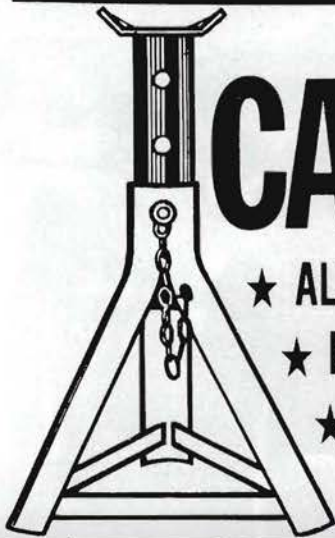


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Reports of restorations, events, road tests, historical and technical articles welcome. No payment made to contributors.

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Beaded Wheels

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February '87-March '87

33RD YEAR OF PUBLICATION

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CLOSING DATE, APRIL/MAY ISSUE

Editorial Copy March 9

Advertisements March 10

COVER PHOTO

Julian Loughnan's 1911 F.N. at the start of Canterbury Branch Annual Veteran Rally November 1986. This car was also on the cover of issue No. 67 Dec. 1970-Jan. 1971.

Photo by Spencer Barnard.

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

Registered at Post Office Headquarters Wellington, as a magazine.

From The President

Many of you will be aware of the recent Automobile Association sponsored recreation of a reliability trial from Auckland to Wellington. Arranged by a kindred club, The Horseless Carriage Club of America, nine pre 1906 veterans completed the trip over the same route etc as the original trial with no insurmountable problems. All the entrants are also V.C.C. members, and are certainly well known amongst our branches. As usual it was good to see the hospitality that was arranged en route, not to mention the practical support and mechanical services made available.

Our congratulations to the A.A. and H.C.C.A. for successfully organising this event, still an epic even on today's roads (perhaps more so in today's traffic) and of course to the drivers and crews. The winner by the way, was adjudged to be Ross Jones' 1901 Locomobile steamer.

Talking of winners, the Wairarapa Branch's annual Gold Medal Trial attracted my attention late last year. Held in conjunction with the official launching of Maureen Bull's latest book on New Zealand motorcycling, it has a very appealing system of awards. No winner in the usual sense, rather a graduated series of medals with no limit on how many are awarded. To be eligible one must simply complete the event with a minimum loss of points within preset limits. Thus there may be a number of entrants who would qualify for a gold, silver or bronze medal, depending on how well they did.

And, unlike recent moves in our education system (which grades everyone from top to bottom regardless of whether they have passed or not) the Gold Medal Trial does not reward those who have not earned it. The last trial saw a considerable number who did not qualify at all. So the incentive to achieve is still there, but without restricting the recipients to basic

1st, 2nd and 3rd. I believe the system has a lot of merit.

Coming back to Maureen Bull's book, as one speaker at the function commented "just how does one launch a book". Very successfully and with a great deal of detailed preplanning, if Maureen's was any criteria. A number of well known old time motorcyclists and members were present, too many to name them all here, and all agreed that both the function and the book were of a very high standard. I can recommend the book, both as a gift and as a reference book whether you have a leaning towards history or just want to know who owns that beautiful bike you remember seeing at a rally twenty years ago. The weekend was topped off by a display of arena trials riding which we unfortunately had to miss, but I am sure would have been an all too rare treat to watch. Also worthy of note during the weekend was the gathering of Honda Gold Wings and the decision to form a Gold Wing Association. Still modern by our standards, but unique machines, and good luck to their new group.

As usual at this time of the year there are more motoring events available than most of us can afford (money or time), but the Easter Rally at Gisborne will be a must for

many members and Brian Goodman's 'gentle tour of Central Otago' will also be popular. By the time you read this Alan Storer's North Island Tour will be ready to start, an 'evergreen' if ever there was one. Now, is that the tour, or Alan, or his Caddie? Later this year there are two overseas trips, to England with Marie, Lionel and Judy or to Perth with Glen and Maureen. And next year of course there's the Castrol World Rally being held in association with the Australian Bi-Centennial.

Whatever, there should be something coming up for everyone and perhaps some of the more literary minded enthusiasts will respond with articles to tell us all about it.

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Total, World F.I.V.A. Rally

by Diane Ross

"What do you want to go there for?" "You're mad!" "I'll say goodbye then because I won't see you again." These were the comments we received when we said we were going to enter in the Total World F.I.V.A. Rally to be held in South Africa in September last year.

We stuck to our plan, however, and our 1925 Dodge joined Alan Storer's 1930 Ford A Commercial, Ron King's 1957 Jaguar XK 150 and Gordon Vogtherr's 1937 MG VA 1½litre to be shipped to Durban. Also from New Zealand were the Soles, Shaws and Cleaves from Auckland who drove borrowed cars and Jackie Goodman who was invited to take part as a navigator.

The cars arrived a few weeks ahead of us and we were most grateful to the Veteran Car Club members from Durban who took them out of the containers and had them ready for the road when we arrived.

Tenth of September and D Day and we turned up at the appointed hotel for rally briefing and scrutineering. All of the cars were parked on a floor of the underground car park belonging to the hotel. What a pity so many kept their motors running, however we fought our way through the fumes to stick on the sponsors labels and mask the speedo etc then rushed for fresh air. Getting our instructions was another fight, couldn't seem to get into the right queue no matter what. By afternoon that part was over and the competitors meeting was held.

The main difference between rallies in South Africa and those in New Zealand must be money. The sponsorship had us reeling. Total Oil provided all competitors with

vouchers for free petrol and oil for the entire rally as well as rally jackets for everyone involved. Mercedes supplied 13 cars and two large baggage trucks and Coca Cola kept the coke flowing for the duration in fact it was nearly coming out our ears. As well as these major sponsors there were numerous smaller ones.

The number of entries was a bit disappointing with several withdrawals because of the economic situation and the political crisis as reported overseas. I think the final count was 143 with N.Z. and U.K. having the largest overseas contingents. As well, there were cars from Austria, Spain, Germany, Holland, U.S.A. and Channel Islands. Restoration standard was very high, somewhat surprising to us was the number of P.V.'s and P.W.V.'s and only two veterans — both Maxwells.

Rallying itself was not that much

different to that in N.Z. Distances travelled each day were fairly long, six to eight hours driving left not much time for sight seeing. Plenty of ceremony, marching girls and balloons at the Durban and Johannesburg starting points and many mayoral receptions to be endured.

From Durban we travelled to Johannesburg where a motor show (open to the public free of charge) was held. Over the next ten days we headed north to Thohoyando and then east to Kruger National Park then back to finish at Johannesburg. Boy, is it a big dry country. Some areas haven't had rain for seven years. I don't ever want to hear another complaint about the long straight boring roads in Mid Canterbury, in South Africa you can drive for hours and never come to a bend in the road. The weather was very kind, in fact too kind on some days. 38° on one day saw many cars in trouble but I'm proud to say the New Zealanders were congratulated on the reliability of their vehicles. The only mishap was the unfortunate accident when the King Jaguar rolled. The car sustained major damage but I'm glad to

Rob and Diane Ross and son Ashley enjoying the run up to Venda.



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report that Ron and Verna escaped with only minor injuries and were able to continue as passengers in a marshal's car.

There were plenty of Bentleys and Rolls Royces, a fair sprinkling of Chev, Chryslers, Dodges and Fords. Some of the more unusual were a 1935 Austro Daimler, 1952 Buckler, 1960 Facel Vega, 1952 Messerschmit, and can you believe a 1953 Morris Minor.

No risks were taken with vehicle security and each night armed guards were on duty and in one case the guard was provided by the



South African Army.

The final dinner and prize giving wound up the event and saw Gordon Vogtherr from Hawkes Bay receive the honour of being the first placed of the New Zealanders.

For the record I don't think there is one out of the fourteen of us who

Club Captain Alan Storer presents Thomas with a gift at Kwabehikithunga.

went over from New Zealand who wouldn't go back to South Africa given half a chance. □

See pictures on pages 20/21.

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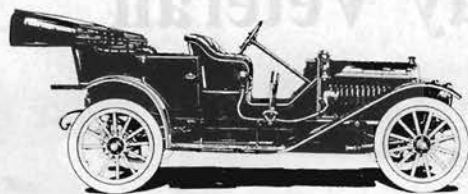
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Hawkes Bay Veteran Rally

by Rod McKenzie

The Hawkes Bay Branch's Annual Veteran Rally was held in Central Hawkes Bay on 22 November 1986. The rally this year was based in Central Hawkes Bay for the first time, and began in Waipawa's new shopping centre before heading out over good sealed roads to Takapau where lunch was held in the extensive rose garden of

Mr and Mrs C. Poulton. The afternoon's run included a stop-off at Mr Keith Severinsen's extensive game trophy room. The winners of this year's event, run on the non-competitive "poker-run" system, were Reg and Olive Kilbey of Napier in their 1913 Alldays and Onions (Four Sevens!). All entrants were helped considerably by Grant

Taylor handing out pairs to all and sundry, thus nobody had a dud hand. □

Chris and Mrs Shelley of Auckland in their newly restored 1905 Reo pass the also newly restored Waipawa Town Hall (1910 Vintage).





Barry Anderson of Napier making "heap big smoke" from his veteran Indian motorcycle, with Mike and Neroli Perry's 1904 Napoleon in the haze.

Photos supplied by Owen Jones, C.H.B. Mail.



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Reminiscences of Mr J. Stuart White 1877-1969

Ian Howell has provided us with a further part of the story of his great Uncle J. Stuart White.

This story is reproduced from 'Yowl' Scott Owners Club magazine published in February 1965.

When I was a Young 'Un...

by **F. Stuart White**

(Born in Dunedin, New Zealand, in 1877, J.S.W., now 87, is one of the few surviving old timers — I use the term with no disrespect — who were around at the birth of the Scott cult, and as another year begins, it is perhaps fitting to pause for a moment to reflect on the types of machines offered to the pioneer motor cyclists and compare them with the fast, reliable models available today).

In 1907, I moved to England to learn all about motor vehicles so that I could go back to New Zealand and spread the light and incidentally make much money.

I brought my love of two wheels with me and my first mount, working in London, was a Motosacchoe which I rode to work daily from Stoke Newington and back; no clutch of course but I have no recollection of traffic troubles. A Rex 3½ with Roc gear followed but the low gear was caterpillar speed; still we pulled a sidecar and with wife and family did some touring.

After some time in Glasgow and a move to Leeds a 1911 A.J.S. 250 followed and I still think of this as one of the best machines I ever owned; then a lightweight Clyno, my first two-stroke (1912); then a succession of Bradburys, all models, and jolly good bikes they were. I took a 500 to France to ride in the Six-days trial in the Alps in August 1914, it was the first 3-speed model turned out and a fine

machine it was, but the war broke out when we were in Grenoble and we had to race for the coast, but that was a story by itself.

My first real job in France was as Staff-Sgt. in charge of a base m/c workshop near Rouen to which were sent motor cycles beyond repair by front line workshops — about 60% of them had broken frames and these could be replaced only at the "base", the frame number being the accounting figure for the whole machine. The large "dump" of hundreds of machines contained Douglas (mainly), Triumph, B.S.A., and other odd solos, also Douglas, Clyno and Scott sidecar outfits which, carrying wicked overloads of machine-gun stuff, had been well and truly wrecked by the atrocious Belgian pave. That was my personal introduction to Scotts, though Tim Wood had put the name in the winner's list in the I.O. Man and in my memory.

We were allowed to use *one* man of our score or so on building-up usable sidecars from the wreckage for use about the base where the roads were fairly good, and perhaps four Scotts were sent out during my year there. Then I got a Commission and my own travelling workshop and departed for the front. The next Scott to interest me was a s/h 532 sidecar outfit which I bought in 1920 and used with great satisfaction in my business as a

salesman and demonstrator of explosives round the Yorkshire coalfields and quarries.

I was living in Leeds with the Saltaire factory only 15 miles away and Tim Wood and Clarry and Harry Langman and other famous Scott personalities soon became my good friends.

By 1925 son Jack had inherited my 532 and I had got a new one and we both had achieved small successes in the Scott Trial, necessitating new and larger headgear. Caps "wi't'neb at t'back" were still the fashion so the expense was not too great. At Easter that year we took our Scotts to France again, landing at Bordeaux, touring south to the Mediterranean coast and east through ancient and lovely Provence to Nice and Monte Carlo. Then over the car passes to Sospel and back, and north up the Grande Route des Alpes until stopped by deep snow. Circumventing this by the lower passes of the Route Napoleon we made Grenoble but hit more snow on the passes of the Grands Chartreuse.

