

# Beaded Wheels

Number  
**98**  
February  
March '76

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New Zealand's Veteran and Vintage Motoring Magazine

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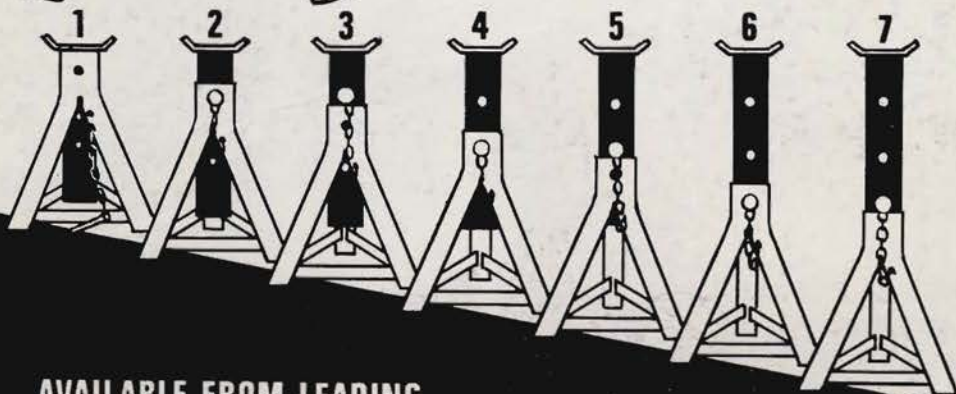
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# Beaded Wheels

Vol XXI, No. 98

February-March 1976

22nd YEAR OF PUBLICATION

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## CLOSING DATE

Closing date for April/May issue March 10th

## COVER PHOTO

Tom Clements, Canterbury Branch 1925 501c Fiat. Only one previous owner and restored by Tom. Photo taken at Cutler Park, McLeans Island, near Christchurch.

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

Registered at Post Office Headquarters Wellington  
as a Magazine.



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

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

Intending members should write to this address.

All Beaded Wheels correspondence to P.O. Box 13140

## BEADED WHEELS EDITORIAL COMMITTEE

*Chairman:* Spencer Barnard.

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

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

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

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

## PRODUCTION

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## ADVERTISING

Rate schedule available on request to Advertising Manager, P.O. Box 13140, Christchurch. Phone 67-346.

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# From the President

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I have received from the Rally Director of the 1978 International in Australia details of the event which promises to be most interesting. The Rally starts with displays in Sydney on Thursday 6 and Friday April 7, 1978 and then the vehicles will move at their leisure the 50 miles to Gosford, the actual starting point. There will be four separate speed groups with the fastest group covering 1100 miles and the others 900 miles.

The route will be north along the coast with major stopping points at Port Macquarrie, Coff's Harbour, Surfers Paradise, Toowoomba, Nambour, (just north of Brisbane) returning south to finish at Surfers Paradise on 24 April. All these major towns will be visited two or more nights with some one night stops at smaller towns. Eligibility will be veteran and vintage cars and motor cycles, with a total entry acceptance of 400 cars and 50 bikes. Entry forms are not yet available but I will advise when they are.

In December Alan Storer, Club Captain, Clynt Inns, Secretary and I attended the opening of the South Canterbury Branch Clubrooms at Timaru. There is a possibility of a sub-branch in their area at Twizel and we will be looking in to this more fully shortly.

In my last notes I made mention of a Rally in Cairns, Queensland, and I understand that early in September of this year, there is to be a major Rally in Brisbane, so if you are contemplating a holiday in Queensland this would be the time to go.

Interest in the USA Tour is good and at least 20 persons will be making the trip. We have received excellent co-operation

from persons in the USA and I am sure all participants will have a most enjoyable holiday. Bookings close at the end of March.

The South Island Tour starts this month and Alan informs me all is going well with about 25 vehicles entered. An invitation is extended to all on the Tour to call at our home in Belfast on the way from Hanmer to Christchurch for an evening meal.

Early in February Marie and I went to the Waitangi Hangi weekend organised by Whangarei Branch and we do appreciate the hospitality shown us. A most enjoyable event preceded by an equally enjoyable visit to North Shore, where we stayed with Colin and Gay Keenan.

The Antique and Classic Motor Club Monaro Branch, Cooma North, N.S.W., Australia is organising a Tour to USA in June and July of this year and an invitation is extended to members who may wish to participate to contact Mr F. Rodwell, Box 393, Cooma North, N.S.W. 2630 for further details.

Last year following the March

Executive Meeting we visited the home of Duncan Rutherford and on the Sunday following this year's March meeting a visit to some other interesting places has been arranged. We hope those attending the meeting can stay overnight and enjoy the company of Club members.

NORM SKEVINGTON

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## Editorial Comment

We are pleased to feature on the cover of this issue Tom Clements 1925 Fiat 501C. Tom, who is a member of Canterbury branch, has done much for the club over many years, not only for his own branch but nationally when for many years he was Chairman of the Beaded Wheels Editorial Committee.

It is appropriate that the photo is taken at Cutler Park, which is part of the McLeans Island development for Canterbury branch, as in conjunction with the late Pat Cutler, Tom did much of the spade work on this extensive complex.

Tom would be the only entrant in the recent Canterbury Branch Silver Anniversary Rally who was a member for more than that time.

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# The Alan Woodman story PART 1

Early days at Brooklands — a Kiwi makes his mark — off to the Isle of Man with high hopes of a good showing in the 1910 Tourist Trophy race — a practice lap ends in disaster — fate deals a cruel blow to a dedicated sportsman.

by Geoff Hockley

Come with me on an imaginary trip backward through time and space (oh boy! if such a thing really WAS possible!) to a spot where for more than thirty years the British car and motorcycle racing fraternity battled for fame and fortune—though maybe the latter hardly applies—the emphasis seems to have been on sport for the sport's sake, and I don't think the winning drivers and riders ever amassed very much in the way of monetary rewards for their feats as did their opposite numbers across the Atlantic on the "brickyard" and the board speedways. The place I'm referring to, and where (I hope) our imaginary time-travelling machine is going to put us down, is, as you probably have guessed, the legendary, Brooklands racing circuit, in Surrey, England, built in 1907 and at the time of our visit just three years in use. Many were the thrilling speed duels fought on the huge banked concrete circuit by both car drivers and motorcycle riders from its inception until World War 2, when it gradually lapsed into its present weed-grown expanse—a mournful reminder of the great days of the past. However, it is with the deeds of the motorcyclists that we are concerned in this revival of one of the past glories of Brooklands, and its annals show that there are thrills in plenty. Looking through them we find such memorable

occasions as the celebrated match race series between champion Charlie Collier (Matchless) and the American ace Jake de Rosier (Indian). And here is the report of the longest race ever held on the famous old course—the tough 500-mile event in which many fell by the wayside, the winner being the famous Herbert Le Vack. We read also of the rivalry between the riders of two famous makes to be the first in England to attain the magic "ton"—a feat achieved by D. H. Davidson in April 1921.

These, and scores of other thrilling events, are recorded in the annals of the famous track for all to read, and although the events which I'll describe do not perhaps merit any special mention in Brooklands history, they are nevertheless of special interest to us as the dauntless character who is the central figure in this little sketch is a Kiwi born and bred.

Anyway — here we are at this already world-famous course on this sunny afternoon of April 27, 1910, at the British Automobile Racing Club's combined car and motorcycle meeting. The car entries are rather sparse and the motorcycle events seem to be what the large crowds are waiting for. Wheeling their mounts to the starting line are the competitors in the first motorcycle event of the day—the April Motorcycle Handicap of 8¼ miles and confined to machines not exceeding 670cc. Among



**THE BIG PUSH.** Matchless and Indian riders get under way in a race at Brooklands, while scratch man Lee Evans (Indian) waits for the "Go" signal. Note early type Indian front forks.

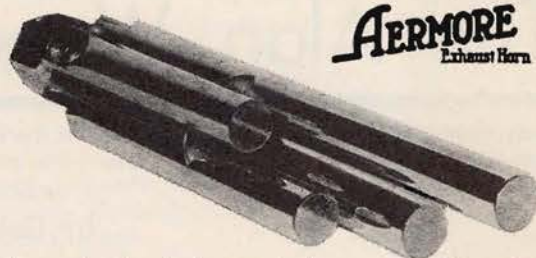
(Photo courtesy Peter Hartley's "BIKES AT BROOKLANDS")

the makes represented in the line-up are Chater-Lea, N.S.U., Humber, Matchless, B.A.T., and Indian. It is a rider of one of the later machines in whom we are most interested—Alan Woodman, the young New Zealander, who left his native shores not very long before this and who has already made a name for himself in British motorcycle racing circles. All is well on this sunny April afternoon as he wheels his red mount up to the starting line, and while the riders are being lined up we take a look at his machine, a Hedstrom—engined twin of 639cc, with the i.o.e. layout which characterized the Indian's power unit from its introduction in 1901 until the advent of the side-by-side valve "Powerplus" in 1916—a move which met with mixed receptions from Indian dealers and riders the world over. Alan's mount has an unfamiliar appearance at the front end—the Indian leaf sprung front fork had not yet been introduced at this period, and the forks on his machine are the rather frail-looking early type, hinged at the crown and with a small coil spring enclosed in a cartridge (incidentally, this type was revived some years later and fitted to the 1916 and 1917 lightweight).

The race is a handicap event, with the famous Collier brothers on their Matchlesses on the scratch mark and the other riders on various handicaps, the limit man, riding a 314cc N.S.U., having no less than 3 min. 54 sec. start from the back markers. Alan starts well to the rear of the field from the 42 sec., mark, and excitement mounts when finally the entire field is under way and circumnavigating the huge expanse of track. It soon becomes apparent to us that the handicappers have been too lenient with the limit man and that the rest of the field has no chance of catching him, but our dashing young Kiwi is going great guns and has passed all the earlier starters with the exception of the N.S.U. rider. He finally finishes a very creditable second, third place being taken by a Humber rider.

The entry list for the next race (over the same distance, but restricted to machines of between 500 and 1000cc) indicates that there could be some excitement dicing among the back markers on 1000cc machines—Indians, Matchless, and a dark horse entered as a J.A.P. Special. Sure enough, once the race is under way the pace is really on. And going like the wind, moving down the earlier starters and staving off the efforts of the back markers to catch him, is "Woody" on his Indian, which seems to have discovered an extra pony or two in the stable. We jump for joy as he flashes across the finishing line, with another Indian rider, Arthur Moorhouse, just pipping the J.A.P., Special for second place. A fine show by a lone Kiwi! And who is the smiling gentleman congratulating Alan on his splendid showing? None other than Oscar Hedstrom, the famous Indian designer and chief engineer, who is over from the factory on a brief visit to England.

PAGE FOUR



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Well, the afternoon's sport is over and we join the crowds surging through the gates homeward bound—but not before we've added our congratulations to the many our fellow-Kiwi is receiving, and—the biggest thrill of all—learning that he is to ride an Indian in the forthcoming Isle of Man Tourist Trophy races. We'll just HAVE to be there!

Well, here we are a few weeks later on that little island famed even now as the Mecca of all race-loving motorcyclists—the legendary Isle of Man, of Tourist Trophy race fame, over whose tortuous circuit have sped the brightest stars in the road-racing firmament. Even at the time of our visit, sixty-five years ago, the "Island" course is recognised as the toughest and most demanding racing circuit in the world. Jake de Rosier, the famous American track star and winner of one of the most exciting duels ever seen on Brooklands when he defeated the British champion Charlie Collier, expressed his opinion of the I.O.M. classic in a few terse but expressive words "the T.T. ain't no teaparty."

We've arrived a little late (we had to stop for a valve grind and tune-up of our time-travelling machine) and it's on a sunny Thursday morning in May when we arrive and look around us. It's the second morning of practice for the 1910 T.T. race, due to be run in a few days, and an impressive number of entrants have turned out. Among them we notice such celebrities as the Collier brothers, Harry and Charlie, on their Matchlesses, the Alexander brothers, Jimmy and Alfred, and Lee Evans, all Indian mounted, Jack Marshall with his Triumph, Applebee, Myers and Phillip on yowling Scotts, and three or four dozen others—but the centre of attraction for us is our young fellow-Kiwi. It's his first appearance in the Island, where he has found from his first morning's practice, yesterday, that different techniques are required to those used when hurtling around the banked curves of the Brooklands "saucer". Let's observe him as he sits



**IN THE ISLAND.** Two riders speed through Kirkmichael in an early Tourist Trophy race. It was near here that Alan Woodman crashed.

aboard his red mount awaiting the signal to start on his practice laps. The officials at last give the signal and he heaves his mount into life among a crowd of other riders and they're on their way with an ear-splitting din among clouds of smoke.

We settle back and resign ourselves to the long wait until he is due round again. It will be even longer in future T.T. races, for next year the organisers will be using the "mountain" course with a 37½ mile lap. However, our wait seems almost interminable before the crackle of an exhaust is heard in the distance and looking down the road we see the lines of spectators craning their necks in expectation. In a minute or so a rider heaves in sight and flashes past—it's Charlie Collier on his Matchless, and right on his tail is Lee Evans on his Indian. These are the first of a roaring calvacade of various makes, including a brace of Scotts, the yowling exhaust notes bringing excited comment from the spectators. The riders continue to flash past at intervals, but with no sign of the man who we'd like to see, more than anyone else, put up a good showing in the big race—and we know that it won't be his fault if he doesn't! The minutes flit by and most riders are well on their way round the second practice lap, but still our man hasn't put in an appearance and it seems obvious that he has struck trouble of some sort. We can only hope that it's nothing very serious, and in an attempt to obtain some information we stroll down to the group of officials who are in charge of the practice and who are in telephonic communication with various points around the course, but they have no information. We possess ourselves in patience and approach some of the riders who have stopped after completing a couple of laps, but none of them seem to have seen an Indian rider stranded by the wayside, and we are debating whether to find some means of going around the course as soon as the road is opened when practice is officially over, to see if we can glean any tidings of our missing friend, when one of the officials who has been talking on the phone puts down the instrument and beckons to us. We hurry over and from his expression we sense that something is amiss. "I'm sorry to have to tell you that your friend seems to have met with a serious accident," he tells us. "I have no details as yet, except that he crashed badly and has been rushed to hospital."