From the Scott point of view, the most exciting of our many tours was in 1955 during some pass-storming.

Jack was on the Squirrel with high solo gears and two only; grandson David and I on 3 speeders (not Scotts). Jack was making a cine film and of course the best shots entailed stopping and re-starting on the worst bits of "pass". the drill for re-starting uphill was spectacular — start the engine down-hill: get neutral: swing round in the narrow road stamp on low and foot like blazes till revs. mounted!!!

In the 1926 Scott Trial (I think) I had been favoured with one of the first Scott-made 3 speed gearboxes, the one with lovely small silent teeth, like a sewing-machine. On the edge of civilisation I shed several of these from the lay-shaft (middle gear) and at the first house with a garage I begged the use of the owner's vice and tools, got the shaft out and knocked the rest of the teeth off with a cold chisel and large hammer, so was able to finish late

but within the two hours allowance on low and top.

In 1929 I was beginning to feel my age and obtained one of the new 300cc singles, a show machine, with an all chromium tank and enormous XL-ALL pan saddle — a most comfortable machine. Unfortunately I was just not old enough to appreciate, as I should now, its steady get-there-sometime characteristics and after failing to climb Park Rash I sold it. In fact today I am flirting with a similar model fitted (shame) with a 1929 Villiers engine.

What is the Scott future? I suggest it is among the lightweights. F.N. (ancient) and LE Velo (modern) have proved that shaft drive is ideal; the Japanese and Germans have shown what small cylinders can do; spring frames are now the thing; modern ignition can cope with high revs., so what about a 250 embodying that lot. One last word: on all my Scotts I used petrol as the main oil supply and the pump for help only, and never on any occasion had I a seizure or rapid engine wear. My son sticks faithfully to his drip feeds and watches them like a hawk. □



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Far North Tour '86

by Trevor Birchall

In 1985 President Norm and I went on the Far North tour on our bikes. We both went home raving about the great time we had.

Well last year we had no choice, our respective spouses insisted on going. Norm and Pat taking their Venom. Janelle and I taking our Whippet we set off from Auckland on a Friday evening, first stop Wellsford for a bite to eat and then left for Whangarei hoping to be able to fill up with petrol either at Brynderwyn or Waipu only to find no garages open after 8 p.m. We drove on keeping fingers crossed until finally five miles before our destination for the night we found a petrol station open, what a relief! thought for a minute we might have to push the Whippet to Whangarei! From there, it was straight to our motel and into bed as we had an early start in the morning.

Saturday 7.45 a.m. we arrived at the starting point possibly 10 minutes early with already 20 or 30 vehicles lined up and then they just kept coming in, what an assort-

ment, approximately 40 different makes including cars, motor bikes and commercials. To name a few, Chryslers, Plymouths, Willys, Knights, Fords T's, A's, Y's etc, Morris, Austins, Hudsons, Essex, Chevs of all shapes and years, Buicks, a Minerva, a Maxwell, A DKW, Rudge, Harley Davidson, Indian, AJ's etc, etc, etc.

The oldest being Wilbur and Aileen Brown's 1911 Rover and several new restorations, one in particular which received a lot of attention was Wally and Leigh Bullock's 1919 Ford T Raceabout. (I had seen this car six months earlier: Quite a credit to Wally).

It is tremendous to see such a wide variety of vehicles taking part in what was to be a most enjoyable educational and entertaining weekend, all told 84 vehicles entered.

No time now to socialise as we

1932 D.K.W. at Matawaia Marae.



were off, armed with implicit instructions and if you couldn't read these there was a map with the route marked and if that couldn't be followed there were little blue arrows at any doubtful intersections.

Although we seemed to be reasonably spread out leaving Whangarei, once on the main road due to a hold up with road works approximately 5 miles north of Whangarei we ended up in quite long convoys.

I felt sorry for the few modern cars on the road trying to pass such a large contingent of slow vehicles although it was pleasing to see most of our members keeping well to the left and letting modern traffic pass as soon as possible.

After approximately 20 miles on state highway one we headed inland winding our way along picturesque metal roads to Matawaia (if you don't know where it is then look it up on a map because I didn't know either!)

Here we were welcomed on to a Marae with an official Maori welcome. Quite an education to

many of us who had never been on a Marae before and knew nothing of Maori protocol. Three Maori elders welcoming us both in their own language and then English and then three of our members having to return the welcome — in English! We were then told we were in Maori time, to enjoy their hospitality and to forget our departure time.

We were entertained by younger members of the Marae with singing etc. Morning tea then followed and in true fashion one would have thought they'd catered for 1000 people. Plates of food were still being put out as we departed half an hour later!

The sun had now come out and several members now took the opportunity to put the hoods down before continuing on to lunch.

Our instructions not only told us where to go but told us points of interest along the way which was also very informative. I doubt if the roads we were travelling on saw this much traffic in a year. Most of us were now enjoying the dust and forgetting what colour our car was

when we started and visualising the road conditions in the era of our vehicles.

The low standard of living around this area did open our eyes and many of us city dwellers started to realise how well off we are.

Eventually arriving back on the tar seal at Otiria most of us then tried to blow the dust off our treasured machines by speeding along the main highway to Mangamuka School for our lunch.

This school has approximately 30 pupils and is slightly hidden from the main road. Again we were treated to Maori hospitality not only with an abundance of food but music etc. The school had arranged a Gala Day to coincide with our visit and a point that was commented by several was the prices of the different entertainment, sandwiches etc. Ten cents seemed to be the going rate for everything. Somebody ought to tell them that the cities add another nought! I know many Maoris in the north would be eating for the rest of the weekend — our leftovers! Perhaps



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The sky now clouding over a little, and with very full tummies we headed off again, over 41km of metal road to our destination for that night. What a pity the average tourist never sees the sights we saw. The Far North Sub Branch plotted this section and again the instructions were very explicit.

A fantastic days motoring and one comment, it was great to see so many young children enjoy the event. There were entrants there of all ages, from babes in arms to grandparents.

Time then to wash the dust out with many entrants putting me to shame by washing their pride and joy while all I could manage to do

was shower and rest before going off to dinner at 5.30 p.m.

Again a meal not to be forgotten, don't people in the North ever stop eating. Time now to socialise and catch up with gossip, old friends and make new ones. This was a very enjoyable informal evening.

After a very well deserved sleep it was up again and off to the Far North's Sub Branch new clubrooms. This is a credit to all those who have worked so hard. I also noted a few members going home with spares purchased there.

From there a leisurely drive back to our lunch break at the Bergman family home just south of Kerikeri. This enterprising family have

Northland Branch 1986 Far North Tour at Matawaia Marae.

established themselves with a fast growing business.

They recover the good wood from the Kauri heads felled many years ago when the bush was being cleared. Also they have Friesian cows and have established their own cheese factory.

After saying goodbye to our many friends in the North it was head home to Auckland and back to reality, the heavy traffic and hum drum of city life.

Thanks Northland Branch for another terrific weekend. □



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Obituary

GEOFFREY WALTER HOCKLEY

It is with regret that we have to record the passing of Geoff Hockley on January 4th 1987 after a long period of deteriorating health.

Geoff was a fine gentleman who didn't have an enemy in the world, a kindly man from whom enthusiasm for motorcycles and motorcycling in all its forms bubbled forth.

Geoff spent his entire working career in the motorcycle trade, including a stint in the motorcycle repair shops at Burnham during the war. His commencement was with Jones Motors and later with British

Motorcycle Agency, and from being a most successful competition rider in his younger days, upon retirement, he threw himself with equal vigour into the Vintage motorcycling scene.

His love of 'Harleys' came with his long association with Jones Motors, so it was not to be wondered that he restored at least four Harleys and covered mileages (usually with his great friend Howard on the pillion) that would tax a man of half his then age.

Geoff's writings for Beaded Wheels commenced from No 18 and continued for many years, covering Beach Racing, Hillclimbs, Peninsular Peregrinations. His Vintage and Veteran Motorcycle notes carried on for a very long time, he also wrote for other publications and gained for himself an international reputation as a

motorcycle historian and it is a compliment to his humourous but informative style that he was read and enjoyed by people who had no real interest in motorcycling, it is hoped that some attempt may be made to reproduce his stories in book form.

Geoff was a most valued member of the Beaded Wheels Editorial Committee from its inception and also was a great help to many who came to him with their problems on restoration of machines or other matters.

Geoff was a stalwart of the motorcycle movement in the early days of the V.C.C. when motorcycles were not the 'in' thing in some eyes.

In recent years Geoff suffered failing eyesight and the onset of Parkinsons disease, but was always pleased to see some of his many



This photo, which first appeared in "Beaded Wheels" No. 83, shows Geoff Hockley in younger days astride his O.K. Supreme. The occasion was his winning the 1935 500cc Beach Championship at New Brighton.

friends and indulge in a good yarn, some stories which emerged during these sessions cried out to be set down in Geoff's inimitable style, but sadly this was not to be.

With Geoff's passing his family have lost a loving father, grandfather and greatgrandfather and our sympathy goes out to them all.

The Vintage movement has lost an able chronicler, a genial ambassador and an ardent motorcyclist and to many of us a dear friend and companion.

So long Geoff, you will always ride with us.

BOB ENTWISTLE
LINDSAY WOGAN

G.S. (SAM) SLYFIELD

Did you know him? He was the Deputy Organiser and in charge of Field Kitchen Service for the sixth International Vintage and Veteran Car Rally held in New Zealand in 1965. It was the first International Rally to be organised in New Zealand on what might be termed a "Global" Scale. The germ of the idea evolved at the first National Vintage and Veteran Rally held in Picton in 1958 and Sam was one of the prime movers in arranging the sixth International Rally in New Zealand. He was a born organiser who knew how to get the best out of people. When faced with having to provide 26,000 meals over a period of 14 days, in ten different locations in the South Island who else would have thought of using army Mobile Field Kitchens. So closely was Sam associated with food that Elizabeth Nagle referred to him in her latest book as "the loaves and fishes man".

Long after the Rally was over those of us who were lucky enough to be there remembered his ability to resolve the days problems as they arose — and problems there were. At Mount Cook, the first night out I remember well eating a superb three course dinner under the trestle table instead of on it, to escape the pouring rain. Sam was not perturb-

ed — the breakfast was even better. Our lunches were collected at the start each morning. Some people devised truly miraculous schemes to get the sandwiches unfrozen by lunchtime. Can you visualise the organisation to make, freeze and transport all those sandwiches?

Though Sam did not motor a vintage or veteran car he continued to have the best interest of the movement at heart and maintained a close interest in the Vintage Car Club which he helped to form in the mid 1960s.

Sam's life was punctuated by tragedy. On the eve of the 1965 Rally, his only son Tony was killed in a car accident. In 1984 his wife Margery died followed by his daughter Robyn in 1985. Though he suffered a lingering illness in the last few years he maintained a cheerfulness which was infectious.

I give you a quote from the catalogue of the 1965 International Rally. "Our thanks to Pennzoil New Zealand Limited who have supplied lubricants to competitors, but even more important for the tremendous personal effort put in by their Director Mr Sam Slyfield, who has been Deputy Organiser and in charge of the Field Kitchen without which the event could not have been run."

We are all diminished by his death and we are privileged to have known him.

JULIAN LOUGHNAN

JANICE MARY GROVES

It is with sincere regret that we record the untimely passing of Janice Groves, one of our active Wairarapa Branch members.

Since her husband, Peter, restored the 1924 Austin 20 (which had been owned by the Groves Family since new), Jan had been a regular navigator at his side on many rallies including the International Events at Rotorua and Christchurch.

As well as their involvement in the Vintage Car Club, Jan and

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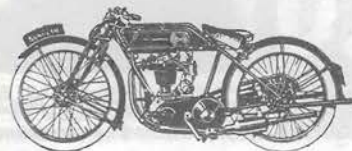
Peter took an active part in the Vintage Austin Register, and a number of memorable and enjoyable V.A.R. events took place at "Glentarn", thanks to their always warm hospitality and friendliness.

This aspect of Jan's nature saw many hitherto strangers, befriended at rallies, being invited to "Glentarn" for an overnight or weekend stay, and those folk who were able to accept were always made very welcome.

Being of an outgoing and energetic personality, Jan was also involved in numerous and varied activities in the Tinui and Masterton areas and undertook all her interests with great enthusiasm. We have shared many happy times together over more than 20 years, since we mutually became involved with vintage cars, and Jan's good humour and companionship ensured that the occasion was always cheerful and relaxed.

Along with Wairarapa members, and all who knew Jan, we are deeply saddened by her absence and on their behalf we extend our heartfelt sympathy and support to Peter and his family.

PETER AND MARY SMITH



London Street To New Brighton

Canterbury Branch Annual Veteran Rally

In 1985 the format of the Canterbury Branch Annual Veteran Rally, was changed back to the old style where the rally included a visit to the New Brighton business centre in order that the Businessmen's Association Trophy could be awarded. That rally drew an entry in excess of fifty vehicles.

Following the success of the 1985 rally, the veteran sub committee decided to continue the format for the 1986 rally. On Saturday 22 November the entrants assembled at the Richmond Workingmen's Club carpark in London Street, ready to depart when their starting time came around. Vehicles entered included a range of makes, many unheard of today except in vintage circles; Alldays & Onions motorcycle, Albion, BSA, Buick, Cadillac, Daimler, De Dion Bouton, Dodge, Enfield, Fiat, FN, Hupmobile, Humber, Harley Davidson, Indian, Maxwell, Metallurgique, Northern, Overland, Orient, Reo, Renault, Saxon, Talbot, Triumph, Unic and Wolseley Siddeley. Of the 49 entrants there were a few non starters — Errol Smith's Maxwell and Overland both refused to start despite having been prepared and run the previous day. John Henderson's Triumph motorcycle would not start, and Bill Marra's Triumph sheared a pin on the way to the start, and David Shadbolt's Orient Buckboard objected to rallying and retaliated when being kick-started the night before, leaving him hopping around for several days with a sore ankle.

Entrants had a choice of two routes — a short 15 mile journey primarily designed for the primitives, and a longer route of 35

miles for the rest. The first vehicle was flagged away by Ron Townshend, complete with red flag, this being Craig Shadbolt's 1901 Northern. Most vehicles made it without any bother to Thompson Park (North Beach) for the lunchstop and time for socialising prior to the drive through the New Brighton Mall.

Enroute to the afternoon tea stop nearly everyone took the opportunity to visit the home of one of our former members who has just rejoined the club again after repurchasing a vehicle he owned many years ago — a 1912 New Pick. Les and his wife have a collection of over 200 clocks dating back over 300 years, which were viewed with much interest. The afternoon tea-prize giving held at South Brighton gave entrants further opportunity to meet and talk — the inevitable subject being old cars.

An evening function was held at the Clarendon Hotel, which is being redeveloped in 1987, with the facade being retained at the base of

a multi-stored tower block. This is unfortunate, in that we have lost a central facility, which was available at reasonable cost, and provided a suitable atmosphere for such veteran type functions. We will have to find a suitable alternative for next year.

On Sunday there was a leisurely run to Willowbank Wildlife Park, where an array of animals are on show, with areas and access provided especially for children. This was a very popular stop on the way to the lunch venue — Mundy's Winery at Belfast, where we once again took the opportunity to sample the merchandise, in the grassed barbeque area adjoining the winery buildings. Those members who visited this establishment during the Pan Pacific Rally, will know the standard of the product offered, and we are grateful to the Mundy family for these invitations to visit. Several families made purchases which were to be for their Christmas table, but I wonder how much lasted that long?

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Later in the day before the journey home, several of us went with Robin Mundy to view some of the vehicles that still await restoration, the writer being particularly interested in the De Dion parts on which Robin has work underway.

This type of event is always well supported here in Canterbury and it is pleasing to see many vehicles which make this rally their only appearance for the year. We have a responsibility to see that these vehicles are catered for whenever possible, but this is not always possible when arranging events for large numbers of vehicles of varying categories. □



The Old Words are Still New

The first thing to say is this — “Beaded Wheels” is the medium for YOU the member to air your views, NOT for US the Editorial Committee to ram ours down your throats. The success or failure of Beaded Wheels depends on YOUR contribution.

This piece of wisdom is from Beaded Wheels Vol. 1 No. 1 1955.

RESULTS:

Taylor Trophy: Field Test Cars Only — 1st equal R. McKay & A. Brass
3rd — T. Witte

Rannerdale Trophy: Field Tests Motorcycles — 1st — J. Shipman
2nd — B. Goodman
3rd — P. Shanks

Mundy Trophy: Best Performance Non Canterbury Member — A. Roberts

Ritchie Trophy: Concours Cars — R. Brookland 1912 De Dion Bouton

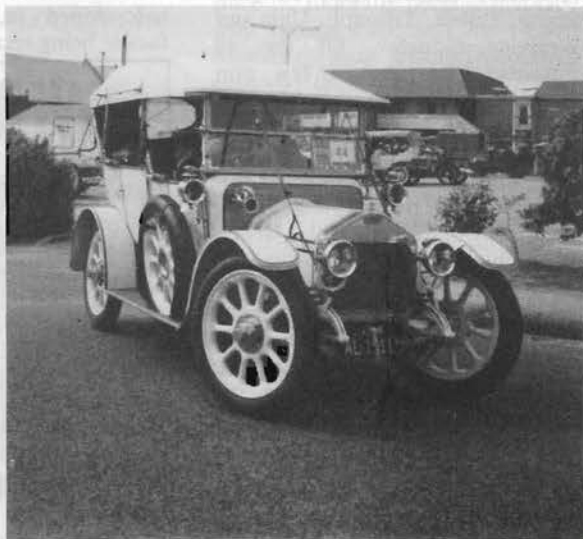
Concours Motorcycles: J. Shipman 1914 BSA

Ritchie Trophy: Overall Winner exluding Concours — 1st — A. Roberts
2nd — R. Mundy

3rd Equal — B. & T. Scott and A. Brass

New Brighton Businessmen's Trophy: Overall Winner — A. Roberts

Random shots at the Canterbury Branch Veteran Rally.



Memories of the 1965 International Vintage Car Rally

by Olive and Reg Kilbey

I will start with the extract from the Menu at the Final Dinner held in the huge King Edward Barracks in Christchurch.

The final event of this, the 1965 International Rally of the Federation of Vintage Car Clubs will call for the exercise of all those qualities for which Vintage and Veteran violinists and trombone players are so justly famous — skill, courage, determination, fortitude in the face of imminent disaster, beauty, breeding and wit will all be required in abundance if you are to complete the course in concours condition. The token entry fee for this astonishing event has made it possible for the organizers to construct a framework upon which many generous persons and organizations have built such as to prepare a course which should prove equally enjoyable for the many types which our movement attracts. The prelude to this monumental bash has taken competitors and crews thru some of the finest country which could be imagined as a display case for the gentle art of V & V Rallying. You have sweltered (frozen) on our plains and plateaux and have frozen (sweltered) amongst our peaks and valleys. You have gazed with awe at nature's stage-craft and with patient resignation at man's efforts to accommodate you amongst such natural splendour. Please select a ratio somewhere between these two limits and proceed regardless, guided only by your appetites and gentle manners, until the serving of the stirrup cup: which will signal the end of this event at 1.30 of the clock in the morning.

The Committee of Marshals of

the Vintage Car Club of N.Z. (Inc.) hope that you will join with them in saying 'Thank you' to all those anonymous helpers who made this rally possible and on their behalf wish you all good health — good motoring and God speed.'

Who else but Andy Anderson could have written that!

On our board overflowing with Rally Plaques none is more handsome nor has such happy memories for us than that of 'The Sixty Five' . . . It is hard to believe that it is almost 20 years ago now — and one only realizes this when one has to relate to an entrant as 'The late' but the photograph taken at that superb dinner shows us seated with friends we made on that rally — the late Eve and Henry Aldrich of Auckland — they had that superb example of a Chrysler 70 Roadster — and Dr and Mrs Graham Cowie of the Wairarapa Branch we met recently at the National Rally at Palmerston North to celebrate the 21st celebrations of the Manawatu Branch. They were driving the Fiat 510S which once belonged to Dave Barker, himself an original member along with Andy Anderson and Rob Shand, when all were still pupils at St Andrews College, Christchurch.

We had travelled down to Christchurch to have a free day there — well, free to do our thing which constituted rushing around the antique shops and the junk shops and endeavouring to buy goods on which we could see a profit — for we were building up our own antique shop the best way possible with our severely limited capital — and so it was good to

have my mother's home to stay in for that night. We were in Section 1 — the fast section on the 6th March, 86 miles to Geraldine at an average speed of 42 m.p.h. which suited the Chrysler 77 well — then on to Fairlie, a distance of 29.3 miles at an average speed of 33 m.p.h., great! Then on to Pukaki — 57 miles, then to Mount Cook, another 37 miles all at 33 m.p.h., still just great!

Well over 200 miles on that first memorable day. I rather felt that the organisers may have thought some entrants may have been weeded out on that gruelling day, for accommodation was at a premium owing to so many overseas entrants — who — naturally — had to have the best — leaving the good old Kiwi to camp as best he may. We had decided to sleep in the car on a child's rubber mattress which necessitated taking the pins out of the seats and putting them underneath — the only snag was that the only place for Reg's head was under the steering column which made it absolutely necessary that I awake first! We were one of the latest starters and so the last to pull in — so we had to park up just 'under the Mountain' it would seem. One didn't have to be a fool to realize that a storm was brewing — and brew it did!!! What a night. Our tarpaulin, held on with rocks, had blown off — the one on top of our sleeping bags was awash before 2 a.m. and so we spent the rest of the night drinking the brandy we had taken 'in case of emergency' and seeing how long we could take to suck an aspirin!! In the morning all was confusion — but amongst that confusion two burly Southlanders awoke and asked us 'what was up?' They had been in a tiny pup tent right inside a crevasse in the hill and aware of nothing! Must have slept out before.

Everyone will remember the Mount Cook camping site as long as they live — and will recall lining up for our meals with our plates filled with water — and if it were not for Ron Moses entertainment in the queue and Reg's cockney

humour — many would have already felt like 'turning back'. Recall the huge water soaked marquee collapsing on us — and throughout it all Sam Slyfield of the Pennzoil (N.Z.) company stood out in his dufflecoat to check that all was well — dear old Sam who had suffered such a bereavement just a few days before!

The late Mrs Tonks from Wanganui was slightly knocked out but soon recovered when that horrible weight of wet canvas fell upon us.

No one will forget either Sunday 7th — our rest period at Mt Cook — it blew like crazy and men were seen flying up the mountainsides to rescue what was just the latest invention 'the blow up' tent — some got caught on thornbushes — however the wind enabled us all to get our gear dry — I have never seen so much on barbed wire fences before or since.


The driving tests started on the 8th — we did Mt Cook back to Pukaki where the fortunate had spent the night — then on to Omarama, all this at 40 m.p.h., just great whooping along after our unpleasant stay at those waterlogged camping grounds! Another 70 miles to Wanaka through Tarras — and it was at the start of this section that we had the Le Mans dash. What a fabulous lake Wanaka is! We have seen Lake Lucerne on one of the 23 business trips we have had around the world, but in our opinion it does not compare with Wanaka! The trip on to the Haast township was optional through Hawea — the Pass was not quite through at that date. The timed section was of 61.5 miles at 28 m.p.h. comparable with the type of road. And on the Wednesday we left Wanaka reluctantly behind to travel the 65.5 miles to that delightful little Arrowtown with its avenue of oaks which features on most Tourist Brochures. We are now in the early goldmining vicinity having passed through Cromwell, all this at a good speed of 32 m.p.h. (A wonderful rest period at Arrowtown preparing for the 12th March — 30.3 miles).

Arrowtown to Queenstown was not a timed section so we had a relaxed trip with Lake Hayes one of the most scenic features. And on the Thursday we had that ever to be remembered trip on the old 'S.S. Earnslaw' and our route card gave us all the details of the history of Lake Wakatipu. On March the 12th we travelled at 36 m.p.h. to Kingston, a distance of 30.3 miles and it is interesting to note that road was not opened until 1936! and then the 79.6 miles on to Te Anau now so famed in our Tourist guides — and no wonder! and again with the stepped up speed of 42 m.p.h.


A rest period for the next two days with many places mentioned on the guide card which could be

visited — and it was on Monday March 15th that all the cars took part on the famous Teretonga Race Track. I will never forget trying to wave Reg on to greater efforts, but tyres with an 18 x 600 size were then quite expensive — so Reg had made the decision to 'economise' — what a lot of organizing that circuit plan must have taken!!! We were by now on Section 10 — a distance of 103.8 miles with only 5 miles on to Invercargill where a Motor Show was held at the Centennial Hall.

It was still pretty cold and you can imagine the entrants dismay when we were confronted by the Showgrounds — yes — five inches deep in water!!! After a lot of mumbling and groaning the



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Secretary of the Showgrounds opened up the Horse boxes — yes, you read right — the horse boxes — for us and we were all so grateful for at least we were warm and dry.