What had actually happened to Alan Woodman? Well, to answer this question in detail, I think we can do no better than to transport ourselves back to the present day and consult a tattered, coverless, dog-eared magazine on my desk. It's a copy of "THE MOTOR CYCLE" dated May 26, 1910, still legible in spite of its sixty-five years, and turning over its yellowed pages I come upon "T.T. NOTES AND NEWS"—pages and pages of news and gos-

sip of what was happening in the Island the week prior to the T.T. race. Here are all sorts of items, including a trenchant ripup of a local farmer for allowing cows to stray on to the course, the description of a ball-bearing big-end with which one of the Triumph entries is experimenting, another innovation in the shape of a gadget which its inventor calls a "spring tappet" and which is guaranteed to prevent valve bounce, and countless other bits of gossip which have been picked up by the industrious reporters of the magazine. Here's an item dealing with practice on the course, with the times put up by various competitors—and then turning the page I come across the report I'm looking for. — —

#### ACCIDENT TO A. E. WOODMAN

*"This morning's practice was marred by a most regrettable accident to A. E. Woodman, the young New Zealander who has already won his racing spurs on Indian machines at Brooklands. The stones laid down on the road between Cronk-y-Voddy and Kirkmichael were still unrolled, and presented a nasty danger spot to all the competitors. It appears that while traversing this loose metal, Woodman's front tyre punctured, and he repaired it, but while*

*descending the hill and taking a corner near Kirkmichael it gave out again and the machine plunged towards the left side of the road, where Woodman was thrown off, his right leg striking the wall and being badly fractured. This unfortunate mishap practically put a stop to practice for the day." Later. Poor Woodman has had to pay a cruelly heavy penalty for his misfortune on Thursday. It has been found necessary to amputate his leg."*

The end of the Alan Woodman story? No—only the beginning! In future issues of our magazine I'll continue the saga of the lion-hearted young Kiwi who refused to let the cruel blow which fate had dealt him, which would have deterred many lesser men, stand in the way of his participation in the sport to which he was dedicated—and who, only a year or two after returning to his native country, became a formidable competitor on the New Zealand motorcycle racing scene on beach, road and track, and whose advertised presence at the old-time big grass meeting never failed to bring the public out in force to see the man popularly known to the racing fans as "The One-legged Wonder."

To be continued

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## North Shore Branch at Pukekohe circuit

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Sunday 16 November dawned fine and clear as usual, the Auckland weather hadn't listened to the forecasters, and neither had the North Shore stalwarts heeded the forboding hurled across the harbour, for on our arrival at the circuit, we came upon a seething mass of two vintage cars. For us, the Dunlop "Twilight Meeting" was due to commence at the ungracious hour of 0900! More true believers duly arrived, and scrutineering commenced. Our event, entrepreneured by J. Hearne Esq, was to be a so-called six lap 'speed demonstration' about mid afternoon, to relieve the monotony of the modern noisy speedsters.

After several deafening hours of their practising (during which time the writers visited the Roycroft establishment in a vain attempt to persuade him to enter (he was otherwise disposed, perhaps the Vintage members' affair

held the previous night might not have helped!). We were permitted two practice laps, spurned by an appalling commentary and our event was timed to start at three, with the faster cars handicapped at the rear of the grid. We were pleased to have three keen types from the MGCC who helped make up for the members who let us down on the day. With so many MG's in one race, the Rileyphiles vowed a vast turn out next year (but haven't we heard that one before over the years?).

The race started without incident, Stafford-Bush gritting his teeth and going through the bunch like a dose of salts from the rear. McNair was one of the unfortunates who laboured under the delusion that the initial lap was a warm-up. Said rumour was apparently spread to give American speedsters a chance. The Kissel Kar ably piloted by Kidd

went rather well with new sparking plugs. We frankly believe that bench seats are not for spirited motoring and that 'Velcro' applied to the driver's rump and the seat would have enabled the gentleman to improve his times. Robinson's F.I.A.T. had added oomph from Mr Skinner's Union, and finished the race with canvas showing from his bald racing slicks.

Suckling's Vauxhall with the Union Jack headlamps tried to emulate a Morgan persistently cocking a wheel on the corners. Similarly, the Ellis Delage polished the undersides of the front guards with the brisk cornering. Humphrey's Ford racing preparations including the tightening of its wheel nuts, and at last the Newtonian fuel pump was working properly.

Stanley's Sunbeam sans wind-screen entered the ploughing championships with several agri-



cultural episodes, one splendid attempt in front of the main stand. The Hearne Lea Francis sparking system wouldn't, and with the deteriorating commentary, Hearne advanced on the commentator with his copper bopper, and took over. Hodgkinson's elegant Talbot retired a bit asthmatic. Howard in the Sunbeam saloon on his maiden outing with the branch performed creditably, the car considerably lightened by the removal of carry-cots and sundry camping gear.

An Alvis saloon pedalled by Jones was nothing short of shattering towards the end once it got up the momentum.

Bagnal had the MGJ2 (supercharged) exceedingly well wound up but was narrowly beaten by Stafford-Bush (MGCC) on the TF. Francis and Jury (both MGCC and TF mounted) put in a good showing. Ward's oil pressure vanished on all the corners of the last laps, the TD rivaling Stanley's agricultural tendencies on the hairpin. Gay motored well

on the TC and still mumbles about cycle guards and superchargers!

All in all a splendid day (apart from the noisy moderns!) and our thanks to Messrs Montgomery, Dewar and de Lautour for their efforts on our behalf in the pits, and to the organisers of the meeting. We sincerely hope that this will become a regular outing.

W. J. HEARNE  
M. R. WARD

See Photos Pages 20-21

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### NASH

Adv. & Spec. 6 thru 1928  
(6) W-18  
Other models thru 1928  
(C-4) C-16C  
Adv. & Spec. 6—1929-1930  
(15) D-16  
Other models 1930-1933  
(C-7) D-16  
1934 Big Six, 12-20, 35-20, 35-80  
(J-5\*\*) J-11  
35-10, 400, 3640  
LaFayette "400" (7) D-16  
1930 8-90, 9-90, 10-90, 11-90,  
12-90 (15) D-16  
8-70, 9-70, 10-70, 11-30, 11-70  
(C-7) D-16  
8-80, 9-80, 10-80, 9-60, 9-70,  
12-80, 3620, 3680 (J-5\*\*) J-11  
1937-38 Ambassador 6 & 8 Cyl.  
(J-8) J-11  
All 1939 models (J-8) J-11

### OAKLAND

Models thru 1929 (C-4) C-16C  
Models after 1929 (C-7) D-16

### OLDSMOBILE

Models thru 1927 (6) W-18  
1928-1931 (C-7) D-16  
1932-1936 (7) D-16  
After 1936 (J-8) J-11

### OVERLAND

4-Cylinder Engines (X-Long) A-25  
6-Cylinder Engines (C-4) C-16C  
1939 (J-8) J-11

### PACKARD

Models to June 1931  
Regular Cyl. Heads  
(C-4) C-16C  
Hi-Comp. Heads (7) D-16  
Models after June  
1931 to 1933 (J-5\*\*) J-11  
1933-1936 (J-8) J-11  
1936-1940 (Y-4) UY-6

### PAIGE (C-4) C-16C

### PARAMOUNT CABS (C-4) C-16C

### PEERLESS

Models thru 1929 (C-4) C-16C  
After 1929 & Mdl. 81 (C-7) D-16

### PIERCE ARROW

All 12-Cylinder models  
(J-5\*\*) J-11  
Other models thru 1935  
(2) W-18  
1936-1938 (J-6\*) H-10

### PLYMOUTH

Models thru 1928 (C-4) C-16C  
1928-1931 (C-7) D-16  
1931-1939 Regular Heads  
(J-8) J-11  
1931-1939 Aluminium Heads  
(J-9\*) H-10

### PONTIAC

Models thru 1929 (C-4) C-16C  
1930-1931 (C-7) D-16  
1932 (J-5\*\*) J-11  
1933-1939 (J-8) J-11

### REO

Models thru 1926 (X-Long) A-25  
1927 (6) W-18  
1928-1935 Regular Heads  
(C-7) D-16  
1935 Aluminium Heads (7) D-16  
1936 Models (J-9\*) H-11

### REVERE

M & 25 (C-4) C-16C

### RICKENBACKER

All Models (6) W-18

### ROAMER

All Models (C-4) C-16C

### ROCKNE

Models thru 1932 (1) W-18  
1933 (C-7) D-16

### ROLLIN

G-2 (3) C-16C

### ROLLS ROYCE

Model P-3 (N-8) N-8  
18mm Heads thru 1939  
(C-7) D-16

### ROOSEVELT

Regular Type Heads (2) W-18  
Double-Dome Heads (C-7) D-16

### RUXTON (C-7) D-16

### SAF-T-CAB (C-4) C-16C

### STAR

4-Cyl. & 6-Cyl. (C-4) C-16C

### STEARNS-KNIGHT (6) W-18

### STERLING-KNIGHT (1) W-14

### STEVENS-DURYLEA (C-4) C-16C

### STUDEBAKER

Dictator thru 1928 (1) W-14  
All others thru 1932 (2) W-18  
Hi-Comp. Heads thru 1932  
(0) W-10  
1933-1939 Regular Heads  
(8) D-16  
1933-1939 Hi-Comp. Heads  
(7) D-16

### STUTZ & BLACKHAWKS

Models thru 1932 (7) D-16  
Models after 1932 (6M) K-15J

### TERRAPLANE

All Regular Heads (J-7) J-8  
All Aluminium Heads  
(J-9\*) H-10

### VELIE (6) W-18

### VIKING (C-7) D-16

### WESTCOTT (6) W-18)

### WHIPPET

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95 (6) W-18

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# 1980 International Rally Report

Arrangements for the Rally are now starting to consolidate. No further suggestions from branches or members have been received since our last request for ideas at this time last year. Compilation of the entry form/brochure has commenced and quotes are being obtained for a rally programme, which, although not of the same class as 1972, will be adequate. The provisional budget presented to and accepted by the 1975 A.G.M. allowed for an entry of \$55.00 per entry, but this does not allow for inflation on some of the costing

The date has been confirmed at 24th February to 8th March 1980 inclusive. The tentative programme has been changed slightly from that previously published to facilitate the inclusion of a hill climb and gymkhana. All events will still be optional, with final points now being allocated on the basis of an aggregate of the best five out of seven or possibly six out of eight events, plus a possible bonus for scrutineering. This will enable entrants to miss up to two events completely if necessary and yet still be on a 'competitive' footing.

Some concern was voiced at the A.G.M. in Napier that there appeared to be little to appeal to the 'dyed in the wool' sporting enthusiast who wants to 'motor'. This is certainly not the case and indeed the two weeks have been deliberately scheduled to allow for some individual side trips away. The scope of these is limited only by the entrant himself. Five of the one day runs finish at mid-day at a point away from Rotorua and in three cases have a free day following. What a glorious opportunity to carry on motoring and make it an overnight run before returning

to Rotorua. We do hope that some members will come forward and offer, for example, to perhaps organise and/or lead a mini tour or sortie away from Rotorua, particularly during the three day weekend in the middle of the rally. Already two people have indicated their willingness to help in this manner.

Negotiations have been completed with the Rotorua Racing Club for the use of their entire racecourse property. It is proposed to use this as the rally headquarters and in addition to make the maximum possible use of the facilities. At the moment we believe that all the functions can be held there including possible 'one make' social gatherings (one make groups please note) and the final 'do'. The Rotorua Racing Club will operate the bar facilities for us at competitive prices. Ample car parking is available and we have been given permission to make a gate charge on display days, of which there will be probably be two.

We have appointed the Government Tourist Bureau to handle all accomodation bookings, allocations etc. direct with the entrants. This organisation will also be operating an office at Rally H.Q. to handle queries etc. and will be able to arrange travel and excursion trip bookings as well. There will be a souvenir shop at Rally H.Q. run on a similar basis to that at the Nelson rally but with possible assistance from professional traders in this sphere. Full Post Office facilities should be available, staffed we hope by the P.O. rather than volunteers. We hope to be able to have another commemorative issue of postage stamps. The Rally Newspaper of course will be a vital daily link between everyone.

Points to think about:

Branch runs from branch centre to Rotorua

One make runs and socials.

Mini Tours away from Rotorua

All these require some initiative from individual members or branches.



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# 1st North Island Post Vintage Rally

Held at Cambridge, in weather which was an organiser's delight, this rally was a very pleasant, relaxed affair.

Competitors started arriving shortly before lunchtime at the Jaycee Clubrooms which were used as headquarters. After lunch everyone moved off to Gerald Fogg's farm where the gymkhana was held. It consisted of a wiggle-woggle, garaging and parking arranged in a circuit, each competitor having two runs against the clock, these finally being averaged out to produce the final time.

A social was held in the evening after a barbeque at organiser Mike Quayle's residence.

Sunday morning saw the cars line up for the three Concours judges with three new restorations carrying the day. Roy Rowe's Ford V8 headed off Bruce Catchpole's Cord and Chris Quayle's MG YA saloon by one point, the latter two tied for second place.

The road section, followed with a touring type run through



Phil Andrews (Taupo) 1952 Alvis TB21

some of the best Cambridge scenery. Here and there competitors pulled into checkpoints and were required to perform simple(?) driving tests.

Back at Headquarters tension mounted as results came in. The overall winner was to be presented with a handsome silver

tray, the winner being found by placing all cars in the three events, the lowest score being the winner. Since Roy Rowe won the Concours and was second in the gymkhana and Gerald Fogg won the gymkhana and was seventh in the concours, it seemed to be between them. Roy started num-

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ber one and was reported broken down half-way around the run. He obtained a warrant for the car the day before the event started and hadn't time to sort out the problems of a V8 distributor. Gerald finished and was obviously going to be well up among the finishers. Roy was reported under way again and it was now a matter of waiting to see how much he would lose on time. It finally transpired that he had to do better than ninth to win, since Gerald finished fifth for a grand total of 13 points. Roy, finally came twelfth for 15 points and equal second, with Brian Dunnett who was driving Bruce Catchpole's Packard.

A presentation dinner rounded off a most enjoyable weekend which the competitors decided should be again run in Cambridge in 1976. With more advance publicity the entry should be doubled and we look forward to seeing a great turnout of P.V.'s.

#### PLACEGETTERS

Gymkhana:

1st G. Fogg, S. S. Jaguar

2nd R. Rowe, Ford V8

3rd J. Stringer, Chevrolet

Concours:

1st R. Rowe, Ford V8

2nd ( B. Catchpole, Cord

3rd C. Quayle, M.G.

Road Section:

1st J. Stringer, Chevrolet

2nd B. Dunnett, Packard

3rd C. Shelley, Adm. Sidd.

Overall:

1st G. Fogg, S.S. Jaguar

2nd R. Rowe, Ford V8

3rd B. Dunnett, Packard

1st North Island Post Vintage R

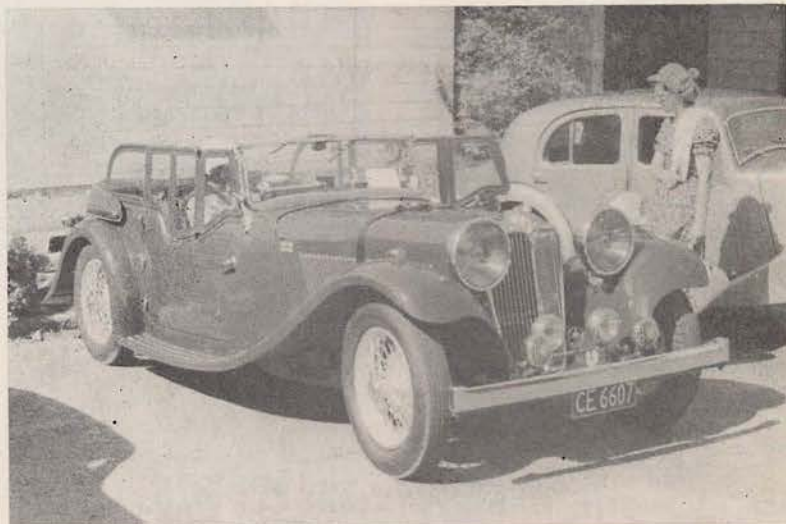
## VINTAGE CALENDARS

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1936 Cord — Bruce Catchpole (Matamata)



Overall Winner General Fogg (Cambridge 1935 S.S. Jaguar



Lyn Bowman's (Putaruru) Rolls Royce 1937

# P.V. in passing

It appears that, like Topsy, the Otago Branch Post Vintage Tour 'just grew'. Something over forty vehicles is an impressive number, especially when drawn up in line astern, with assorted owners anchored hard by. (After the welcoming reception on Friday night, some owners were possibly sunk by!) Gordon Sharpe had obviously sent a telegraphic communication to the powers that be (amazing, the ramifications of the N.Z. Post Office!) and placed his usual order for a cracker day, and so this impressive line-up assembled in bright sunshine on 20th September 1975. There was a fine brace of Daimlers, and the Cadbury Special V8 Aston looked rather well. I'm sure I could have covered the length of Park Street by jumping from Aston or Ferrari roof to Aston or Ferrari roof, but Russell Duell is bigger than me, and I restrained the mad impulse on the dictates of self-preservation.

Instructions having been issued with crisp delineation, clarity, and gin, protagonists sallied forth armed with Instruction Sheet and Official Number. Unfortunately, the instruction sheet not being printed on rice paper, was somewhat upalatable once the instructions had been committed to memory.

With Terence guarding the Drambuie, we joined the sundry Sunday trippers in Jaguar, Railton, Rolls-Royce, Chrysler and Rover, and yawned our way over Three Mile Hill, only to encounter a strange phenomenon—a traffic jam in the heart of the Taieri. Seemingly, however, there was method in this madness, and this ritual of the hominus automobilis geriatricus was presided over by a benevolent figure in brown boots and brown trousers (mis-named Gamble), whose

appearance from well back in the queue caused the hasty removal of the antifreeze from the flat-folded windscreen of the M.G. But then again, gendarmerie do not normally regulate standing quarters in mid-Taieri, and so having set by necessity an easy average speed on the fiendish velocity device, which hinted

## by Keith Hunter

strongly of Thompsonian/Torrencian machinations, we steamed off for Lawrence, changing average speeds at regular 100 yard intervals. In Milton, the Lunar gentleman's question, "What is the registration number of your car?" had me entranced—perhaps he thought that I had unlawfully uplifted my geriatric device? No other justification could warrant such irrelevancy—we do not expect such stuff of our Blunt organiser!

Having difficulty taking the weight off my right foot, and being equally bad at arithmetic, the good Terence had some rapid

calculations to make to ascertain just how long we had to sit just out of range of successive checkpoints, savouring Bonny Prince Charlie's best. Just how good Terence's arithmetic is, is borne out by our 16th placing; this could not possibly be due to erratic helmsmanship.

The section beyond Lawrence provided some interesting wind-row rearranging, with a special effort for photographer Guy. Being basically simple, I tried to average 10 m.p.h. over some bridge at the back of beyond as instructed, and failed to see the significance of a leer from Garry Thompson complete with devilish timing hose at the roadside around a blind corner very shortly thereafter. Whilst on a P.V. Rally, one grows accustomed to the sight of the Terrible Twins, Garry and Andrew, refreshing themselves in buccolic splendour at the roadside, 103 miles from nowhere. And that usually signifies that one has just made an automotive fool of oneself, as recorded by rubber hoses.

Lunch was duly consumed a la picnic at Gore, where Jim Tall made mysterious mechanical adjustments to his steed. The fol-



The McMillan DB4 Aston Martin follows J. Bramwell and C. Braid on their Vincent over an interesting section of the N.Z. Forest Service road through the Rankleburn Forest — a good gravel road typical of the P.V. Tour.

lowing long straights to Lumsden were complete with strong crosswinds that must have had the motorcycle mob, consisting of Jim's Indian and strengthened by two Vincents piloted by Cliff Braid and Jim Bramwell, progressing at an acute angle of alcoholic list. A certain stationary—and radar-less representative of the Ministry of Transport must have suffered a dozen apoplexies

as car after car swept by him in excess of permitted velocities; his concentration on some patently urgent paperwork on his knee bespoke a benevolent realisation of the irresistible calls of such a road, or perhaps simply bore witness to his radarless frustration.

Queenstown hove to on the horizon in mid-afternoon, and sherry and cheese in the Motor

Museum in early evening proved an unhappy alimentary combination guaranteed to stir the most recalcitrant digestive tract. Comedy relief at this reception was provided by a conflagratory consternation, to wit, a fire alarm, which was, I strongly suspect, contrived, but which resulted in the imminent disappearance of fire-engine driver supreme Brian Middlemass from the festivities. Dinner and dance at Trans was the usual riotous event, awash with fine wines and swimming pools au naturel—a tall tail, you say?—He will never make a mermaid of note. I was amazed that citizens at my table found time to eat between bouts of propositioning the waitress, plugging salt cellars and finding unnatural uses for ice-cubes.

Although the introduction of 'down-time' was a pleasant innovation adding a 'touring' atmosphere, I personally rather missed the gathering of cars for lunch. Apart from the occasional Aston of Ferrari passing at great speed, a gaggle of other M.G.s, P. Shepherd's Rolls, and the victorious Oakley Speed Twenty, we saw

Continued on Page 15



Cliff Braid's Vincent in the Rangleburn Forest.

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# Lost or just gone from sight

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Without doubt the most absorbing topic of conversation in the old car movement is the quest for information on the whereabouts of certain vehicles. Every member of the club, whether he is a collector, restorer, talker, entrepreneur, rallyist or romancer, will listen to the slightest mention of the history, fate or whereabouts of a long lost car or motorbike. Sometimes it happens that a vehicle you admired thirty years ago, of which you have lost track, is stored by an eccentric, unlikely to be on the road again; some have been sold abroad, sold to scrap merchants, cannibalized, buried in a garden (or a pond) or lie derelict under blackberries on a farm.

In the main, however, not many vehicles completely disappear without trace—somewhere, someone knows what happened to the Spitzbergen Seven! But here are a few stories from a long way back, about cars which genuinely disappeared when they were new or nearly new—stories I have taped from the vivid memories of my old friend George Campbell, whose name has been mentioned in these pages before—suffice enough here to say that he was “in the trade” before the first World War.

The first story concerns a 1914 Spa, an attractive Italian car, being handled by Harrison and Gash Ltd, Khyber Pass, Auckland who also had agencies for Warren, B.S.A. and Minerva. Neither of the senior partners of the firm could drive—they were in fact coach and body builders—but they foresaw the end of horse transport and hired young Campbell as motor salesman. The Spa tourer was hard to quit, and eventually George was charged with the task of selling it no matter how. He had friends in

the Kaipara area, from where he hailed, so thinking that they might like to own the first car in the Te Kopuru-Aratapu area, he drove the Spa to Helensville, put it on the steamer “Oatea” (Captain Sellars in charge) and they voyaged to Dargaville, there being no northern motor road in those days. Setting off for Aratapu, on the very poor road from Dargaville, the drive shaft, made of a rather light square section, broke. George removed the

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## by Doug Wood

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broken bits and prevailed on a blacksmith to repair the shaft by fitting a sleeve. Several days later the Spa reached the house of George’s friend, Toss Winters, who proved to be a good prospect, as he had ideas of running a weekly service to Dargaville. But first time out on a demonstration run the drive shaft broke again. Twice in one week was too much for George, especially as he had a conscience and could hardly leave his friends with an unreliable car. So the Spa was towed back with a pair of Clydesdales (horses—not trucks!) to Dargaville and put on the wharf, ready for shipping back to Helensville.

The next boat back was too small to take a deck cargo, so George proceeded ahead, glad to be shot of an embarrassment, and before boarding the train for Auckland he made out shipping and railing instructions for the Northern Wairoa S.S. Coy to handle the Spa from Dargaville to Auckland.

Harrison and Gash took the matter philosophically, they had no spares anyway, and would doubtless modify the shaft on arrival. They were somewhat perturbed however, when after

allowing a suitable period for transportation, there was no advice of the car’s arrival in Auckland. Eventually there came another excuse for George to go to Helensville, where he found that the shipping company had not sighted the Spa.

And that car has never been seen again. George went on to Dargaville. There on the wharf deck was oily evidence that some vehicle had been alongside the shed where he had left the Spa, but of its whereabouts nobody in the township or neighbouring farmland could hazard a guess.

Except—perhaps—the locals, possibly fearing loss of trade through the advent on the car; disliking the noise, dust and smell; critical of a car’s effect on horses, or even for sheer cussedness, pushed it clean off the end of the wharf into that bottomless grey mud of the Northern Wairoa, for the very next steamer to settle on at low water and erase its existence forever. Who knows?

The next missing car which George recalls is another European car, a 1912 5 c.v. single cylinder Renault, and it was about this car that he went for the second time to look for the Spa. Hunter Brothers were the carriers and contractors in the early days of Helensville and Kaukapakapa and had a big fleet of drays and waggons, sizeable enough to have their own blacksmith and woodwork shop. They knew nothing about motor vehicles, but on a prewar tour of Europe one of them had been most impressed by the Renault cabs in Paris. They bought one, and had it shipped out to Auckland, and their own drays brought it up to Helensville. They had no instructions on how to drive, or even start the car, but in blissful ignorance unpacked the little car

when they got it home, confident that if a Frenchman, who after all couldn't even speak the King's english, could handle a car, then why couldn't they?

However, horse-only sense on the one part, and French "engineering" on the other, was too good for them and it was weeks before they got it going. So long in fact that they lost interest, and even when the blacksmith got the hang of it, nobody knew how to drive. Anyway winter came, the roads were all mud, and they soon found out that they'd bought a pup. It was pushed into a lean-to at the back of the Smithy and forgotten.

George Campbell heard about the Renault, and having had some experience of them when chaf-feuring in France, thought he would see if the owners wanted to trade it on a B.S.A. or a Warren, both very suitable and quite popular back country cars in those days. Hence his second trip to the Kaipara area. The Hunters,

when shown a much more suitable car, were interested in doing business. So they sauntered down to the yard to value the Renault, whose ramshackle "garage" they reached after clambering over old dray bodies, broken wagon wheels, shafts, chains and rusty scraps.

There was no Renault, and there didn't appear to have ever been one. The lean-up was littered with rubbish, and there were weeds everywhere.

And that's the end of the story—they never did find the slightest trace of it—not even on a firewood saw nor as a milking shed engine. Your guess as to what happened to that Renault single banger is as good as anyone's.

The next two stories are not so mysterious, but nevertheless are topical. The first concerns a 1912 Metz. At least George says it was a 2 cylinder aircooled Metz of that year, but thanks to Barry Barnes informative article in this publication it was probably a year earlier. Anyway this near new

low mileage Metz was traded in on a B.S.A., but to make the deal George bought the friction drive two seater for his own use. Shortly afterwards he got a job with Pomeroy's in Hamilton, to which city he took his wife, and two children, in the Metz. He remembers the trip as being quite one of the best, and as they never got stuck it must have been summer time. Once settled in his job, the car got little use, until one weekend two of the firm's mechanics wanted to go to Te Aroha to play Rugby, and they prevailed on George to lend them the Metz. But they came home late on Sunday by train, as they were completely unable to get the car started after the game. George says that in all fairness it was really hard to start in cold weather. So they left it outside the pub where they'd stayed. Mine Host was asked to keep his eye on it until next weekend. In those days few people could handle a car and even fewer

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would risk driving off in someone else's vehicle. So George and the boys went back on the first train the next weekend quite confident in their mission, only to find no Metz in front of the pub. When questioned on the subject, the publican was very embarrassed—it appeared that the locals were so engrossed with the study of the car that they weren't patronizing the bar, and the car was a darned nuisance so he asked the police to move it, and all further enquires should be directed thereto. Off to the Police Station they walked, only to be greeted there also with embarrassed explanation. The police, knowing nothing about motor vehicles, asked a local know-all to assist, who tried to start the car by letting it run down the hill in gear to help it start. However, he, not knowing it was a friction drive, and panicking when he could neither understand the controls, nor control the car, leapt out of it before it gained too much speed. Unhurt, he and the police were able to watch it accelerate, miss the approach to the bridge over the Waihou, to career gaily down the bank into the swollen river, where it was carried to a watery grave. They said they were all very sorry, but they had done their best and that was the end of the Metz.