We recall next morning a young couple apologising — saying 'we hope we didn't wake you up when we came in last night' — what time was that? 12.30 — no you didn't wake us up for we didn't get in until 4.30 a.m. We went to no less than three parties, such is the hospitality of the 'deep South' — remember those luscious Bluff oysters!

We left Invercargill behind for Balclutha — a distance of 88.5 miles at 31 m.p.h. through Mataura and Gore and in this section a tricky wiggle woggle was held — and on to Dunedin — the schedule shows a distance of 43.5 miles at 31 m.p.h. A Motor show was held at the Drill Hall and it was just heaven for us to stay at the home of my godfather and to soak in a bath instead of having a shower which could turn cold when least expected! There was a hill climb held at Tahuna Park on the 17th and then we continued on to Oamaru, a total distance of 69 miles at 29 m.p.h. I was born in Dunedin and lived at Oamaru until 2 years of age and the names Waikouaiti, Maheno, etc, were often mentioned by my parents and it was just great for me to have these names turn in to actual places! There was a garaging test held at Oamaru and then on to Timaru, 52.4 miles with the speed up — hurrah — 39 m.p.h. (how Reg hates holding the Chrysler back). Up to Clellands Hill, where we had won

the hill climb the previous year when we had attended the Timaru Rally and made such wonderful friends as the Alan Blaikies with whom we were billeted for the night — but first to the Noggin and Natter at the Hydro Grand. It is great how you have an affinity immediately when you meet another member with a similar car — Blaikies called on us last year here in Napier, and it was just great to see them again.

On to the Ashburton Domain, a distance of 59.5 miles at 36 m.p.h. where all my seldom seen cousins had turned out to meet Reg for the first time. Then the most monotonous part of the simply wonderful trip — over the

Canterbury plains to Christchurch. It seemed almost unbelievable that the Rally was over when we turned into the Showgrounds — it had become a part of life! Over a thousand miles of hard motoring, mostly with the hood down.

Praise surely must go to Goodmans the Caterers who, besides the huge and memorable dinner, had served simply thousands of meals sometimes under shocking conditions. But the biggest 'thank you' must go to Leon Witte who was then the Club Captain. No, we will never forget the '65 — and asked if we would do it all again — the answer is yes, but I am not sure if we would both still fit on that child's mattress. □

Restoration of 1927 Renault

by *John Morrison*

Recently, one of our foundation members, Sam Cullimore, retired and just prior to his retirement a friend asked if he was thinking about starting another restoration to keep himself occupied. Sam, being an Austin enthusiast, had been thinking about another 12/4 restoration but when his friend suggested a vintage Renault the idea appealed and that is how it all began. The whereabouts of the Renault was somewhat vague and after getting nowhere with his initial enquiries Sam, in desperation,

hitched on a trailer and took off to the West Coast to continue the search. This was successful and the car was found lying in a dilapidated condition at the back of an old shed. It transpired that the owner had taken the car in payment of a debt with ideas of restoring it, but as the vehicle had been trucked and the task was considerable it had been put aside and no restoration attempted. A deal was made, the difficulty of getting the car out of the shed overcome, and Sam was on his way home with his prize, or what could be more correctly described as his newly acquired jigsaw puzzle as Sam knew little or nothing about Renault vintage cars.

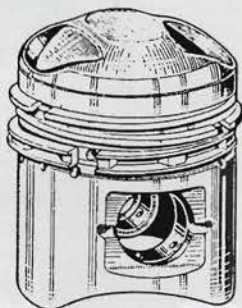
Now the "believe it or not" part of the story — on returning to Ashburton, the friend who had started the hunt off, asked Sam to check the rear brake drums because he once owned a Renault and when he did up the brakes he painted his name on the brake drums. Sam cleaned the brake drums and there was the name — it was the same car. Further Sam's friend then

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Country scene on the way up to Venda. A \triangle young lady waits for the bus.

∇ Line up outside Newcastle Hotel.

Photos on these pages are
F.I.V.A. rally in South A
on page 3.

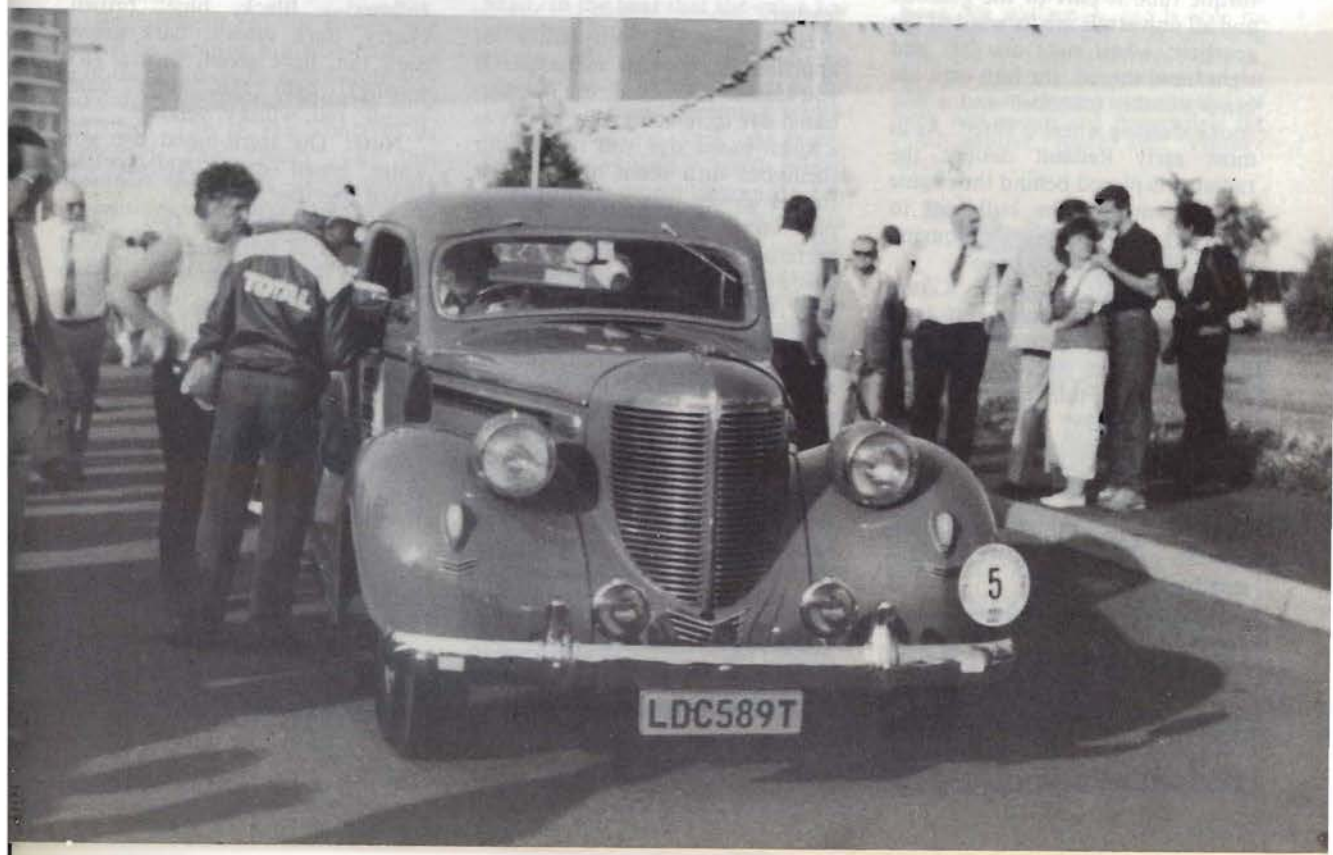




the "TOTAL" World
September 1986. See story

Awaiting the start at Johannesburg. ▲

▼ 1938 Chrysler Coupe. Overall winners.



disclosed that, prior to the war, his father had been the Renault agent in Dunedin and produced a carton of brochures etc on vintage Renaults, a veritable goldmine to anyone who was going to restore one of these vehicles.

The restoration started with a complete strip-down and the chassis was found to be bent so that was the first big hurdle to overcome. Now the chassis, back end and front end, springs, wheels, bonnet, radiator and most of the mechanical parts have been checked and restored and work has started on framing the body. This Renault is a 1927 15.9HP model, disc wheels with four wheel brakes and is being restored as a hard top coupe.

Some interesting facts about these early Renaults are firstly that they were sturdy economical 4 cylinder cars with a maximum speed of 57 m.p.h. The big ends are a robust 2¼ inches in diameter, the flywheel, clutch and fan are all one unit. All the timing gear is oil fed, oil ways are cast in the sump and the sump cannot be taken off without lifting the engine out. The magneto is self advancing, the torque tube is part of the gearbox and all universals are forward of the gearbox, wheel nuts are left and right hand thread, the hub caps are brass suitably inscribed and a five spoke steering wheel is fitted. As in most early Renault designs the radiator is placed behind the engine and forward of the bulkhead to keep dirt and rubbish from clogging the radiator core.

At present the code letters KZ are very much in the minds of New Zealanders and strangely enough the chassis letter code of this car is also KZ — the full chassis number is KZ2-2076. 1987 should see Sam motoring KZ2 — the first Renault in the Ashburton Branch. We know that this unique restoration will motor just as well, maybe better, than his very successful Austin 12/4 Roadster. □

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Restoration of Leather Upholstery

Older leather seats tend to dry out and crack and become unsightly.

To enable easy access to the seats, it is preferable to remove them from the car. The ribs in the seat should be thoroughly cleaned out of all dust and grit and then the seats must be wiped over with a cloth and meths — this is to remove grease from the seats and not to take off the existing dye.

The medium used on the seats is SATUROL Tanners Oil. WAPROO spirit-based dye and for colouring and dry cracks use WAPROO water-based dye. Never let anyone persuade you that seats can be painted or laquered as these only colour the surface and ruins it for all time because it does not put the oil back into the leather and of course in a very short time it will crack and look worse than ever before. The tanners oil will restore the nice, soft, natural feel into the leather.

Now into the nitty-gritty of applying the various materials. If you leather is cracked, use a water-based dye to re-colour the cracks as a spirit-based dye will not colour them but turn them black. Wear rubber gloves, use a soft cloth (a pair of underpants is ideal preferably not the pair you are wearing) formed into a pad and used to apply generous coatings into the cracks. To build up the colour in these cracks you will need at least eight coats, allowing each coat to dry before applying the next one. The number of coats you put on depends on the strength of colour you require. Leave the seats two days to allow the dye to be perfectly dry before applying the spirit-based dye. Mix the tanners oil and spirit-based dye 50/50 and apply with a soft pad generously soaked in the mixture. Take care to apply evenly with a firm, circular movement especially on the larger

areas. Go with the grain and work the mixture well into the stitching.

Better results are achieved depending on the number of coats put on. About 20 coats over the same number of days is recommended. This allows the dye and oil to really penetrate. When you are completely satisfied with the colour, apply up to six coats of tanners oil over the same number of days, allowing it to soak well into the leather. When it is obvious the leather has taken all it can, wipe off the surplus.

When perfectly dry, the seats are then ready for sealing with Waproo Dye Seal which prevents the colour coming off on clothing. After this is dry, two or three coats of Tan-o finishes a perfect job. Your leather seats should now be looking and feeling like new again. Waproo water-based dye is available in the following colours which can also be intermixed, is available as follows:— Black, blue, brown, cherry, dark brown, dark green, dark tan, light green, neutral (for mixing), light tan, navy blue, purple, red, whisky, yellow.

Note: The spirit-based dye and water based dye CANNOT be mixed together.

You will require two 500ml containers of both the spirit-based dye and Saturoil Tanners Oil. Two 500ml bottles of the water-based dye should be sufficient unless your seats are very badly cracked. One 500ml bottle of Waproo Dye Seal will be adequate. Total cost of materials would be about \$30.00. It is hoped that the foregoing does not make the task appear too formidable — it certainly is not and the result is most satisfying. Happy dye-ing! If all this fails perhaps drink the solution and drown thy sorrows.

Reprinted from "VENTURE".

With thanks to Alan Percy and South Otago Branch.

Talking About . . . Saving Fuel

(Or how to get more m.p.g.)

by Len (Handy Hints) Elliott

The cost of competing in a rally these days is often gauged by the amount of fuel used, so a 10-20% saving can be quite a lot at today's prices.

Over the last 80 years, the viscosity of petrol has changed considerably, as has its thermal rating, and today's fuel bears little relationship to that used when the carburettor on your veteran or vintage was designed. The jets in these early models were much larger: to accommodate the thicker, oily fuel that had to pass through them, so today's thinner, hotter fuel gives a richer than necessary mixture. This 'over-rich' mixture has a dampening effect on the explosion and is therefore inefficient.