The last of the sketches concerns a 1924 Dodge tourer belonging to Lord and Lady Fenwick, visiting English naturalists who arrived in Auckland with the intention of studying toheroas on the West Coast. It appears that information on the very early stage of the life cycle of the toheroa is, even to this day, relatively unknown. And Lord Fenwick was determined to do his part in finding the beds or spawning grounds or whatever for the benefit of posterity. To which end he bought the most dependable car he could, and was lucky enough also to buy it from

George Campbell who knew both his motor cars and Muriwai Beach thoroughly—he later lived at the beach for years, he loved it so much).

Delivering the Dodge to the Fenwick's at the Grand Hotel, he told them where to find the best beds of toheroas—"exactly thirteen miles from the rocks at the southern end, there is an old steam winch boiler—100 yards from there the beds start, Whatever you do, watch the beach—it's winter time, and it's treacherous." Away they went—George helped them pack the car with masses of paraphernalia, and with a final admonition, the little expedition disappeared.

Several days later George heard the sequel, arriving successfully at the winch boiler, Lord Fenwick decided to take a photo of Lady Fenwick in the Dodge. This took a little longer that it would today with a 35mm S.L.R. or a Box Brownie, and by the time he had set up his tripod and camera, the narrow tyres on the heavy laden car had sunk into the sand a bit. To make matters worse, it started to rain, and this of course is disastrous on a beach. The car stuck; all attempts on their part could not cope with the situation, to which they were unaccustomed, and inevitably the tide came in and the waves came at them. Before they knew where they were all their possessions were saturated, and the hood of the Dodge was in tatters. Retreating from the onslaught, they returned to the shelter of the old boiler, and dusk settled on them. Terrified by the unusual conditions, demoralized by the cold, and hungry, they made themselves as comfortable as was possible on the lee side of the relic, there being not a vestige of habitation for 13 miles.

At first light, after a sleepless night, they looked for their car. It had completely disappeared. All there was to show that it had even been there was a lot of

litter at high tide mark. Everything had either washed out to sea, or was buried somewhere in the sand, and is still there. They started to walk back, ill equipped for the march; near exhaustion with fatigue, hunger and thirst, some Maori drovers from Bucklands estate at South Head station brought them back to civilization—sadder and poorer.

So that is the story about four old motor cars which today if they could be found, would be some enthusiasts pride and joy.

\* \* \*

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Continued from Page 12

very little of the rest of the field through the day. Understandably, though, the logistics of feeding the occupants of forty-plus cars is formidable.

#### RESULTS

Over-all Winner:  
D. Stevenson, Ferrari  
Best Performance, one-make owner's club:  
K. Lawson, M.G.  
Best Performance; P.V.  
R. Oakley, Alvis.  
Most suitable car for the Tour—choice made by competitor:  
R. Shepherd, Rolls Royce  
Most Notable Performance:  
R. Duell, Ferrari

I am sure that other participants will echo my sincere thanks to Gordon Sharpe, Robin Barnes, and their erstwhile team Dave, Brian, Garry and Andrew, Peter, Willy and any others that I may inadvertently have not listed; also the Queenstown Motor Museum and Brian 'Flick' Middlemass.

# Talking about Intakes and Exhausts

It has been said that what goes up must come down, but applying the law of relativity in another direction, what goes in must come out. This applies to the intake and exhaust system of the internal combustion motor and a poor exhaust system can rob it of up to 40% of its power. We know what a nice cackle from the tail pipe can do for the ego but a well designed exhaust can boost the power as well. This article will cover the arrangement of valves and pistons.

The L head was by far the most common and the name was derived through the piston and valve chamber forming that particular letter, when viewed in cross section. The T head had a valve placed either side of the cylinder. The O.I.S.E., (overhead inlet, side exhaust) system found few users due to machining being

required in both the head and block, therefore increasing the manufacturing costs. Rolls Royce used the overhead crossflow system, where the valves were mounted in the head and the inlet manifold on the side and the exhaust on the other. Quite a number of firms used the cross-flow system with various valve arrangements but Rolls is the only motor I have worked on that places the inlet valve first on an inline piston setup. The flat or opposed piston was used in the Jowett motor while Stearns-Knight used a different valve system rather than a different piston arrangement, namely the Sleeve valve. The V form of piston lay-out was in use very early and a V12 and V16 fuel injection was on the market in 1906. In the later years the inclined or slant motor has

become more popular for reasons of space, a thing not taken into consideration in the old days. There are only three other forms that come readily to mind, the diesel, the two stroke and steam, of which there were nearly 80 makes on the market at one time.

For those of you who have vehicles with exposed valve springs and wish to quiet them down, take a cardboard tube of a diameter slightly larger than the spring and long enough to fit snugly between the cam follower plate and the top of the spring. Make a cut from top to bottom of the tube and place around the spring and tappet block. Beside reducing the noise, it also keeps out the dust and helps retain the oil fumes.

Len (Handy Hints) Elliott

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33 x 5	23"	35 x 4½	26"	43 x 5	33"	600 x 21	
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# 11th Hawkes Bay Safari

Saturday morning dawned fine and was definitely a "hoods down" day as about 8.30 a.m. we set out for Napier and the start of the 11th Hawkes Bay Safari. Our first surprise of the rally was to find nearly thirty entries awaited the start of what must be as successful a safari that has been held to date.

**by Mark Pothan**

Away about 10 a.m. mid-field and the Morrisies behind in the Overland, down Taradale Road and headed for Puketapu, but first of all a small stop to collect a spare vacuum tank from Richard Morris as the Hudson seemed to be running out of fuel. Continued on the run behind Puketapu and out to Fernhill onto Highway 50 to the first check and then turned off for some of the most interesting vintage motoring most of us have encountered in our home territory. Just shows you what is at your own back door.

When we hit the hills our fuel troubles started, which despite all efforts remained with us till the last leg of Sunday's run. Will not say more as all will be familiar with similar experiences. Lunch as a very relaxed and enjoyable picnic, and afterwards off to the Onga Onga Centennial Show.

There to meet us in his home territory was Peter Russell. As soon as the cars were parked most of us headed to the traction engine gently puffing and hissing away, then a cup of tea and a parade around the oval (noticed old Louis busily selling raffle tickets). Afterwards away on the last leg of the day's run to the Hostel at Woburn where we met the Hollands of Palmerston North and Morrisies very nice Sunbeam!! (Not game enough to

express my ignorance in print Morrie). After a leisurely shower and a change we headed for a Waipuk establishment where we had an enjoyable buffet tea, fol-

lowed by a noggin and natter and afterwards home to bed at the Hostel.

Sunday was fine, and we thought of taking the hood down



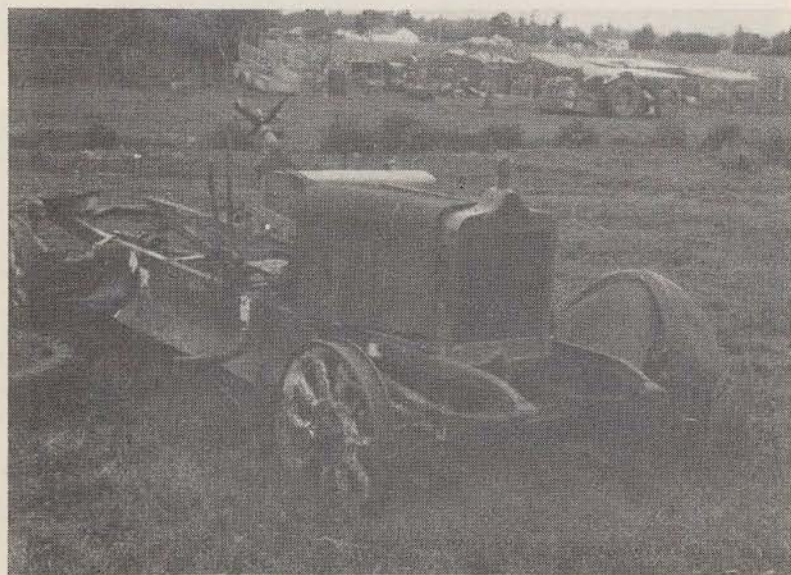
At Woburn. Left to Right Hank's old Louis, Pothan's Hudson, Holland's Sunbeam and Young's Chrysler.



Run home on Monday, Left to Right Hudson, Overland and Chrysler.



**Who says nothing left in N.Z. From what we could see absolutely complete and supposedly driven to its present site**



**On the same property as the Morris but also unobtainable.**

again, but decided to wait a while, and did it rain!! A stop at the Onga Onga Museum and a dash over the road for a good look. Just goes to show what a

band of enthusiasts can do and what a credit to them.

Off again, and into the hills amongst now rapidly descending clouds and wind, this was real

vintage motoring, shingle hilly roads climbing steeply with fantastic views between the clouds. The final check of the morning was next and into the grounds of the Thomsons, where a truly magnificent lunch or should I say dinner awaited us.

After lunch noticed our mobile reconditioning shop (two motor cyclists very industriously turning a thou or so off a tight Aerial piston very meticulously with the latest in mobile precision machinery—a flat file, didn't note the cut but possibly the language was an ample description.

Off to a flying start and away, relief and end of frustration. For the first time in the rally the car really performed and with typical exuberance we set off and to hell with times and trivial things as rallies.

It was at this stage we came across a gorge and what a sight as we headed downhill to see on the other side the Peach Essex, Robinson Essex, Morris Overland, the Hollands Sunbeam, Evan's Chev. A picture of fifty years ago. Out of the Gorge and the next thing was Miles steam driven mill on our right. The final check of the day and what a day's motoring, even with car trouble this would rank as one of the most fantastic days run we have ever been on. It was then we realised the Dassler Arrol was not with us, and hadn't been seen since the lunch break, so as it was not very far back to the Hostel we headed back to see if we could be of assistance. Sure enough there was the Arrol on the side of the road with dismantled mag and a crew looking for better facilities to pull things to bits and maybe fix them.

Soon Digby Young arrived in the Chrysler with tow rope so after a few garbled instructions re route etc., we set off, Hudson with very poor two wheel brakes towing Arrol with very poor two wheel brakes and the San Hill approaching. Our big worry was not going up but coming down

with a tow rope of not much more than eight feet, but we made it and soon arrived back at Woburn.

After a shower etc., we all gathered and awaited the bus back to the Thomsons' where we were to have tea and the evening do. Well we sat around and waited, and waited, next thing "perhaps we should contact Hank or something" when, who should turn up but the worthy gentleman himself with instructions to make our own way out, as the bus driver had literally gone fish-in' and forgotten us. Once again the Thomsons really did us proud and what a terrific tea.

Prizewinners were:

Overall winner—Mark Pothan. Wayne Evans, Vintage Cup; Craig Warner, '36 Standard, the PVV Cup. Commercial Cup, Daryl Olsen, '28 Austin Seven (first time out). Great Batch Prize, Denzil Dassler '20 Arrol Johnson. Motor Traders Prize, Digby Young '26 Chrysler. Wrightcars Prize, Wayne Evans Chev. Anderson Nurseries Prizes, Craig Warner (Hard Luck), Morrie Holland (Sunday Run), Wayne Evans (Sunday Run).

Monday dawned bright and one of the first jobs was to take the hoods down for the trip home, but no one seemed to be in a hurry so we all swapped cars and crews and headed off for a spin. This was very enjoyable indeed, until a '26 Chrysler was seen to head off with an all woman crew. After about  $\frac{1}{4}$  of an hour and no Chrysler the owner was obviously very relieved when the car hove into view and all was forgiven when out came twenty hamburgers and so a relaxed lunch. No one was in any hurry to go home so it was decided we would go to the Steam Mill at Ashley Clinton, and up to the Gorge for some photographs. A look at the mill and then home and fish and chips for tea.

### Oldtime Hints. by a now retired mechanic

The following handy hints were practised in the days when our vintage cars were every day transport.

1. Valves that stick when running can be relieved by shaping with emery paper, a waister on the valve stem where it would be in the guide at all times and putting a little grease on the waister. If made sufficiently deep without weakening the stem, the waister acts as a good reservoir for the grease which lubricates the guide.

2. "Zebo" the old time stove black, or black lead can be used to lubricate sticking clutch slides. Unlike oil or grease it stays there and does not fling out.

3. "Zebo" or black lead, thinned with turps and sprayed on to radiators gives them the right appearance and provides for the correct heat transfer. Much better than paint.

4. Multi-plate clutches of the saw tooth variety invariable wear grooves that prevent them from sliding. The trick is to set the teeth as on a saw blade.

5. Certain models of Hudson had brass backed bearing shells that were screwed into the big end caps but often did not fit properly and bearings would hammer out. Lap in back of shell to cap with grinding paste until proper fit and drill the screw holes to replace with rivets.

6. One model of Ford V8 came out new with an over efficient water pump, resulting in loss of water through the overflow. This was cured without loss of cooling efficiency by putting a  $\frac{1}{2}$ " copper by-pass tube from the top to bottom radiator tanks. Probably not the correct substitute for a thoroughly good clean out of a vintage radiator, but then not all vintage radiators can be completely cleaned because of the nature of them.

ROB. KNIGHT

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Ellis in the Delage heels heavily to starboard while sailing through the chicane.



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# MOLYSLIP AT THE MONTAGU MOTOR MUSEUM



An interview with Lord Montagu  
and Mr. R. C. Warne  
(DIRECTOR, ANTIQUE AUTOMOBILE ENGINEERING)  
at the Montagu Motor Museum,  
Beaulieu.

**"Do you use Moly slip in all the cars you restore for the Museum?"**

**MONTAGU:** "Yes, we feel it's absolutely essential. These cars are easily damaged beyond repair; and it's our policy to keep them running, not just static museum pieces. We have to pamper them like thoroughbred racehorses. Vintage car lubrication is always hit and miss, especially at starting, or on steep hills, where you can starve the forward cylinders. I wouldn't dream of taking one out without Moly slip."

**WARNE:** "We were amazed at the results of Moly slip right from the word go. It's one product that really does all that's claimed for it, and probably more. For instance, we entered a 1904 Brushmobile for the London/Brighton run. Our driver exceeded the 760 maximum revs, broke the crank case and lost nearly all the oil. But the car completed the run, and she'd have gone on running. Without Moly slip she'd have seized up. All our engines run sweeter with Moly slip. We often run the old Edwardian racing cars faster than when they were made, with modern fuels. There's a 1920 Sunbeam\* that still does over 100 m.p.h. It's quite a test for old cars, so we use the best materials possible."

**"Do you use Moly slip Grease?"**

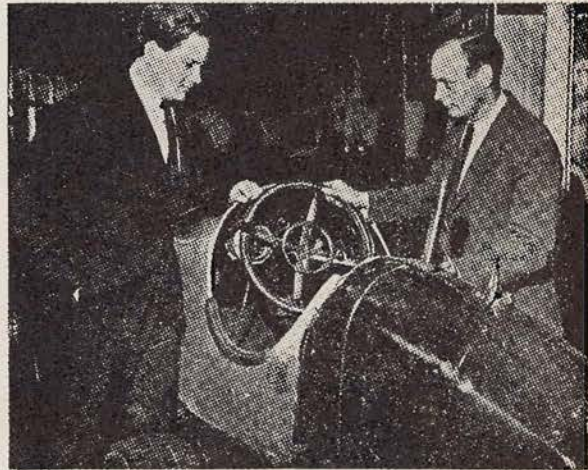
**MONTAGU:** "Yes. In many old cars,

the gearbox is grease lubricated. The protection Moly slip gives here and on the chassis is fantastic. It quietsens down rattle considerably, too. And this new Liquid Grease injector spray is useful—some of the old engines are frightfully inaccessible."



**"Mr. Warne, do you recommend Moly slip to your other customers?"**

**WARNE:** "Oh yes. I always tell them it's essential to go on using Moly slip after their cars have been restored."



\* 1920 350 h.p. Sunbeam

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# Model A Days

Shortly after my arrival in New Zealand in 1954 I started looking around for some means of transport, and one evening while talking about the subject with the farmer I was employed by at the time, he suggested I contact one of his shearers who was contemplating an overseas trip and wished to sell his two cars. One was about a 1936 Chevrolet Sedan ("Oh yes, I had heard of Chevs before"), and the other was a 1930 Model A Roadster ("Model A I thought, what on earth could that be?"). The vacant look on my face must have indicated to my boss that I had never heard of a Model A. When the name Ford was mentioned I coughed loudly to cover up my ignorance and retorted, "Of course" ("Yes I knew what Fords were like, I had just sold a Popular in Scotland a few months previously"). An evening or two later the Model A was brought along for me to inspect, the Chev being too much for my pocket. I really had no idea what to expect as I walked round to the front of the house for my first sight of the vehicle. My heart thumped wildly as I stood and stared at the slightly sporty looking machine, with its jaunty hood, its spare wheel stuck on the back and the rather pleasing set up at the front with its nicked radiator surround and large headlamps. The two-toned colour scheme of ivory body and dark green mudguards added to the attraction. No I had never seen one before, but it was love at first sight and after close inspection and a test drive, the deal was clinched at £170. It had covered about 80,000 miles, sported a brand new diamond tread Good-year on the spare, and was generally in good order apart from a

little rust in the back below the rumble seat.

The excitement of owning a car like this was quite tremendous and every spare moment during the first few weeks of ownership was spent driving or just tinkering, so much so that after one tune-up session it wouldn't start, and it wasn't until I had been towed a  $\frac{1}{2}$  mile down the road, that I discovered the rotor arm lying on the cylinder head! Whenever I mentioned to

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by A.B.F.

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others that I owned a Model A I was inevitably bombarded with tales of experiences people had had with these unique vehicles, varying from smoke in the amp meter to having the spare wheel removed by a train on a railway crossing.

I can't say anything quite like that happened to me and as far as I can remember it never let me down mechanically, and of course the longer one had the car the more one became used to its peculiarities, such as noisy brakes, somewhat fierce handbrake, its behaviour on corrugations and its delight in periodically dropping a

brake rod on the road which resulted in quite frightening noises from below.

Some quite long trips were undertaken, petrol consumption running at 21-22 m.p.g. Cruising on the open road was usually done at 50-55 m.p.h. and one day whilst heading for Levels Airport being late for a flying lesson in Tiger Moth ZK APS ("I wonder where she is now?") I opened her up to an indicated 72 m.p.h. but perhaps the gauge was a bit optimistic. In some respects, driving the Model A with the hood down was similar to that of flying the Tiger Moth (in level flight of course).

After a couple of years I had the motor re-conditioned which would probably have been a good stage at which to start a complete restoration, but I just wasn't interested in that sort of venture. I also had a new hood and wind-screen fitted which cost somewhere in the region of £22, and a tidy up paint job for £14 not long after which my dog one day decided to jump onto the rumble seat lid, found he couldn't get grip and proceeded to slide to the ground and be met by a rather



Shortly after purchase in 1954.

inaccurate ground to air missile in the form of my boot.

At one stage when the hood was at its worst, I borrowed a friend's 1936 International truck to collect my girlfriend and take her to a ball in Christchurch. After returning her to her home at Tai Tapu at a very late hour, I headed back to the city via a rather badly corrugated shingle road and then suddenly, after a spot of severe turbulence, the lights went out and the motor stopped. I appeared to be in the middle of nowhere and being in a strange vehicle on a very dark night complicated the situation. My knowledge of car electrics at that time went little further than being able to identify positive and negative on the battery terminals but I didn't even know where the battery was located in this case. I suspected a terminal might be loose so after groping about blindly for some minutes under the bonnet, I decided to

look under the seat and sure enough that is where it should have been but it had dropped to the road and was hanging by one cable. With some difficulty I managed to pull it back into the cab but couldn't see how it was supposed to be retained so I slipped the belt of my rain-coat under it and tied it up as best I could. I then found I couldn't get the seat back in place as the battery was now sitting too high, so I threw the seat on the deck and proceeded to drive back to Christchurch sitting on the floor in my dinner suit only just able to see over the top of the scuttle! Quite a sight I would imagine.

However, back to the Model A. It continued to give good service and it wasn't until 1958 when I purchased a second-hand V.W. that I started to use it less and less. By this time I was married and working in Le Bons Bay where I had to travel  $3\frac{1}{2}$  miles to work each day and found the

comfort of the V.W. surpassed that of the Model A. It had to be kept outside under a tarpaulin and occasionally I thought about selling it but each time I felt a reluctance to do so until one day an idea struck me, "Why not make it into a truck? It would be an ideal hack vehicle if ever I'm fortunate enough to get a farm of my own!"

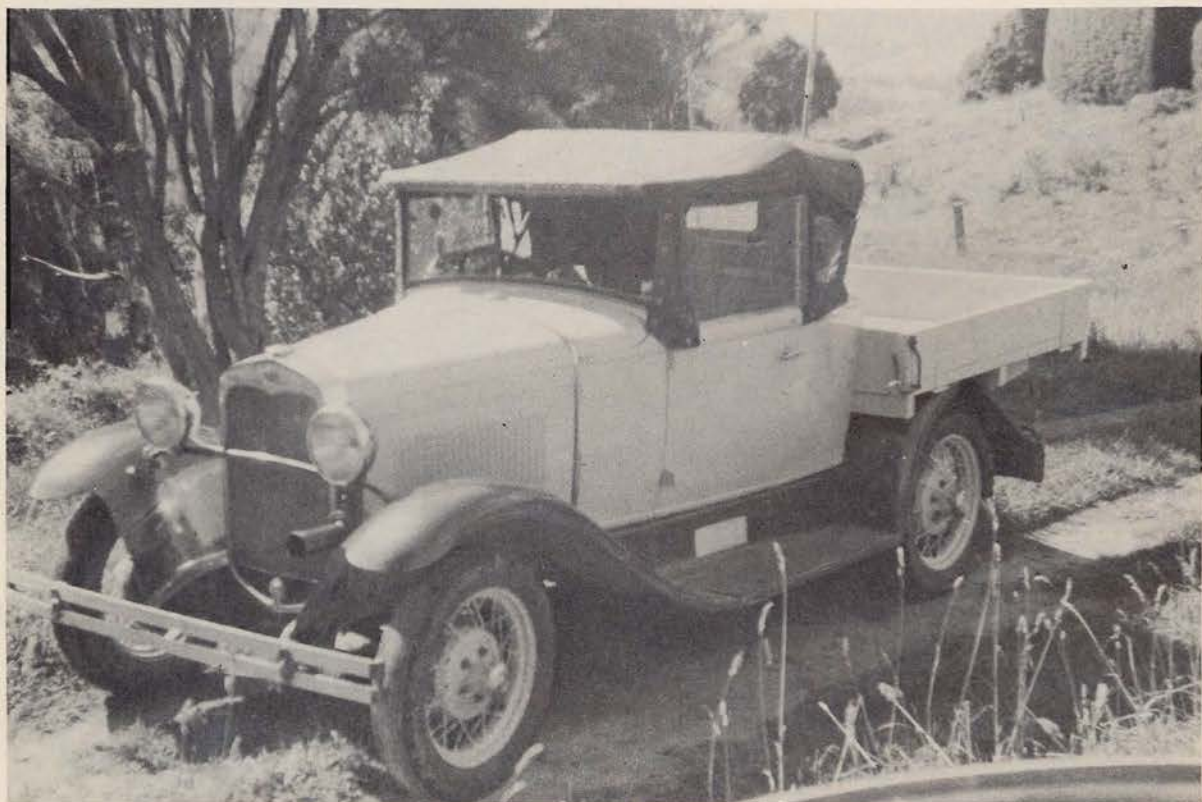
So the damage was done; I set to with a hacksaw or what ever

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Conversion completed. The Model A with its new body style.

instruments I could find, cut off the rear end and fitted the nastiest deck you ever did see (pause here for gasps of horror). The rear guards wouldn't fit under the deck so I cut them in two to enable me to get them on. The wood work was eventually painted to match the remainder of the vehicle and I must say I felt extremely proud of my efforts. Naturally the rear portion was no longer required and it was tossed into the local dump but I must have felt some remorse as I kept the rumble seat lid and this is now in the hands or rather the Model A of a club member.

Well the Model A remained with me for another year and then as there seemed little hope at that stage of getting onto a farm I sold it to a Pigeon Bay farmer. It really makes me quite sad to think of those times and little did I realise that a year or so later after seeing some of the fine looking vehicles in the 1965 International Rally I would be purchasing a vehicle which had suffered a similar fate to my Model A and restoring it to its former glory.

### Some Interesting *FIRSTS*—

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 Universal Rim (Goodyear) 1905  
 Ignition locks fitted 1905  
 Air brakes 1906  
 Vibrator type horn 1906  
 Woven asbestos linings 1906  
 Demountable rims (Firestone) 1907  
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## Chevrolet 1911-1917

One day in March 1911, a group of men working in a loft above a small shop on Grand River Avenue in Detroit began assembling the first Chevrolet. This car was the Classic Six, a five-passenger touring car. Two years of experiments and tests preceded the actual assembly work. Louis Chevrolet the colourful race driver famed in the early years of the century, directed this work, having been hired by W. C. Durant to design an engine for the car.

Durant was a fabulous man in the automotive world. His financial genius helped to organize General Motors in 1908 and now he was looking for new worlds to conquer in the exciting atmosphere of the automobile industry.

The Chevrolet Motor Company was incorporated on November 3rd, 1911, and Durant leased a plant on Detroit's West Grand Boulevard for building his Chevrolet car. Two other companies, the Little Motor Car Company and the Mason Motor Company, started in Flint, Michigan, that year and became the foundation of Chevrolet. Little produced an economical 4-cylinder runabout and Mason built engines.

Production for 1912, the first full year of Durant's operations, totalled 2,999 Chevrolets. Durant merged the Little Company and Chevrolet in 1913. He gave the Chevrolet name to the Little car and moved the Detroit plant to his Flint Wagon Works. Chevrolet's famous Baby Grand touring car and Royal Mail roadster were first introduced in 1913. Demand for Chevrolet cars reached the point that additional production facilities were needed, and a second assembly plant was leased in New York City. Production rose to 5,987 units. This was also the year that the famous Chevrolet trademark was first used on the cars. This distinctive

trademark has appeared billions of times on products, advertising and sales literature. It originated in Durant's imagination when as a world traveller in 1908, he saw the pattern marching off into infinity as a design on wallpaper in a French hotel. He tore off a piece of wallpaper and kept it to show friends with the thought that it would make a good nameplate for a car.

Later he decided on the name Chevrolet for his car because race drivers were heroes of the day and because he felt that the name Chevrolet had a musical sound and the romance of foreign origin. The original trademarks for the Baby Grand touring car and Royal Mail roadster, also products of Durant's imagination, were designed between August and December, 1913.

Another landmark was blazed in the 1913 Chevrolet—the introduction of the valve-in-head engine which has become the basic principle of all modern automobile engines today. Here is a description of the 1913 engine taken from advertising of that year.

"Gasoline is introduced directly into the cylinder head and exploded there. The full force of the explosion comes into direct contact with the piston head. For this reason Chevrolet power is maximum with minimum fuel."