Replacement jets for almost any early carburettor are non-existent, but there is a cheap and simple way to correct the air/fuel ratio on most of them. The jet that concerns us most, is the "main", as this controls the power under driving conditions and has the greatest effect on the economy.

Step 1 . . . remove the main jet and pass a piece of 5 amp fuse wire (.003" thick) through the jet hole, bend over each end so it does not interfere with the thread, and replace it. Road test the vehicle. If no loss of power is experienced, remove the jet and the fuse wire.

Step 2 . . . repeat step 1, but with 10 amp wire (.007" thick).

Step 3 . . . 15 amp wire is .010" thick, so continue adding combinations of wire until loss of power is experienced, then drop back a size.

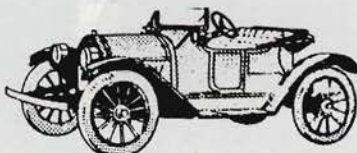
I check my modifications with an exhaust analyser, and on a recent

veteran carbie the amount of wire reduced the original jet size by 20% and I had an increase in power as a bonus.

You will probably notice a slight increase in engine temperature, as the leaner the mixture the hotter it will run. This 'temperature rise' is often the cause of a 'power loss' which most drivers put down to 'starving'.

It is more than likely that the cause is 'valve propping'. Modern fuels burn hotter than that in use when the engine was designed, and part of that design is the tappet clearance. This does not govern the amount of fuel that enters the cylinder, but is the 'time-lapse' that the valve is clamped to the block or head, so the heat that the valve has absorbed from the explosion can escape into the metal and the cooling water, thus stopping the valve-head from becoming white-hot, and burning. This heat causes the stem to expand in length, which closes up the tappet clearance when the temperature reaches a certain point. The 'power loss' reduces the vehicle speed, along with the engine speed, and so the temperature drops those few critical degrees, reducing the stem length to allow the valve to seal properly and the power to return to normal.

REMEDY . . . Increase the tappet clearance by approximately .003" over the recommended setting. □



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PARTS SUPERMARKET

NZMC Limited Parts & Accessories Division recently opened a special Self Service Parts Supermarket in Auckland which trades as Unispares and provides a unique service to vehicle enthusiasts.

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While the stock basically covers the older BMC marques such as Austin, Morris, Wolseley, Rover, Triumph, Riley, Land Rover, MG, Standard, etc, many items are of a universal nature and fit a variety of different makes.

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Unispares is located at 54 Carbine Road, Mt Wellington, and is open on weekdays between 8.00 p.m. and 4.30 p.m. and on Saturdays from 9.00 a.m. to 1.00 p.m. and is operated by Pat Stringer and Graeme Youngson who are both well known and respected in the "Automotive trade and Vintage circles".



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4th N.Z. Gold Medal Trial

With 31 entries in our 4th Gold Medal Trial taking the starting line on 6th December 1986, it was reassuring to the organisers that this two-day event will continue to attract motorcyclists from around the country, who enjoy the competition and the different terrain around the Wairarapa. Every year, not all starters complete the course and this year was no exception — but then, that's vintage motorcycling.

We were indeed lucky to be able to call on Pat Dewhurst, our National President's wife, to present the medals and cups. Fourteen medals were presented at the evening function held at Solway Park.

Gold Medals to David Clarke, 1930 Harley Davidson, who with the least loss of points was the overall winner and received an Atlas.

Gold Medals also to John Rapley, 1929 Royal Enfield, and Lioned Rapley, 1951 Royal Enfield.

Silver Medals — Keith Prout, 1926 Royal Enfield; Norman Dewhurst, 1960 Velocette; John Kendrick, 1952 A.J.S.; Allan Ashwin, 1954 B.S.A.; and Will Holmes, 1927 Indian.

Bronze Medals — Bruce Hill, 1932 Velocette; Ross Glenny, 1936 Velocette; Paul Daws, 1952 Matchless; Barry Anderson, 1942 Indian; and Barry Williams, 1918 Harley Davidson.

Frank Willman was presented with a First Aid Kit. The reason — his wife and sidecar going one way and Frank the other — a real parting of the Willmans! Bill Jackson received the hard luck trophy — his old Injun ran out of breath! The Marlborough Cup was won by John Kendrick from Wanganui and Ross Glenny came out winner of the Post Vintage Section.

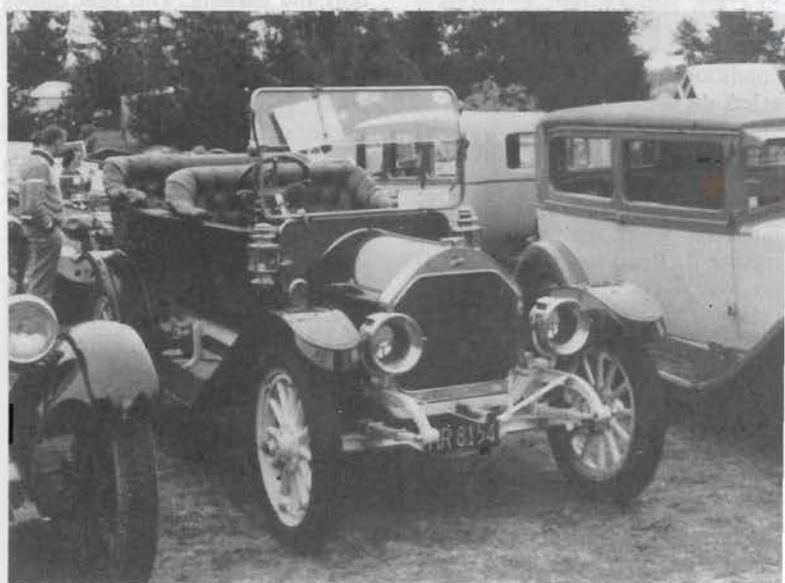
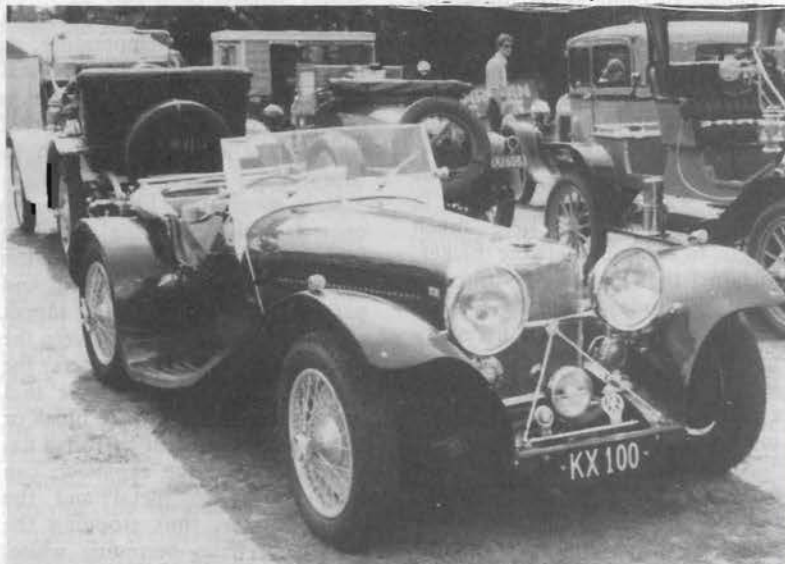
Howard and I would like to thank all competitors, especially those who travelled from Auckland and Christchurch, for helping make our 4th Gold Medal Trial such a success. See you all again next year.

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*Two random shots at McLeans
Island. Photos by Paul Mitchell.*



How To Cut and Shape Rubber

Many types of rubber items can be hand made if the shape is simple. Non-available body mounting pads, axle bumpers, door and trunk lid bumpers, etc can often be fashioned in the restoration shop. Lense gaskets, etc can be cut from sheet rubber, using an exacto knife.

LAYOUT

An ordinary wax crayon can be used to draw lines on rubber. Wipe the surface with gas if necessary.

CUTTING TIPS FOR SLAB RUBBER

Thick pieces $\frac{1}{4}$ " or over can be cut to rough size on a bandsaw. Teeth should be fairly course and have some set. Spread the cut to avoid jamming the blade. Thick rubber can be easily cut with a course sharpened knife if tension is applied to spread the cut. If the knife sticks, dip it in water.

FINISH the parts to shape on a bench grinder or a small disc sander held in a jig or vice. Keep the part in constant motion to finish evenly and to avoid burning the surface.

POLISH parts on a cloth mop buffing wheel using jewellers rouge or simonize cleaner as the polishing agent. Wash in gasoline when finished.

HOLES can be drilled in rubber. Parts must be firmly held in the jig or drill bed vice. Speed should be set higher than normal. Placing rubber in a freezer before drilling will make it a little easier to work. The hole size will be smaller than the drill size. Experiment on a waste piece. If the rubber is less than $\frac{1}{4}$ " thick, use a punch.

The other way of making up rubber mouldings, is to go to your local friendly tyre retreader and ask for a piece of uncured rubber that is used for retreading tyres.

The slab of uncured rubber can be cut quite easily with a Stanley knife or a scalpel.

After cutting and shaping the rubber the area can be sanded or lightly buffed to smooth out any cutting marks.

Uncured black retreading rubber is in a semi plastic state and does not resist the parring as does cured rubber.

The uncured rubber can be worked just the same as the cured, but, after being shaped, the raw rubber needs to be cured.

There are several degrees of hardness for rubber, from soft to hard depending where it is being used, so all that is necessary to tell the retreader is where the rubber moulding is going to be used.

I prefer to have the rubber soft for areas where the moulding is sealing off around windscreen pillars to body panels and the rubber hard for axle snubbers.

To get the rubber cured your friendly retreader should have one of those steam heated ovens for curing tyres.

Both methods have there use, and I have cut door snubbers from solid rubber and I have used the uncured rubber for the more complicated shapes. □

Acknowledge "Veteran Torque" (V.C.C.A.Q.) and "Early Auto", the offcial organ of The Veteran Car Club of Western Australia (Inc).

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See that springs are greased occasionally.

Keep battery filled with distilled water.

See that the radiator is kept filled with water.

Keep sufficient good cylinder oil in pan at all times.

Before starting, set spark lever about one-fourth up sector.

If engine does not start promptly when starter is pressed, get out and discover the cause.

See that oil-pressure gauge operates at all times. If no pressure is indicated, stop and have the trouble remedied at once.

See that the front wheels toe in five-sixteenths of an inch at front. Wheels should be checked occasionally for alignment to avoid tyre wear.

Easy to Mount Balloon Tyre.

A simple way to mount a balloon tyre and rim on a wheel is to insert the valve stem through the wheel hole while the wheel is around to one side instead of at the top. Once the stem is in the hole, the tyre can be lifted up and on the wheel by simply turning the latter a quarter turn. This saves actually lifting the tyre. The wheel should not be too high off the ground.

Bad for Clutch.

The practice of keeping the car in gear and using the engine to keep the car from coasting backward when halted in traffic on an upgrade is particularly trying on the clutch, which, in slipping, has to act as brake for the time being. Wise drivers avoid the annoyance of a long wait on a hill with brake and clutch depressed by climbing it a little slower when all indications point to the fact that traffic is scheduled for a halt—just a matter of looking ahead, literally.

Reprinted from "The Weekly Press" March 1927

SWAP MEET SWAP MEET

21 & 22 March 1987

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Sunday 8 a.m. — 3 p.m.

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Branch Notes

AUCKLAND

A larger contingent of Aucklanders than usual made the trek to Whangarei Far North Tour, which was up to usual high standard of roads, food and weather. Some stayed on in the Hokianga after the tour and liberated a few bits off the Kohukohu rubbish dump.

The following weekend the veteran boys headed for the Waikato Veteran Run, once again scenic, pleasant and traffic free. Les and Rose Keys in their Studebaker and Barry Robert in his 09 Rover took major placings.

A couple of weeks later the veteran mob headed for Hawkes Bay's Veteran Run. While many others went up to Wellsford swap meet, several coming

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VERMONT VINTAGE RADIATORS

away with goodies.

The November club run took several members on a trip through New Lynn, Mt Albert, Mt Eden, Parnell and over the bridge to Glenfield, Swanson, Hobsonville and back to New Lynn. Members here enjoyed the hospitality of the Crusaders Club. Members must have been on their toes as there were five equal winners.

Other members have been busy attending functions from the annual Farmers Santa parade to the opening of extensions to Glenbrook vintage railway and the Roose Memorial Park at Mercer.

Social functions included the club Christmas do which was a great success and a pleasant commercial section dinner.