In June, 1914, the Maxwell Motor Company's Tarrytown, New York plant was purchased for assembly operations to meet the growing demand for Chevrolet cars. The need for a wholesale selling organization was met in 1914 with the establishment of an office in Oakland, California. Other offices opened a year later in Kansas City, Missouri and Atlanta, Georgia, St Louis, Missouri and Oshawa, Canada were the next sites of Chevrolet growth.

In 1915 the "490" model was brought out and assembly began in the Tarrytown, New York plant. Also in 1915 Chevrolet made electric lights standard equipment. This same year Chevrolet licensed the Gardner Buggy Company in St Louis to assemble cars.

With the 1916 models, Chevrolet was ready to launch its first important bid for volume production and the mass market. Earlier, Chevrolet was competing in a market just above the low-price class. But when the "490" came out, named because it sold for 490 dollars, Chevrolet plunged into the toughest competition—leadership in the low-price field.

By now, Chevrolet production facilities included plants in Fort Worth, Texas, and Bay City Michigan. The Warner Gear operation in Toledo, Ohio was bought, and became the Chevrolet-Toledo Manufacturing plant. Chevrolet opened the Oakland, California assembly plant in 1916 the first in the industry on the West Coast. New plant were also operating in Flint.

Production jumped to 70,000 cars by the end of 1916. Expansion was still the key note the following year and 125,882 units were manufactured. Chevrolet built its first closed car bodies in 1916. Retail selling stores were opened in many large cities, principally in the eastern part of the country, to bring the car to the people.

A new 90-degree valve-in-head V8 engine was introduced by Chevrolet in 1917. The Mason Company in Flint merged with Chevrolet in this year to build engines. The forerunner of today's modern hardtop, a Chevrolet "49" five-passenger sedan with removable posts which made it an open car for touring, was brought out by the company.

Chevrolet became a part of General Motors in 1918.

*Reprinted from  
"Veteran Car", Victoria*

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## They've seen the light!

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The Marlborough Motor Cycle rally of 1967 was outstanding for many reasons, particularly for the manner in which it was organised and the hospitality extended to visiting entrants. However, one incident still remains vividly implanted in my memory, and it happened this way.

The machines were on static display at the park, and the locals turned out in force to look, and express the now so well known "I remember when . . ."

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### by Dick Gadd

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The arrival of a couple of lads of twelve years or so looking intently at the carbide gear mounted on the handle bars of the Ariel brought forth the question "What's that mister?" I quietly explained that the top section contained the water, while the bowl beneath held the carbide, and when wet created a gas which travelled via the rubber tubing to the burners.

I detected an obvious nudge from one to his mate, and a fair translation of their thoughts would have been "Who does this old goat think he's kidding?" So I asked would they like to see it lit up. "Too right" was the reply, (further elbow nudging and suppressed sniggers) "O.K." I said, "I'll turn on the water. Three distinct clicks were audible as the control needle was opened and water fed to the bowl. No nudging now, better to wait and see. Perhaps the old goat had something after all. "Now the carbide should be wet, so we'll have a quick sniff in the headlamp for gas. Yes it's ready" I said and applied a match, the result being a brilliant light. By this time their eyes were fair popping out. Having explained it would take a little longer for the tail lamp as the gas had to travel about five feet

through the tubing to the rear of the machine I offered to let them have a sniff of it before I lit it. The offer was eagerly accepted.

By now they were convinced the old goat really did have something after all, and was not having them on. The application of a match to the tail lamp served to confirm it. "There you are, a white headlamp, and a red tail lamp all lit by carbide gas" I said. I was reminded of the pop song of a few year back. "The music goes around and round, and it comes out here". "Gee, mister, that's really neat. Thanks ever so much" was their response. I'm sure I made two friends for life that day.

Why did I waste time putting this drivel on paper? Oh yes, I remember now. I would exhort members, whether it be car, motor cycle or what have you, when a kid asks a straight question, for goodness sake, give him a straight answer. Don't shrug him off. In an age where crime, violence, and destruction monopolise the headlines, any interest in the products of bygone days deserves all the encouragement possible. Who knows, perhaps these youngsters will be the members of our club in the future?

After all, isn't this what the Vintage Car Club is all about?

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## Branch notes

### ASHBURTON

Looking back, November seemed to be a busy month with no lack of variety and I'm sure there was something for everyone. Three members attended a garden party at the Salvation Army Children's Home in Temuka, a centre this Branch visits once a year to take out the youngsters, and on the same day four cars went to Methven for the Floral Festival while another, all on its own, was competing in the Clutha Rally.

Our meeting night was mainly a working bee to tidy the grounds in readiness for the combined Veteran and Motorcycle Rally which turned out to be a very successful event. Thirty-six entrants faced a fine but very cold day to exercise their skills. Field tests back at our club grounds after the lunch stop at Hinds proved entertaining, and later on a few members and vehicles visited "The Plains" where the Steam and Preservation Society were holding a "Steam Extravaganza." A barbecue tea rounded off the day.

Steam was still much in evidence at "The Plains" the next day when seven cars and a motorcycle lined up in addition to all the period machinery and vehicles, which included an ex-London bus and a steam truck.

At the end of the month, in response to an invitation from the Canterbury Branch, seven cars joined about twenty five of theirs for a run to Barker's Winery near Geraldine. This proved to be most enjoyable, with a tour of the establishment and the chance to purchase a bottle or two before heading back to the Geraldine Domain for lunch. Not far away was Morrison's Motor Museum which was opened for us to inspect in the afternoon and a brief but interesting talk by Mr Morrison covered the history of the vehicles housed therein. This rounded off a good day's outing.

Early in December 3 cars, a truck and a motorcycle attended the N. Otago Windsor Rally where a combination of excellent roads and good weather made it a pleasant and interesting drive.

The official opening by Sir Basil Arthur of the South Canterbury Branch new A frame clubrooms was a memorable occasion, this

function being attended by our Branch Chairman and his wife.

Our children's Christmas party once again proved quite popular with all age groups and a little diversion apart from Father Christmas, was provided by traction engine rides.

New Year's day saw six cars motor to Fairlie for their annual festival where they met up with some from the South Canterbury Branch and joined in the procession of floats, traction engines etc, depicting the theme "Transport through the ages."

A recent restoration has been the Ford Model A Roadster of Ollie Hurst's a car which would have been written off by many would-be restorers but Ollie's ingenuity and determination has converted the rusted remnants into an attractive and motorable vehicle.

John Fergusson who is carrying out some renovations of considerable magnitude to his 1954 R type Bentley must have been talking persuasively to Bruce McIlroy as Bruce recently became the proud owner of a 1952 Mk. 6 Bentley and can no doubt now consider himself one of the Bentley boys!

KEN MACLEOD

### AUCKLAND

The Christmas Social, a Picnic run and a half of a series of One Make runs are now behind us and many are preparing their cars for the longer distances to come.

The Gymnic was held at the Clevedon Polo Grounds this year. Plenty of shade and a space to try out unusual cars made this a popular venue and we should see a return to the same spot next year. Alan Peterson had everything arranged perfectly and many stayed on for a barbeque in the evening.

This is really a day for the children but it is also the one day of the year when members can bring out their skeletons and tow or trailer anything interesting to the grounds.

The line up of stationary engines grows year by year and the standard of restoration often excels that of our cars. Neil Cox produced two of these brass trimmed monsters and still managed to get his latest car restoration, a 1923 Buick, to the grounds as well. Barry Maxwell turned up in his speedy Ford Raceabout and Monty Scarborough in his 1913 Ford T recently acquired

from R. Duley of Norswood. Geoff Quarrie showed off the engine and chassis of his veteran GWK and Rod Welch proved that his "as found" 1914 Overland does not need any restoration work to make it run all day. No doubt when we see this car next time Rod will have applied a bit of dressing to the hood

Another Veteran to make its debut was Nigel Brownings 2 cyl. Renault, recently imported from the New Hebrides. This car goes well, but requires a lot of work to bring it up to N.Z. standards. Nigel is a Waikato member but never misses a major Auckland event. We will be looking forward to seeing the Renault in the 1977 Veteran run.

The Auckland Club's 21st Birthday year was rounded off with a get-together of many old time members in the club-rooms for a Saturday night social and dance. When the club was formed the North Island membership was shared with the Wanganui Branch and "Auckland" members were spread far and wide. It was a great occasion to get many of these members together again and join in the celebrations with some of our "retired" locals. A highlight of the evening was the showing of several films taken on club events held during 1955 to 1958. Some of these have been copied to hold in our Club archives for future generations, to view and ask as we did—"what's happened to those cars now?"

We regret to report that another car has been lost in a garage fire in Auckland, cause unknown. This time it was past Chairman, Harold Denton who suffered the loss of his 1923 Moon. We put the damage as slightly more than the Charabanc fire exactly three years ago. Harold is already planning re-restoration and deserves some help to find instruments and fittings.

B. R.

#### Motor Cycle Notes

November 8 was the date of our combined run with the Waikato boys. Starting point was Rangiriri and the route took us over quite good roads, both metal and seal and ended at our Club rooms where the ladies had tea and biscuits waiting for us. A typographical error on the route sheets caused some confusion in one section but everyone found their way home eventually. There were 22 starters plus a few who went along for the ride. Only 5 riders arrived from Hamilton, though mechanical problems at the last minute had caused several withdrawals. The weather

On Auckland's Hunua 100 Rally last October.



Brian Johnston's Vauxhall 30/98



Hunua 100. "Angelique" with raincoat.



Hunua 100. Harold Kidd's Kissel with Eric Stevens navigating.

PAGE TWENTY-EIGHT

was good and riding conditions pleasant. It was the first run for some months that we have been able to finish dry. A noggin and natter followed that evening in the clubrooms, supper again provided by the ladies. Some films of our recent motorcycling activities were shown along with slides provided by Steve Lampard of English Vintage Club bikes.

Results of the run:

Veteran Jack Fox  
1918 Harley Davidson

Vintage Pat Wood

1929 Harley Davidson

P.V. Ron Roycroft 1934 Ariel

Modern Ken Hume 1956 B.S.A.

The Cecil Light Trophy was contested on the 16th November. This is awarded for the most creditable restoration of the year. Nine bikes turned out on the day and it was obvious that a decision as to the winner would be difficult. Ron Fellowes 1922 AJS and sidecar was a narrow winner from Don Tomkins 1930 Harley at the final Ballot.

Robin Heavey's 1953 350 AJS has been accepted by the branch as our first PVV subject to National approval. A real A.M.C. enthusiast Robin completely rebuilt this machine from the remains of several bikes and has gone to a lot of trouble and research to ensure that it is correct in every minor detail. He is now turning his attention to his other A.M.C. products which include a 1929 A.J.S. and 1938 Matchy. We hear Pat Wood has parted with his 1939 Indian Four in exchange for an Indian twin, circa 1940. It will be a saving in spark plugs anyway Pat.

B. S. ARTISTE

## BAY OF PLENTY

On the 9th November quite a few members and cars travelled to Rotorua to compete in the Miss Ainsworth Memorial Trophy.

Our club meeting was held on the 10th November and a tape recording was played of the unveiling and christening of Jim Webb's 1938 Chev Coupe. This was followed by a quiz by Dawn Webb for ladies only to find out whether he loved his vintage or his wife.

Our next event was on the 22nd November with our Club End-Of-Year Dinner which was a great evening.

Next run was on the 30th November with an all day run organised by Jim and Jean Webb, which took us over the Kaimais and into the



Jack and Margaret Fox 1918 Harley Davidson on the Auckland Branch Veteran Run in February, last year.

Waikato and finished at the Clydesdale Museum at Matamata and a visit to a stud farm. First in this event was Kevin Rumble (Model A Tourer); 2nd Equal Peter Dick Rumble (Rugby) and Calvin Law (Morris Cowley). Our December club night was on the 8th with a very interesting talk given by Calvin Law on testing station requirements etc.

Next was our Christmas Run held on 14th December organised by Maurie and Val Nottle. The run was out of town to the Whakamarama district and back to Omokoroa where we relaxed in a Reserve surrounded by walnut trees. This run was won by Kerry Smith (Cheviot) 2nd Bill Jones (Sunbeam) 3rd Kevin Rumble (Model A Tourer).

We have recently seen Peter Buckley's 1929 D. A. Dodge and Trevor Gordon's 1934 Plymouth join our ranks, Bob McGarva's Model A Tourer has returned from the paint shop and Alan Webb is anxiously awaiting the return of his Model A Coupe. Stuart Gradon has sold some of his bikes and is now working frantically on a 1930 Triumph Roadster and his brother Terry is working on a 1934 Austin 10. Bill Jones' Lagonda is shaping up fast with running gear all completed. Kerry Smith is working nearly all night at the moment on his 1931 Wolf Motorcycle with the aim of having it completed for Tokoroa's Motorcycle Rally.

Jim Webb is now in the process of building a large garage to house all his cars.

We hope this year to see many more cars on the road that are at present nearing completion.

BEV SMITH

## CANTERBURY

That cloud of dust I spoke of last issue is well and truly dispersed now after the 25th Anniversary last November, mainly due to the inclement weather of late I think. As all interested, now know, the event was an absolutely rousing success. From the beginning to the end the sun shone and the wind stayed out of it all, much to the delight and comfort of tenters and caravaners alike. Our club grounds coped admirably with the forty odd vans and tents, though hot water was at a premium at times, judging by the gasps and choking sounds some chaps made as they climbed into their morning showers.

Saturday morning in Hagley Park saw an exciting gathering of vehicles and drivers too numerous to mention here. However I feel I must say the most exciting aspect of the run for me anyway was the collection of veterans presented. The very core and backbone of the old car movement I feel. All wheezing chuffing, all rattling fenders, I felt as

Toad did at the sight of his first car. It was truly a wonderful motoring occasion not to be forgotten in a hurry. At the end of November, the advertised Winery run took place. A two day affair, it took the participants to Geraldine to the winery and then on to Timaru for a get-together with the locals there. Timaru branch has a club-room to be proud of I'm sure. During my Christmas rambling I stopped off at Timaru to view the motor-show in aid of reducing their mortgage. A good effort and the old fire engine advertising out front was doing a good job.

December was the usual hectic month. The 6th saw night trial and Christmas party. A good night, with those not very good at navigation ending up lost from the start. After spending an hour getting directions from a local friendly publican all eventually ended up at the Island for a cracker supper, music, and festivities. The following weekend saw the childrens picnic. Not the usual big crowds due to the weather. The clowns welcomed each car as it arrived (only two little monsters bawled) and the occupants were given a present, along with a hard time.

That's it for now, but gossip has come to hand regarding voyages of discovery over Christmas, new restorations or the like. However several cars are being prepared for the South Island tour beginning at the end of February.

EARL PRESTON

## GISBORNE

The first of a number of events before Christmas occurred on November 15th when about a dozen vintage vehicles travelled to Wairoa to meet our members there and to attend the Annual IHC East Coast Regional Sports, where we delighted competitors by giving them rides around the sports ground during their lunch break. Following the excursions around the arena we adjourned to the squash pavilion for lunch, after which we travelled out to the Powdrell homestead a few miles south of Wairoa. This old homestead has been restored to its former glory, with some modern modifications, and is a real eye-catcher. After photographs were taken members viewed Fred Payne's Model A Roadster, which is nearly ready for the paint shop, and Ron Matchason's collection, including a 1924 Essex Roadster. Following

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afternoon tea Gisborne members headed home, impressed once again by the hospitality of our Wairarapa memoeers.

A chance remark at the Napier Conference in August, "Have you got that chassis you're looking for yet?" provided the next event, a visit by three members of the Whangarei branch to pick up a 1929 25 cwt Chev chassis. It was a long way to come to get it, but judging by the sacks of bits and pieces collected on the way, it must have been worth it. An informal evening at Joe and Merle Webber's house wound up what would have been a long but successful day for our visitors.

The following day, November 30, 13 vintage and 8 moderns faced the starter for a run to Eastwood-hill Arboretum, 100 acres of all kinds of fauna and flora situated at Ngatapa, about 20 miles from town. It was a day of misfortunes, with two cars being towed home, another nursed home and replaced with the mod, another a puncture, our visitor from Wellington got lost and never made the final check, and to top it off, a child fell into one of the three small lakes, causing Dad to wade into waist deep murky water to rescue him. However, the setting and the weather were perfect.

The following Saturday seven vehicles set out for Opotiki to join Rotorua members at a camp out

at the motor camp just north of Opotiki. A game of baseball on the beach was followed by field tests at the motor camp, at which Gisborne were narrowly defeated by two points. Whakatane members also joined in during the weekend.

December 13th saw the Annual Club Captain's Wing Ding, which consisted of a short run around town naming various trees which had been nominated by the City Council as being worthy of retention because of their historic value. The run ended at Robin and Lyn Cameron's home, where an informal evening was held in the car shed in company with the 1915 Jeffrey.

Restorations: Mac Odell has had his 1933 Singer Le Mans accepted as a PV, and is now working on a 1937 4 door Singer Bantam for wet weather use; Ivan Harris is still collecting parts for the 1913 Humberette (he was given an original hub for it the other day), has a 1930 Tudor Model A ready for painting and upholstery, and is rapidly building up a 1917 Model T Roadster, most parts for which he acquired over a period of about three weeks (some people have all the luck!); Doug Fairbank is progressing slowly on the 1927 Chrysler Coupe; and Alan Wilson is working quietly on a Model A Roadster.

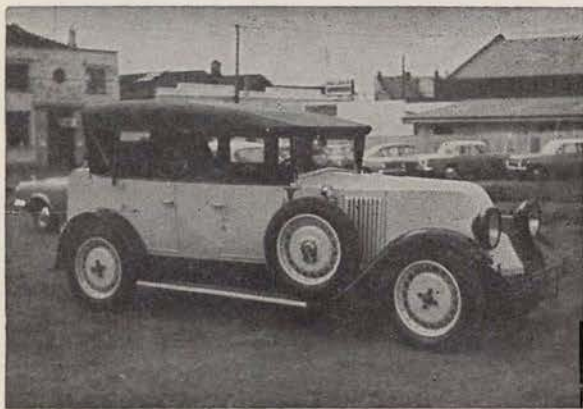
ROD CLAGUE

## MANAWATU

November club night was Club Captain's Run night. An interesting hour or so of pleasant rallying including a very welcome 15 minutes compulsory visit to an outlying country Tavern. Unfortunately the night was not suitable for Vintage Car motoring and the Rally was mainly undertaken in unacceptable Post Vintage machinery—and who won—none other than our Navigating Instructor Alan Pratt.

The Marima Domain proved to be an ideal setting for the combined Manawatu, Wairarapa, Wanganui and Wellington picnic. The day dawned fine and clear and for those members who attended, a grand day was enjoyed by all. It was most pleasing to see some cars making their maiden outings since becoming mobile again. Len Haycock, Adrian Spiers and Ian Rickenback were all highly delighted to be behind the wheel and motoring Vintage at last.

Our Christmas Function was held in the pleasant surroundings of Morrie Holland's home. The evening took the form of a Barbeque tea plus refreshments. Interesting it was to see the variety of ways which members considered a barbeque tea should be made, and what



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should be eaten at same! We will soon be seeing Bill Holdsworth's Model A Tudor on the road. With only the upholstery to be done, it looks most resplendent in its Maroon and Black.

Congratulations must go to the Horowhenua Sub Branch on their very successful 'Tararua Trundle' and as well to our Club Captain, Ron Blanchett and wife Jill, for their expedition south with the Alvis.

BARRY ROLLE

## NELSON

Contrary to popular belief Nelson hasn't disappeared—read on and see.

A fair number of cars and bikes joined the run to Clive Mockett's residence at Mapau to inspect his vehicles etc. After lunch Lionel Perry's large assortment of cars etc. etc. was surveyed including his 1927 A.J.S. motor cycle under restoration. Then on to see the Sutton Model A progress then back for afternoon tea kindly provided by Mrs Mockett.

A very good turnout of vehicles enjoyed a picnic lunch run to Golden Downs Forestry Camp in late September. Fine warm weather encouraged 14 cars and 4 motor cycles to take part. After lunch several owners swapped cars for comparison drives.

The Annual Club Dinner with 62 people attending was held at the Ocean Lodge on 3rd October. The evening ended on a happy note with everyone obviously enjoying themselves.

Marlborough's Annual Safari to Nelson took place in early November. About 15 cars and 40 people arrived from over the hills and a social get together at the A.A. Rooms was fairly well attended where slides of Denise Le Cren's Aussie trip were shown. The navigation run on the Sunday finished at "Wantwood" near Wakefield. This property with its beautiful grounds, is owned by Mrs and Mrs Suttleworth, to whom we extended our thanks for their hospitality. 31 vehicles eventually found their way to the finish, some travelling further than others—funny that! Over 70 people had lunch on the spacious lawns surrounded by dozens of rhododendron and azalea bushes in full bloom. A really great sight.

Nelson was well represented at Canterbury's Anniversary Rally. 12 cars and 1 motorcycle ventured south for this great event and returned with six awards plus special certificates for the largest number of branch entrants from outside Canterbury. Special mention

must be made of Murray Sutton's terrific effort to burn gallons of midnight oil and get his 1930 Ford A ready in time.

In mid November local members supported a Hobbies Exhibition organised by the Rotary Clubs to raise funds to buy a special piece of equipment for Nelson Hospital. 8 cars and 10 motorcycles were on public display for two days along with other displays varying from pottery, old bottles and model trains to wargames etc.

Centre of attraction at the end of year Christmas party was Ken Ivory's new swimming pool. About 80 bods made merry swimming, dancing, drinking and eating Bar-B-Que sausages a la Denny King. A good show.

Welcome to prospective members from England, Pat Clancy with 3 Velo's, 1938 MAC and KSS and a Thruxton; and Terry Rodgers with enough Scotts to nearly double the N.Z. Scott population as well as a Rudge Ulster, Manx Norton, 7R A.J.S. and Vincent twins. Mr D. Leary from South Otago now resides at Foxhill with his 1926 Ford T. We hope to see him out and about in due course.

### Restorations

Among those visited during two recent restoration tours were Ken Morris and his 1926 Dodge Roadster. Progress is well advanced with body building the next major task. Derek Martin has his 1929 Reo Salon coming shortly nicely but needs lights, bumpers and any written information. Don Campbell has made rapid progress with his D.D. Dodge and should be on the road very soon. The 1927 Dodge truck of Bob Helm is looking good with everything to the stage where the chassis is mobile. Andy Beattie is well on with his 1930 Austin 7 tourer. New member Bill Turner has acquired a 1930 Ford A Salon-cab pickup from Denis King and is using it while continuing the rejuvenation of "Buttercup", a 1928 Ford Tudor from Puponga. Our club captain Graham Nicholls now has a 1929 Hupp, ex John Hansen.

Arrangements for the South Island Tour, as it passes through the district, are well in hand and entrants can be assured of a warm welcome in Nelson.

## ROTORUA

A lot of fun was provided by a weekend trip to Gisborne for the A. and P. show on October 4 last.

About 12 members travelled through heavy rain and by-passed massive slips to reach Gisborne where they were welcomed at Joe Webber's house on Friday night. Saturday morning up early for the A. and P. show where cars assembled in a cordoned off area where the public could have a good look at them and ask questions of the owners.

At 1 p.m. there was a grand parade round the centre ring with the cars, buggys, pony traps, women riders in period costume riding side saddle, even a team of oxen.

## SOUTH CANTY.

On election day '75, a combined run with Christchurch and Ashburton members to Barkers Winery at Geraldine was enjoyed, and to follow a pleasant evening at our new Clubrooms. Although it was election night and some people were a little tense it wasn't long before they all relaxed and really enjoyed themselves.

The next big event was the opening of our Club-rooms on December 13th. A full report is to be found elsewhere.

The Pleasant Point Christmas Procession committee always look to some of our members to help swell their numbers for this important night and this year was no exception, with several cars and crews enjoying the evening.

Boxing Day saw the opening of the Vintage Motor Show at Washdyke. This was organised by Clem Brosnan to raise funds for the Club-rooms. This venture was a real success story with a handsome profit to show for it. Sixty one cars and twenty motorcycles were on display for a week, and the public really enjoyed it with something like 5000 people passing through the toll gate. It is amazing where all these cars are hiding as there were a good number that are never seen motoring although they are fully restored. Perhaps the owners will now take them out a little more often. All cars on display were not restored and it will be interesting to watch the progress of members as they complete their cars. One comment overheard by a visitor was about an unrestored car. She said "I'll come back to the next motor show and see if this one is fully restored by then."

New Year's Day and a good many cars are making their way to Fairlie for the Country and Western Procession with the

emphasis this year on early transport. Although not as many local cars as usual (no doubt due to the vehicles being on display at the Motor Show) it was very good to see so many Ashburton members present, also Ray Barren an ex Gore member who now lives in Waimate. As usual the weather was perfect and picnic baskets were to be seen everywhere.

Our Annual Motorcycle Rally takes place in January followed by the Mid-Island Rally in March.

We record with regret the passing of one of our members Russell King. Although not a motoring member the esteem in which he was held was evidence by the large number who attended his funeral. We extend to Margaret his wife and family our sincere sympathy.

OWEN JONES

## WAIRARAPA

Our Annual Motorcycle Rally was held on the 22nd November with cold conditions and some showers.

22 Riders took part and were rallied over good roads through the Wairarapa countryside, stopping at the old East Taratahi School for lunch.

The afternoon section took the riders back to Masterton where a very enjoyable evening meal was devoured at the Empire Hotel and then an informal evening at Roy and Francis Elwins home. The results are as follows:

VETERAN PERFORMANCE  
B. Munro, 1918 Reading Standard combination  
VETERAN CONCOURS  
B. Gilium, 1910 P. and M.  
K. BULL SHIELD VINTAGE PERFORMANCE  
G. Bull, 1923 A.J.S.  
VINTAGE CONCOURS  
G. Harris, 1923 Douglas  
P.V. PERFORMANCE AND CONCOURS  
R. Glenny, 1936 Velo  
CONCOURS  
H. Jones, 1954 Velo  
PERFORMANCE  
B. Lay, 1954 Ariel

The Social Day which was to have been held on the 14th December was held a week later due to wet weather.

Only a small number turned up on the day but those who did enjoyed the afternoon and Bar-B-Que tea.

Barry Gillum with his 1910 P. and M. Motorcycle won the cup

PAGE THIRTY-TWO

for the best restored vehicle for the year.

The next event for us is the reliability trial to Waipukurau on the 6-7-8th February where we will be meeting both Wellington and Hawkes Bay Club members for what should prove to be a great weekend.

A few members here are busy restoring cars, but in general things are quiet on the home front.

Roy Elwin has had his Lagonda mag out for repairs and should now be all set for the run to Waipukurau.

Barry Gilium is making steady progress with his 1923 Crossley and should be another concours winner when finished.

Barry has also been responsible for importing to the Wairarapa a 1934 Singer Le-Mans in unrestored condition and also a very original 1948 Riley 2½ which should be on the road very soon. There is also a good chance that over the Christmas holidays an Austin 7 will be restored and might make its first run on our trial in February.

CARL GAUDIN

## WELLINGTON

One of the inherent disadvantages of writing Branch notes is that, so far as local members are concerned, they've heard it all before. It is to be hoped, therefore, that other Branches derive some pleasure from reading of our activities.

The next event will be our Annual Motor Cycle Rally, and rumour has it that veteran rider Jack Lucas will be "getting in the act" with the Doug. Following this will be the Club Captain's safari, based on Waipukurau. This has been a tremendous task of organisation, and merits the fullest support of our members. In addition to club events we also have the Festival of Wellington in March, and from what I have been able to glean, this will see a good muster of all sections.

For the last four weeks I have been staying in Auckland, and as a result I am able to report that our Patron, Len Southward, ably represented us by doing a Lap of Honour in the 1913 Stutz at Pukekohe, this being the venue of the Grand Prix.

Let me conclude these notes by saying that my visit to the mighty northern metropolis has been a remarkable lesson in bent line navi-

gation—the question of getting from point A to point B. Now I know why every motorist lavishes as much care on his road maps as he does on his vehicle, be it vintage or modern.