The North Shore veteran run was an Auckland benefit as the Waikato team were still getting over Hawkes Bay. The weather held until the field events, and the trip home lived up to geriatrics regatta standards. Monty and Pauline Scarborough won the event in the Model T and Charlie and Audrey Liddell came second in the Hupmobile.

The Gymnic, our final event for the year, attracted a large turnout in glorious weather. Santa turned up for the children and there were the usual field tests for the adults. It was very pleasing to see Bert Harris turn up in a very straight and original 2½ litre 1925

Puegot Sleeve Valve Tourer. Bert has had this car for many years and is now in the process of gradually restoring it.

Other interesting cars seen were Neil Otway's Chrysler Coupe and Allan Collins Fordor Model A.

A final touch for the year was the departure of the H.C.C.A.S. Auckland-Wellington reliability trial. Two branch members, Barry Birchall 03 Cadillac and John Stewart 05 Cadillac, took part in this event and also noteworthy was the appearance at the start of the ex Roy Tomlin 1901 Locomobile.

JOHN STOKES

BANKS PENINSULA

The Branch has had a variety of runs so far this season — starting with the traditional

Champagne Breakfast/Opening Run which attracted 24 vintage vehicles including the first appearance of Bruce Robson's 14/40 Vauxhall — with electrics by jumper-lead and upholstery courtesy of the hack Mini! Warner Mauer and family bowled round the course in fine style in the single-banger Caddy.

A run to the West Coast at Labour Weekend was much enjoyed, despite poor weather, it being the first outing for Norm Barlass in his new acquisition, the ex Terry Kiesonowski Austin 12/4 roadster, which he bought at the McLeans Island Swapmeet, and it suffered some teething troubles requiring on-the-spot repairs. Bruce Bartlett luckily avoided the need for

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subsequent surgery when he took a header down a set of rotten steps — and stone cold sober too!

The next event was the Night Trial which took us by devious means out to Springston and the "Rabbiters Rest" of TV fame; in fact the means were too devious as everyone wrong-slotted at one point! The Barlass 12/4 redeemed itself here by towing in an ailing Fiat 501.

Then came the Pomeroy Trophy Meeting at Ruapuna Raceway. A field of 26 competing vehicles including a strong contingent from Otago, which is good to see. Entries ranged in type from Warner Mauger's '06 Cadillac to Don Broome's ersatz Lotus 23 and the mighty thunder of Mark Dawber's Pontiac Le Mans. After a good day's punting the winners were:— Class A: John Bain's Rover V8, Class B and Overall: Craig Cowie's Austin 7 Special. An evening function was held in the soon-to-be-demolished grandeur of the Clarendon Hotel. Bob Scott and his family organised a splendid Christmas Novelty Run which took competitors through the road tunnel to Lyttelton and then back to Ferrymead Historic Park for morning tea and a look round before heading on for lunch at Kaiapoi. In the afternoon we all boarded the restored coaster MV Tuhoe for a cruise down the Kaiapoi and Waimakariri Rivers.

The last event to date was a motorcycle run around the lesser-used roads of Banks Peninsula.

Bob Mansbridge has bought himself a Lotus Europa and discovered that if you leave the keys in the house and then lock yourself in it — it can take about an hour to figure out a way to get back out again! Grant Cowie has sold his famous

AC Special to a Wellington enthusiast. He reports that it was sad to drive it for the last time — but he can now look his bank manager in the eye again. He is off to Australia for a couple of years so the 'Rubber Duck' Austin 7 will go into storage for a while — pity. Jack Newell has got well on with the repair work on 'Old Blue', with the chassis straightened and the body repaired, repainted and ready to lift back on. Gavin 'No Toes' Bain had a crack at the A.C.C. by running a rotary mower over his foot — rumours are flying that this is so that he can fit into his latest purchase — the Begg FM5 single-seater from the Hall of Wheels display at Ferrymead. I believe that this was the car raced by David Oxtan in England and was still owned by George Begg.

IVOR MACVELO

BAY OF PLENTY

On Saturday 8th November, an informal Guy Fawkes barbeque dinner was hosted by George Martin and son Kelyvn which combined as a prelude to the unveiling of not one, but two MG J2 sports cars presented by owners Bill Janes, and recently transferred from Christchurch John Rothera and family who were welcomed. Both cars were once extremely dilapidated. Until four years ago the local car was an unwanted chassis on wheels with 4 boxes of parts and it has taken Bill 3½ years to manufacture hundreds of parts and most of the body. It was extremely pleasing to view these 1932 sports MG's which sold for 199 pounds over 54 years ago. This event was enjoyed by all and concluded with a bonfire some distance from the garage.

The all day Trial Trophy Run of 23 November took 18 cars over the Papamoa Hills, through Te Puke to lunch among the Te Matai bush. During the afternoon we finished at Little Waihi Beach where, after a cuppa, organisers Owen Goldsmith and family arranged tabloid games to test driving skills and control.

Our November meeting featured a very interesting talk on Wynns lubricants backed up by an interesting demonstration showing the superb lubrication qualities.

There seems to have been a pre-Christmas rush to outlying events. Jack Hoven, Ivan Allen and their wives attended the excellent Waikato Veteran Run. Frank and Julie Ward went to Waipukarau whilst the Nicholsons, Roger and Sharon Ward and also Gordon Hyslop partook in the Miss Ainsworth Cup at Rotorua. Elsewhere the Pinkertons and Selwyn Norman spent a weekend with the Hudson-Essex club at Whitianga. The Chrysler Club Christmas Run at Rotorua drew Basil

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Anderton, the Benges' and Ken Munro.

One of the biggest surprises of our local Christmas Novelty run was the navigator exchange section. The sight of Bill Janes touring sportly with Miss Universe 1983 will not be forgotten. At the destination, organisers Frank and Julie Ward had their pool heated for the event and Santa duly arrived to the childrens delight, followed by a barbeque dinner to finish the day.

During the Christmas-New Year break, Jack Hoven shouted the drinks — medicinal or otherwise — when he unveiled the 1922 Doctor's coupe. This latest restoration is of course, another Studebaker!

JOSEPHUS NAGELS

CANTERBURY

The November Veteran Rally was a great success with a large number receiving the second part of their three part plaque. This Rally looks set to continue its current format for some time to come.

Our end of year festivities included a Night Trial, a Children's Xmas Picnic, Boxing Day Run and an end of year get-together in the Barn. All were a success.

This year our calendar is almost fully booked. Indications are that a varied and interesting period of motoring and social events should keep all busy.

MARK BEANLAND

GISBORNE

Gisborne is host to the National Rally at Easter and we are hoping it will be a success and that the sun will continue to shine. Entry forms are now out, and you can get one from P.O. Box 307, Gisborne.



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Les Lucas has sold his Nash and it has gone to Wellington and have heard he wants to buy an Austin? Fifteen years ago there were all Model A's, now all want Austins?

Our Easter Rally will see some new cars on the Gisborne scene — Doug Fairbank will have his Chrysler on the

road and also an Austin 7 Sedan owned by Jeff Gibbs has just been finished for our end of year barbecue. It looks very smart and sports a pale blue body and dark blue guards. Seems to run exceptionally well. Bernice Walters is going to do up her motor on her Austin 7 after a few problems on the way home from the Pan Pacific. Hear it could be ready for the Bay of Plenty run?

We are looking forward to welcoming the North Island tour passing through Gisborne.

TONY NOTTING

HAWKES BAY

I know that Beaded Wheels is supposed to be a country-wide report on the Vintage, Veteran and Post-war scene in motoring circles, but here in Hawkes Bay we seem to have had one social occasion after another, so that is what this report is on this month.

We ended 1986 with the usual bang, our Christmas parties are getting memorable. This year we had hired a Hypnotist, a local, Mr Barry Stuart. He kept the audience in stitches for two hours, watching the antics of members "under the influence"; unfortunately, I can't remember how funny it looked, as I was one of the ones hypnotised. It took days to act normal again! Apparently, I looked great "driving a Vintage racer" with Donald Duck glasses on ... it's all in the mind, they say. That night, too, we "adopted" a long-standing friend who comes to all our functions, and is beloved by all — Stan Corlett from Palmerston North. Stan is now an official member of the Hawkes Bay Branch — he never fails to turn up at all our better functions, and raises many a smile at his antics — the things Stan gets up to!

On the 30th December, Di and Geoff Quarrie hosted the Horseless Carriage drivers, on their way through Hawkes Bay en route to Wellington, in their



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amazing old Veterans. We went along to a Club Barbecue at Geoff's orchard, and had a chance to view the "old girls" as they took a night off from hammering over the Taupo hills. No one seemed to have had many problems, except John Benton, from Hamilton, in his Curved Dash 1904 Oldsmobile, but the local experts soon had had problems ironed out for him. What guts it must have taken to drive those old beauties from Auckland to Wellington — out in all weathers — that's what I call real old time motoring. Take my hat off to the wives too, lots of sittin' and thinkin' at those speeds ... 15-20 m.p.h. ... not much to do if you weren't the driver.

Since New Year there have been many social get-togethers at members' homes, lots of barbecued sausages. In a weeks time, 60-odd of us are going out to Haumoana for the Club Captain's weekend camp-out. Some will be in tents, some in the Scout Hall, for a weekend of all kinds of mischief. I suspect there will be more than one lot of tent ropes let down in those two days! There is also a rumour of an East Coast trip coming up in the May holidays. Some of us fell in love with Anaura Bay, north of Gisborne, three years ago, when on an East Coast Vintage trip and are busting to go back.

BARBARA JONES

MANAWATU

The Ruth Corlett Memorial Motor Cycle Rally was held in October and attracted the usual high number of entries caused, no doubt, as more people hear excellent reports of this event which is organised by Bob Knight and his eager band of helpers.

October also saw another calendar event, the Woodville swap meet, also a great success despite the inclement weather which we expect on swap meet day. Once again, Bruce Hutton's hard work in organising the event has paid off.

On a sadder note, the beginning of November saw the auctioning of the late Bill Olson's collection of cars and parts, attracting bidders from all parts of the country.

November club night was incorporated with the annual Club Captain's Run. Kevin Blackwell, the Club Captain, sent us off on a mystery tour of Palmerston North and suburbs in order to answer some tricky questions. I can't tell you much more about the run because the fuel tank fell off my Chev 4 on only its second time out. To top matters off, it ran a main bearing on the way home that night.

Two local members completed the Auckland to Wellington Tour, commemorating a tour organised by the A.A. in 1906 to prove the reliability of the motor car. Both Ross Jones' 1901 Locomobile steamer and Vern Jenson's huge Dalaunay-Belleville appeared on the T.V. news.

On the restoration scene, my 1924 Chevrolet has finally hit the road, while Marton member, Barry Thoms, has completed a meticulous restoration of a 1930 Ford Model 'A' Sedan and Des Locke has finished his beautiful Model 'A' roadster.

TONY HAYCOCK

MARLBOROUGH

Noel Herd, manufacturing jeweller, was guest speaker at the November Ladies Night, which was well attended. As well as providing the stories behind the beautiful jewellery he displayed, he also identified and dated family items brought by some of the ladies.

Our annual Swap Meet took place under rather cool conditions on November 15th. Takings were satisfactory rather than startling.

Members Night for November was held in Picton, commencing with a visit to the soon-to-be restored hulk of the East Indianman Edwin Fox. Geoff Brannan then showed us how progress on the 1908 Chenard-Walcker was going and then it was on to Eric Collins' Americano Restaurant, where the meeting was held, followed by a lovely supper.

On December 7th a full day run to Glazebrook took place. This is a high country station at the head of the Waihopai Valley with 23 vehicles taking part. The first 35 miles of sealed road had us believing this run was easy. The next 15 miles were tortuous (and

tortuous) gravelled station track, which really put cars and drivers on their mettle (or metal) until he reached a new shearing shed where a lunch stop was made. After lunch the hardier souls, led by Station Manager Bill Pickering, ventured another 4 miles along the track to the main cattle yards and landing strip, from which a magnificent view could be had over a huge area. A most interesting and unusual trip. No serious damage resulted from the rough track.

Adults and childrens Christmas parties had the usual good attendances and rounded off the year in good spirit.

Bill Dunn has acquired a 1929 Dodge D. A. from a Nelson owner. An unusual feature is the World War 2 charcoal burning gas producer fitted. Is this the only wood burning Dodge in New Zealand? Mitch Falconer has bought the 1948 Austin 8 Tourer formerly owned by Dave Martin and I believe the Woods' Dodge and Harris' De Soto are almost ready for their debut, while Glen Harris' Triumph M/C engine and gearbox are reported to have given Dave Kemp quite a start when he first sighted them.

MERV ATKINSON

NORTH OTAGO

Prior to our annual Windsor Rally, some Ashburton members motored south to spend a very enjoyable weekend with us for a run and evening dinner to follow, North Otago should return this visit sometime.

December 6, Windsor Rally day and a hot North Otago day with 80 entries from Invercargill to Christchurch. An enjoyable rally followed by lunch and field events at the Weston School grounds. The evening social at Totara Hall for a country type dance and prize giving was a very entertaining night apart from some protesting from the non-American Canterbury members who did not quite manage to take home the prizes. This year's overall winner went to Charlie Fulton in his 1955 MG TF Sports, being carefully navigated by "Mr Potts", commonly known as Ivan Barker, who did it all his way. Good work Ivan, perhaps next year we will see an Indian from your garage on the Windsor.

Some vehicle juggling has been going on around town and some repairs and restorations. The latest in this scene is Charlie Fulton who has arrived home with another 1932 J2 MG. New member Colin O'Hara has just completed his 1930 Austin 7 Sedan and motored in on the Windsor for the first rally. Ken Rillstone recently sold his Riley Kestrel Saloon and then purchased Bill Todd's 1927 Buick 54 Roadster. Ivan Main is working at his Fiat 501 motor and Maureen O'Hara has just had a fresh

paint job on her 47 Ford 10. Also Jim Welsh has apparently swapped a MK1 Z car for a BSA motorcycle.

The main event to the North Otago Branch is the purchasing of property with house and sheds that in years to come, will hopefully make suitable Club Rooms.

A. W. WILKIE

NORTH SHORE

November seemed to be a busy month starting well with a terrific turnout for Guy Fawkes night which just happened to be on a club night, also the working bee had a good response and the foundations of the large shed are now well underway. Joe Clifton has been organising this project and has received good support from the members.

Later on in the month the usual turnout of members at Wellsford where a few treasured items were bargained for! We also had an excellent club run to Orewa and through some of the bays of the Whangaparaoa Peninsular and finishing at Peter and Jean Dunn's house for the ever welcome cuppa and delicious scones. To finalise November the Veteran Rally, which was plotted by John Courtney, started at the Devonport Wharf, headed along the waterfront, through and around Cheltenham and Narrownneck before heading through Takapuna and the bays around the back of Albany and finished at the club rooms where, as usual, the ladies had produced a fine luncheon.

December was a relatively quiet month with the Xmas party being the only event but this saw a good turnout with plenty of children and of course Santa. The usual cricket match was played until the players were in a state of exhaustion.

So that finalises another year and one that sees the club with many new members and a continuing sound financial basis and plenty of good spirits and enthusiasm to see the next year in.

ELIZABETH SMART

STH CANTERBURY

Our monthly Noggin and Natters are being very well attended and a variety of speakers, films etc are contributing to this. November Noggin and Natter speaker was Traffic Officer Saunders who gave a talk on new laws coming in in regard to obtaining driving licences and many questions were answered on various aspects of the Traffic Dept's work. It proved to be an interesting evening.

Our Annual Safari weekend run was held with a good number of families

attending. The site for the weekend camp was at Pioneer Park, Raincliff and an ideal site for the beautiful weather.

December Noggin and Natter was very well attended and the Public Relations Aorangi Promotional film was enjoyed by all.

The Christmas run and Children's Christmas party was held on a lovely fine afternoon (a welcome change from the weather we have had the last 3 years for this event). A short run through the

outskirts and rural area around Timaru took us to the Adventure Playground at Pleasant Point and a most suitable site as the children had plenty to amuse them. Lolly scrambles and then the visit of Santa followed by a barbecue tea made a very enjoyable day.

The New Years Day procession at Fairlie was once again well supported by our Club members with 23 cars and 13 motorcycles taking part. It seems the organisers of this procession are having a hard job to get entries so our support was greatly appreciated.

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Planning for our Swap Meet and Bazaar at Winchester on the 11th April is well underway, V.C.C. Branches have been contacted and other Clubs in South Canterbury also being advised as last year. We hope to have an event as good as last years or better and much interest is being shown from many individuals as well.

The 10th National Motor Cycle Rally organising is now complete, entries are well up to expectations and the organisers are very confident of putting on an exceedingly good weekend for all.

The S.C.V.C.C. Mid-Island Rally is on 7th March and as this is an afternoon rally with a meal at around 5.30 p.m. and a social evening to follow, should be a good family event.

On with 1987 and its many events in which to participate.

RUBY HARTLEY

SOUTH OTAGO

At our August meeting the video parts 3 and 4 of "History of the Motor Car" was shown. A family night was held in the Clubroom during the month too, and was thoroughly enjoyed. Our annual Night Trial was run in September, the route being by a series of byways which criss-crossed South Otago for a total run of 60 miles. Branch cars were

in evidence at the Balclutha Mardi Gras in October and also at the Scout Parade the following week.

The Clutha Rally was run on November 8 with a good field of 43 entrants. Blessed by good weather, the route took vehicles up the Clutha River valley to the Clutha Valley School then over the hills to Waitahuna on the main Central Otago highway and on to Lawrence for the lunch stop and field tests. After lunch the entrants went to Blue Spur, an old mining area, before leaving on the homeward trip over another hilly route with magnificent views over most of South Otago from the summit of Mt Stuart.

Some of our bikie members attended an enjoyable weekend at Arrowtown, but experienced some troubles en route with ignition systems.

November Branch meeting was held in the committee room of the South Otago Historical Society's Balclutha Museum after which the museum was thrown open for our delegation. We feel a certain rapport with this organisation which has similar aims to our own and look forward to a developing relationship.

The year concluded with a Christmas Run on December 14 to bring a busy and successful year of activity to a fitting conclusion.

OLLY LAYTHAM

SOUTHLAND

New members continue to join with a variety of vehicles, mostly of the PV or PW sort. It is always pleasing when another veteran vehicle takes to the road however and I was delighted to see long-time member Tom McKenzie out in his latest rebuild. This is an 8hp single cylinder De Dion dating from around 1905 with an interesting rear entrance touring body. Contemporary photographs show members of the McKenzie family favoured De Dions 70 years ago and Tom has always been loyal to the marque, campaigning a red wagonette for over 30 years. The McKenzie brothers are usually encountered at International rallies or long adventures such as the Bluff to Whangarei tour of two years ago in a much travelled 1914 Ford T. The wagonette De Dion is bright red but in these days where a man's got to show the flag, the 'new' De Dion is distinctively bright also. Bright blue.

Bluff member Mark Potham has had the evil fortune to throw a rod in his newly finished SS1 (Jaguar) tourer of 1935. This car looks striking in a white finish and prior to the mishap was reported to be motoring extremely briskly. The McMillan car has now been finished in red and only awaits the refitting of the motor and detailing for completion. It is a very early SS1, probably 1933. Ross Ryan continues to work on his 1932 Ford V8 roadster and

this whole vehicle looks superb with appropriate colouring and period fittings. Ross assures me that he has done nothing to the mechanicals to impede its performance. Talking of engines reminds me that David McIvor has just about finished the re-manufacture (crank, camshaft, followers, etc) of a powerful 2 litre Beardmore motor to be fitted to his 1923 sports model, providing other local English sports cars with some worthwhile competition at last ...

ALASTAIR McINTOSH

TARANAKI

We are planning our annual swap meet for March 1987 and have changed our date so that it doesn't clash with a Wellington swap meet as it has in the past. We are looking forward to a bigger and better than ever swap meet with more vendors able to attend. Our Maunga-Moana Rally this year is also in the planning stage and it will be centered around the Stratford area and held in April. Don't forget to keep the weekend of the 25th free and come and join us for a great time.

Potters Paddock was held once again in November and the weather was perfect for the barbeque and campout on Saturday night. Unfortunately, we awoke to rain on Sunday morning. However, by the afternoon it had cleared up for the Gymkhana which was won for the second year running by Bryan Spragg in his Morris 8. He was presented with the James Potter Memorial Trophy by Madeline Potter.

The good news about our clubrooms is that they are liveable again with the toilets and kitchen in working order. Our November Noggin and Natter was the first event to be held followed by the usual Children's Christmas party and Noggin and Natter in December. We had a Magician in to entertain the children this year and I think the Mums and Dads enjoyed the show as much as the younger set.

MARILYN SURGENOR

TAUPO

Since our last report our club has had our November run to Lake Ohakuri with only six cars taking part. It was basically a straight line driving navigation event. The day was run by Club Captain Tom and wife Bronwyn. Our President's Austin 7 completed the run with a minor interlude on the end of a rope, but after some lakeside repairs by Ray Perry and Ron Andersen, the problem was put right. Lunch was followed by a gymkhana with a few pegs

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and a length of rope. These are always popular and amusing, also rather testing on mind and car.

Two motorcycle members arrived for lunch, also Colleen and Laurie made a late start and early departure, but nice to see you.

On the return home, Geoff's MG dropped the exhaust system with much noise from under car. What is that? says Geoff. Looks like an exhaust pipe and muffler trailing us!

Christmas Party was held at "Huka Village" and attended by our best turnout ever of members and wives for this function. The evening was a dinner with lots of talk and some music and singing somewhere in the distance.

On December 28th we went out to Waireki to meet the nine cars doing the re-run of the Auckland to Wellington 80 year "A.A." sponsored trail run. This was very well attended by the large turnout of cars.

JOE RIDLEY

WAIRARAPA

The 4th Gold Medal Trial held on 6th December was once again an outstanding success, being held in typical Wairarapa sunshine with our own special brand of hospitality. Our branch was indeed lucky to have Pat and Norman Dewhurst, our National President and his wife, come all the way from Auckland for the event. We really did appreciate their travelling such a distance to participate in the trial.

Our Concours Judging and Christmas run this year was enjoyed by all who turned out for the annual event. This run, over very good roads was a relatively simple one and took in some picturesque country-side. Winners of the event were: 1st equal, Peter and Mary Smith in the Austin 7 (Herbie) and Francis and Gaye Pointon in their Essex Super 6.

Looking ahead, the club is hoping that they have a record number of

entries for the Rex Porter Memorial which is to be held on March 20-22, so come on neighbouring clubs, support our annual rally. Some billets are available. We guarantee you'll enjoy yourselves.

We welcome the following new members and their cars or motorcycles: Max Beattie, Model A Coupe; Richard Hall, 1933 Riley; Neil Skeet, 1929 Norton, 1930 B.S.A.; Dave Foster, 1961 Morgan and 1963 Ford; Peter Nicholls, 1927 Armstrong Siddeley.

BETTY SIMS

WELLINGTON

The festive season has been and gone and we in the capital city hope all members have had a happy and safe holiday. Like all clubs, our activities have centred more on the social side than the motoring aspect. The combined club picnic, with sister branches Wanganui, Manawatu, Horowhenua and Wairarapa, held at Marton, attracted some 100 members with a variety of vehicles. Our own club's childrens Christmas party arranged by Diane White and Christine Wilkens, as always, proved popular with some fifty young ones receiving presents from Santa Claus in the person of Bill Munro, who's "Ho Ho Ho" becomes more authentic with the passing years and the spread of the midrift. The adults barbecue followed with cooks John Wilkens and Maurice Job showing their culinary skills.

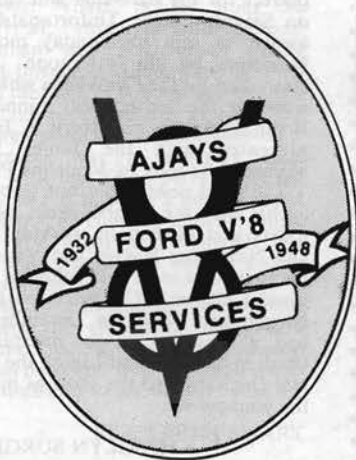
Our club fire engine has featured notably through the regions Christmas parades, being booked out most weekends and providing a most suitable conveyance for Father Christmas in lieu of Prancer, Dancer and company. Our club's profile is kept to a maximum through this facility furthering the high esteem our interest generally engenders with the public. Our thanks to the drivers who so generously give of their time.

We are looking forward to our area hosting the National Executive meeting in March, and to the renewing of friendships and the hope of making new ones. Our Veteran rally in January, in association with Cable-Price Mercedes, is proving to be an attraction with a wide range of entrants, together with numerous enquiries for tickets for the Nissan Mobil road race the following day. Our Club Captain's Safari in the Waipukurau district has also attracted the faithful together with some new faces (and new restorations), good to see and welcome.

Remember, if you are passing through Wellington and we can help — don't hesitate to call, we are in the telephone book.

PAT B. DODSON

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Letters to the Editor

Sir,

RESTORATION OR REPRODUCTION?

With an increasing shortage of raw materials for the classic cars to be reconstituted and with a tense discussion on the subject of originality, I thought it would be prudent to examine some ideas for future discussion. Already we have the acceptability of a veteran car if constituted from 5 out of 7 of the original or period components: namely engine, radiator, gearbox, chassis, front axle, steering gear. I am wondering how long it will be until this criteria is applied to vintage cars and T.V.s.

Now why would there be a necessity or desire to have original items as distinct from exact copies?

What about the veteran that was restored round the engine, everything else having been copied. Does this preclude such thrill and excitement when cranking up after years of restoration and hard work? Well I'll leave that for the reader to decide.

The instances where a deliberate copying has taken place in order to obtain a huge profit have been recorded and in fact in England an SS100 Replica was offered but was not marked or itemized as a replica and it fetched the price of a genuine article. The buyer sued for the difference in the values and apparently won the case. Of course this goes on in the antique world all the time. Does this mean that the actual price paid for the original therefore is excessive?

My own cynical point of view is that a painting is only worth the paint, canvas,

frame plus painters time times hourly rates. If someone likes to copy a Goldie, which is as good as a Goldie, then why shouldn't it be sold as a copy Goldie and why shouldn't it be worth the same money. Well, the answer is very simple. It's because those paintings were bought primarily because there weren't any more being made and secondly, because they weren't bought for their intrinsic value. They were bought only with the expectation they would go up in price tomorrow and if there were a lot of copies on the market clearly this wouldn't happen. So clearly the originals were obviously overpriced in the first place and the speculative intent does not add any productive wealth at all to any community and only serves to perpetuate mans total stupidity in paying silly prices for these items.

So how does this effect the vintage car scene. When the cost exceeds the price of the original item I would feel that the original item has been overvalued. All the materials and skill that the item was made from are available today.

CHRIS CHASTON
(Abridged)

Sir,

RODDERS AND VINTAGE ENTHUSIASTS GET ALONG

Through 'Beaded Wheels' we would like to acknowledge and thank Joe and Beryl Ridley, owners of Dunrovin Motels, Taupo, for their hospitality, friendliness and assistance while stopping at their motel en route to Auckland, Labour Weekend 1986.

While travelling up in our 1930 Model A Roadster, the spare wheel bracket on the rear broke.

We were given access to welding gear and paint, repaired the bracket, and were offered the use of his garage to house our roadster overnight.

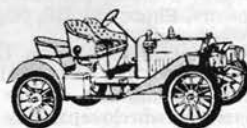
Joe is a member of the Vintage Car Club, Taupo.
Many thanks.

ELAINE AND IRVIN PARISH
Ex Palmerston North Hot Rod Club

Sir,

As an old dedicated reader of "Beaded Wheels", I would like to record my appreciation of the President's editorial in the Dec-Jan issue, number 163. It took some courage in the face of the overwhelming wave of "permissiveness" now sweeping over New Zealand coming from schools, universities, newspapers, magazines, and radio and television, to point out that our foundations are being eroded by humanism which is directly opposed to traditional Christianity. Norman Dewhurst feels, as many others do, that "enough is enough", and that the time has arrived to protest against the liberalism that has flooded our shores, particularly in the past two years. "Beaded Wheels", which is basically a family journal, and read by people of all ages, appears to me an ideal location from which to confront the spirit of *laissez-faire* now evident in all ranks of our society.

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FOR EXCHANGE: Millar Acetylene tail light, good condition (no burner) exchange for 1946-48 Triumph tank instrument panel complete. Wanted Triumph Cub rear mudguard. 7 Neeve Place, Taradale, Napier.

FOR SALE: Douglas motor and gearbox pre Dragonfly (Motor No. 88224), Ariel Motor S/V Ck5209, Triumph 5T frame wheels, tank, oil tank, crankcases, flywheels, distributor etc (Frame No. H19453). Wanted Triumph Cub rear mudguard. 7 Neeve Place, Taradale, Napier.

WANTED for 1949 Speed Twin Triumph, rear frame, auto advance magneto (will swap manual advance mag), 15/16" 276 Amal carburettor or parts, light switch, horn button, kill button, dip switch. Chris Stevens, 4 Cardome Street, Christchurch 5. Phone 599-128.

FOR SALE: Rear axle, front axle and driveshaft with fabric universals. Hydraulic brakes complete except diff. and rear wheel bearing housings. Morris 10? Offers C. Fulton, 4 Rye Street, Oamaru. Phone 49-645 (Member).

FOR SALE: 1932 MG J2 seldom offered. Chassis restoration almost completed, complete body needs work. Funds required for my other J2. Price negotiable. Details and photos from C. Fulton, 4 Rye Street, Oamaru. Phone 49-645 (Member).



FOR SALE

1934 Riley 9HP 4/5 seater Tourer, registered and W.O.F. \$6000. For further details Phone 695-158 Wellington. Warren Corkin (Member).

WANTED TO BUY

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FOR SALE: Royal Enfield crankshaft (twin), early 1950's, \$40 plus freight; Jawa petrol tank, \$20 plus freight; Studebaker Dictator sixes Model A 1934 illustrated parts manual, \$20 plus \$2 postage; Studebaker Dictator sixes 1936 series workshop manual and illustrated parts manual, \$40. All manuals in very clean condition, factory originals, plus \$2.00 postage. Naylor, 719 Charles Street, Hastings.

FOR SALE BY TENDER: Brough/Superior Combination, 1927 SS/80 fully restored, Castle forks, Bonnikson speedo, very original, with Swallow original metal body side car. A beautiful rally machine. Spare similar motor for parts. New/Hudson 1928, 500cc o.h.v. fully restored, original. Motor been completely rebuilt, spare similar motor, tank and forks. Both machines registered in 1986. Highest tender not necessarily accepted. For inspection contact B. Bryan, 90 Smart Road, New Plymouth. Phone 86-475.

FOR SALE: 1939 Plymouth/De Soto genuine radio and heater. New king pin and bush set, water pump kit, carburettor, clutch plate, Detroit universal joint kit. Also numerous second hand parts for above vehicles. Phone (03) 515-589 Christchurch. (Member)



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WANTED TO BUY for E.U. light 6 Studebaker about 1928, 4.8 ratio crown wheel and pinion, clutch pressure plate, ring gear and what have you. Also wanted parts for BSA 650cc A65, and D14 Bantam. W. Whittingham, 5 R.D., Palmerston North. Ph. 896 Kairanga.

WANTED to buy 1932-34 Austin 10 for parts, also 4 cylinder Essex motor for sale. G. Warren, 34 Wallace Street, Featherston. Phone 89-600.

MERCEDES-BENZ 219, 1955, black, lovely classic car, very tidy, \$4500 ono. Phone 539-693 or 298-713 Christchurch weekends and evenings.

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On Tuhua Domain, Taumarunui. Sites free. Refreshments available. Enquiries to Secretary, Box 45, Phone 8971, Taumarunui.

FOR SALE: 1934 Oldsmobile parts. Rolling chassis, front hub seals, rear wheel bearings, radiator, drive shafts (2), radiator mounting brackets (2), front guard brackets, steering columns (2), handbrake levers (2), motor, gearbox, front No. plate bracket, rear end, handles, winders, seat adjusters, side light mechanisms, doors and gear. Phone Whakatane 24-204 A.H.



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MONSTER SWAP MEET & BAZAAR Sat. April 11th 1987

Winchester Showgrounds

You went to Canterbury's Swap Meet, you enjoyed their hospitality and got some bits and pieces for your new restoration and also some things that are totally useless to you.

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Light meals will be available on the grounds, also hot water and other liquid refreshments.

We will be able to show you a very interesting day with all sorts of Hobby Clubs joining in.

Site cost: V.C.C. Members \$8.00
Non Members \$10.00
Commercial — On Application

We ask that you pre-book your site if possible by the 1st April 1987 thus enabling us to get your site number, site plan and pass for 2 adults per site back to you beforehand.

Admission:

Adults \$2.00
Children under 15 Free

Site application forms available from:

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WANTED TO BUY: 1931 Essex Motor. Write to H. Heaven, 46 Workers Road, Wellsford or Phone Wellsford 8729.

WANTED TO BUY: 1938-1939 Chevrolet Coupe. Must be in good condition, preferably restored. Bob Townsend, 52 Domain Road, Whakatane. Phone 85-830 Whakatane.

WANTED: 1st gear dog for Harley Davidson AMF, SXT 125 or com box. Also BSA 650 motor wanted 1960 onwards, any condition. Phone 50-528 Wanganui.

FOR SALE: Magazines, approx 450, Motor Sport, Veteran Car (Gt Britain), Veteran and Vintage, Antique Automobile (USA), Praeclarvn, VSSC Club Bulletin. Send SAE for list. D. Hall, Kerie Road, R.D.1, Taupiri.

WANTED

Workshop manual for 1954 Thames Costcutter 3-ton truck. Details and price to N. Greene, P.O. Box 990, Nelson. Phone 520-733.

WANTED front wheel for BSA 500, 19 or 20 inch, 7 inch brake 1937-40, also gearbox and instrument panelled tank. Your prices paid. George Light, 23 Ropiha St, New Plymouth. Ph 87-960.

WANTED TO BUY: Spares for 1937 Dodge-Fargo-Plymouth ½ ton trucks, especially a Gemmer Mk1 steering box. All bits wanted. John Skews, 104 Nuffield Avenue, Napier.

BENTLEY Mk 6 sedan, been through a fire, needs total rebuild, good opportunity for someone to rebuild into a 2 door 4 seater roadster. Space needed \$5000 ono. R. I. Williams, 3 Heaton Street, Christchurch 5.

FORD T 1912/13 part assembled, has new mudguards (auto restorations) and a roadster body with mother-in-law seat, tyres, tubes and non-detach wheels (engine No. USA Jan 1913), \$9000 ono. R. I. Williams, 3 Heaton Street, Christchurch 5.

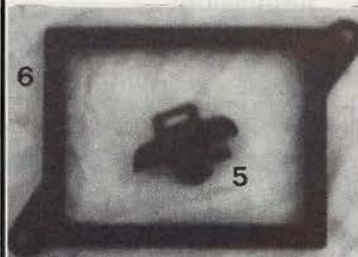
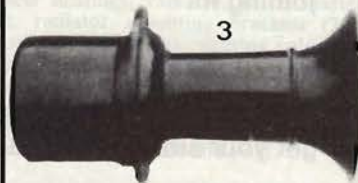
MORRIS 8 1936 2 seater roadster, maroon with black upholstery, complete restoration by Bruce Shadbolt 1985. Good practical useful investment at \$10,000 ono. R. I. Williams, 3 Heaton Street, Christchurch 5.

FOR SALE: Humber 12 saloon. Fairly rare 1934 model, suitable for restoration. Many spare parts. Also a 500cc BSA motor and magneto, approx 1925 vintage. Offers wanted. Write K. Larsen, 21 Fairway Ave, Red Beach, Orewa or Phone 65-569 HBC.

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SELL: 1924 Buick Tourer 4 cylinder model 35/24, fully restored with variety of spare parts. Offers. R. Hodge, 3 Dormar Place, Wellington 4. Phone 783-686.

FOR SALE OR SWAP: Singer 9 motor about 1934 o.h.c. could be Le Mans type. Want Riley Merlin petrol tank also Riley 12/4 block only. One 12/4 cam follower and tappet. Still require one BTH CE4 magneto. Contact A. M. McIntosh, P.O. Box 6052, Invercargill. Phone 330-323.

WANTED: 1948 5T Triumph petrol tank, type with tank top instrument panel. Contact T. Withers, 36 Walbrook Crescent, Oamaru. Phone 71-477.

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FOR SALE: 1947 Ford Sedan restored chassis only including brakes, steering diff. etc., \$500 ono. Phone Auckland 669-342 or 643-328.

FOR SALE: Buick 1938 Straight 8, motor rebored, transmission and brakes reconditioned. Lot of spares. Spare chassis, \$2000 spent so far. Offers. 46 Lytton Road, Gisborne. Phone 85-220.

WANTED: for 1939 Excelsior 122cc motorcycle, tail light, brake and clutch levers, also NSU max parts, wheel rims, muffler, levers, tail light, etc. Phone Wanganui 54-886 or write 268b Taupo Quay.

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SELL OR SWAP. Two front doors suitable for Model A 28-29 closed cab pickup or Model T. Good condition. \$40.00 each. **WANTED.** For Model A 28-29 left rear mudguard for pheaton or sedan. Also body mounted tailight bracket. Write, Bill Ingram, 1 Signal Hill Road, Opoho, Dunedin.



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