DICK GADD

## Letters to the Editor

Sir,

I have been informed that there exists in New Zealand a restored Bullnose M.G. 2-Seater. A friend of mine sighted it at a recent N.Z. rally.

Presently I am trying to restore the scanty remains of a similar vehicle, and am in need of a lot of information.

Would you please be kind enough to provide me with the name and address of the owner of this vehicle. Possibly the owner would be good enough to answer some of my questions and provide solutions to some of the problems.

Yours faithfully,  
MICHAEL BUDDEN,  
C/- Lithgow High School,  
Pau Street,  
Lithgow, N.S.W.  
Australia 2790.

Sir,

Your renewal notice just caught up with me as I have moved to Arizona from California. Please forgive me for being late in my renewal.

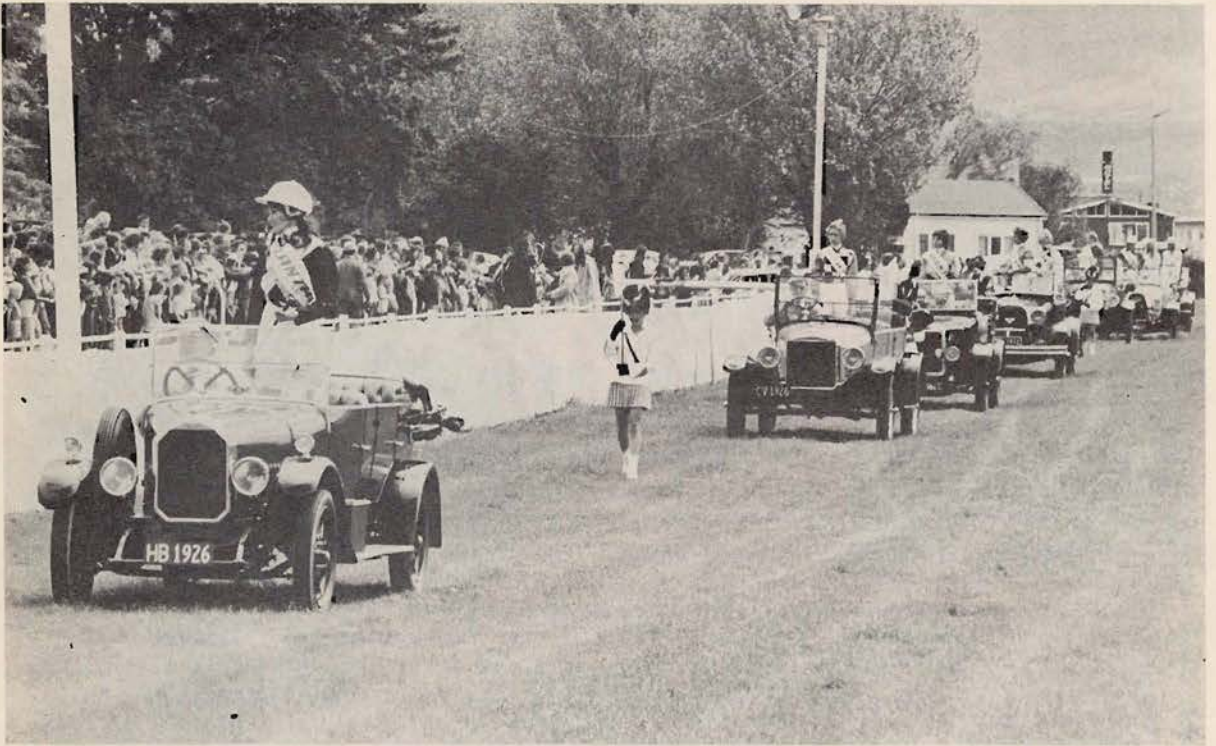
The last issue that I received was the June/July issue, so, please send me the back issues of Beaded Wheels.

Just in case you may be interested, I recently acquired a 1908, 2 cyl. Reo Touring which is in the process of restoration and a 1912 Cadillac which is fully restored. I also have a 1902 Locomobile Steamer which is in the process of restoration. Matter of fact, parts of my Locomobile are presently in New Zealand in order to help a couple of N.Z. friends with the restoration of their Loco Steamers.

I really don't have a reason to be secretive about their names, they are John Stewart and David Porter, both of Auckland.

One of these days you will be seeing three Locomobile steamers on your N.Z. tours. That is if John Stewart will let son Scott drive it.

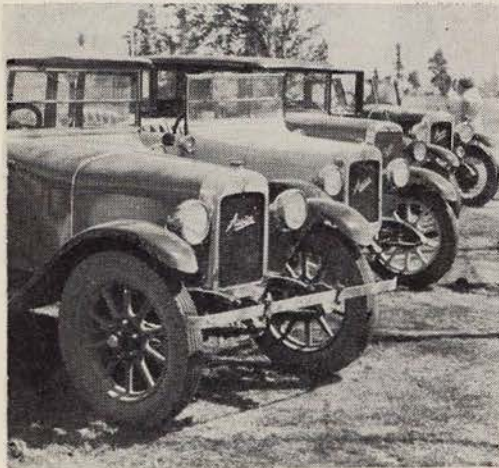
Yours sincerely,  
L. DEANE GOOD,  
1415 Twelfth Street,  
Douglas,  
Arizona, U.S.A.



Two shots of parade at Gisborne A. & P. Show. See Rotorua Branch notes.



CANTERBURY  
AUSTIN  
WEEK END RUN  
TO EREWHON  
VIA HORORATA  
RAKAIA, METHVEN  
AND MOUNT SOMERS



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In styling and technical innovation Jaguar have often led the field—it is therefore ironic that Jaguar Cars have always seen their main role as one of saloon car manufacturers intending to use the success of their sports cars as advertising. Even so the tremendous victories of the C- and D-types are epic stories in themselves, and probably had an even greater effect on Jaguar's reputation than was realised at the time. It appears that the XK 120 was built almost as an after-thought, a second string. The author skilfully probes its evolution and discloses much not previously recorded in print.

Also included are details and photographs of many special bodied Jaguars, one-offs and prototypes such as the XJ13. Many Jaguar engined variants such as the Lister Jaguar are also studied closely. High quality photographs, many as yet unseen, accompany this serious, well researched text covering the personalities, the works at Browns Lane, the road cars and the competitions successes which make the Jaguar sports car the 'big cat' legend it is today.

#### **The author**

Paul Skilleter is a lover of Jaguars, especially the sports cars. He owns an aluminium-bodied XK 120 Roadster (LXK 48) and a 3½ litre Mk V Saloon.

Born in the Isle of Wight late in 1945, Paul did not recognise his love for the marque until the early sixties when he was studying photography and cinematography at Bournemouth College of Art. He brought his famous XK 120 by very good fortune and it all started.

In April 1966 he joined Motor as a photographer; in addition he soon started free-lance writing.

In September 1974 Paul moved to Thoroughbred and Classic Car because this monthly magazine, another, like Motor, in the IPC Group, reflected more of his interests.

Paul was co-founder of the XK Register branch of the Jaguar Drivers' Club and edited the XK Bulletin from inception in 1968 until 1973.

For the last few years he has been editing the Jaguar Driver.

He has raced his XK 120, mainly in Historic Events where a number of class wins have been recorded; the car won the HSCC's Jaguar Challenge Trophy in 1972.

Jaguar Sports Cars could not have been written by a more able person. He has a writing flair but above all, however, is a depth of enthusiasm which enabled him to persevere and chronicle the complete history, in an accurate but entertaining manner.

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Motorcycle (Villiers Engine); hand-  
book, knee rubbers, electrical parts.  
Information regarding spares would  
be greatly appreciated. Also, can  
anyone make or sell me a 2-seat  
Sports Sidecar? John Couper-  
Smartt, 4 Hood Street, Dunedin or  
63-824 (Collect).

**FOR SALE**—Hurlingham Vauxhall  
1929. Restored and owned by pre-  
sent owner, is offered at \$11,000  
together with spare engine and  
gearbox and other parts. Price will  
be reduced \$200 per month as  
from February 1st 1976 until sold  
or withdrawn from sale. No hag-  
gling entered into. 1st February  
\$11,000, 1st March \$10,800, 1st  
April \$10,600. B. H. Walton, 93  
Alberton Avenue, Mt. Albert.

**FOR SALE**—Chrysler 1929 '75'  
trucked, in going order and with  
collection of Chrysler 6 parts, \$450;  
Coupe body and chassis, thought  
to be 1931 Plymouth \$65; Albion  
truck 1923 cwt., lots missing.  
Should show lots of brass if re-  
stored, \$200; V8 spring and bumper,  
also water pump, marked Dualcast  
7079756, offers. P. Ellison, R.D. 1,  
Te Aroha.

**FOR SALE**—1935 S.S. Jaguar  
tourer. Completely rebuilt to  
original specifications, and the only  
genuine S.S. tourer motoring in  
N.Z. at the moment. Would prefer  
to sell to an active and enthusiastic  
member of the V.C.C. and the  
prospective buyer will need a  
healthy bank balance. Phone  
Gerald Fogg, 8335 or write R.D. 1,  
Cambridge.

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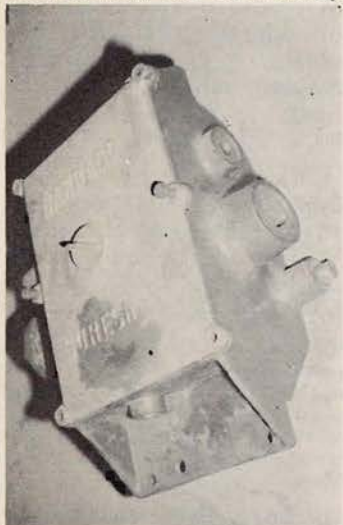
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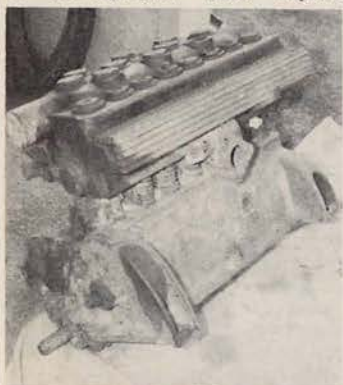
For Further Information  
**THE SWISS JEWELLERS**  
P.O. Box 912, Napier  
(Barry Anderson Proprietor)

### WANTED

Parts for 1910 four cyl. Darracq.



I require complete, or parts only of engine and transmission in photographs. Also require



pedals and linkage, steering box, lights and radiator badge (plain brass). I would also appreciate any photo's or data on Darracqs for copying. I am well on the way with the restoration but desperately require some parts so that it can run in the 1980 International. Please reply to:

Colin Dickinson  
10 Viscount Grove, Kelson,  
Lower Hutt.  
Ph. 695-964 collect  
VCC member

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P.O. Box 540, Whakatane.

## VEHICLE AUCTION

Following the tremendous success of our first auction of Vintage and Veteran Cars late last year in Wellington it is proposed to hold auctions in March in WELLINGTON, CHRISTCHURCH, and AUCKLAND.

Entries of Vintage, Veteran and Classic Cars and Motorcycles are now required for these auctions. If you have a vehicle which falls into any of the above categories, or which you feel may be of special interest then contact:

Wellington. Phone 848-958. P.O. Box 1496.—Mr L. Morris  
Christchurch. Phone 69-359. P.O. Box 292.—Mr H. Raines  
Auckland. Phone 361-830. P.O. Box 6.—Mr K. O'Connor

**Wrightson N.M.A. Limited**  
NATIONWIDE COMMERCIAL AUCTIONEERS

WANTED—Jaeger rev counter to suit my Bugatti. Anything in any condition considered. Gavin Bain, 'Waitahuna', Main Road, Governors Bay, Christchurch.

FOR SALE—1927 Essex 6 sedan. Sound condition but stripped for restoration, \$950. Also two 1935/6 Triumph Gloria '4's, one saloon and one restored chassis. Many spares including good splined hubs and wheels, \$800. B. M. Howard, 26 Glamorgan Dr., Torbay, Auckland. (Member).



### WANTED

HORN or trumpet to replace lost item and complete the pair for my 1935 Bentley. Trumpet is 6½ inches long and 5 inches wide at the mouth.

Reply Gavin Bain,  
'Waitahuna', Main Road,  
Governors Bay, Christchurch.



### FOR SALE BY TENDER

1955 Bentley R Type  
Continental

A fine example of this rare classic sports sedan. Mulliner Coachwork in Caribbean green with Tan Hide interior, maintained to a very high standard. This collector's item is in immaculate condition. Further details supplied on request. Inspection by appointment.

Tenders close February 28th, 1976. Highest or any tender not necessarily accepted. Apply:

'Bentley'  
150 Clyde Rd.,  
Christchurch 5,  
Telephone 516-427

WANTED—F.N. 1906-10 motorcycle parts 4 cyl. and single.  
HUMBERETTE—1913-14 gas head lamps and any other parts for same vehicle.

SINGER—1913-14 9 h.p. car diff with gear box mounted in front of pinion steering box and any other parts for same including information would be most appreciated.  
WILL PAY CASH or swap Ford A or T parts, motorcycle parts, Dodge 4, Ruby, Maxwell, have-some-gas and cord lamps. Contact W. L. Dunfield. No. 1 R.D. Brunswick, Wanganui or phone 6935.

## FOR SALE

1913 Daimler TB26. Restored chassis and running-gear ready for the fitting of a body. 4½ litre sleeve-valve motor in excellent condition, 4 speed gearbox and 3 to 1 ratio bevel-drive diff, both overhauled. 5 brand new 875 x 105 Rudge-Whitworth coarse splined wire wheels, brand new radiator core and cast alloy top tank. All lights, instruments except speedo, complete. Bosch dual ignition system and many other parts and fittings. Potentially one of the finest large Edwardians in the country. Reluctant sale \$5000.

1927 Cadillac 314 V8. Fully restored chassis and running gear in driveable condition. Expertly and expensively rebuilt from a ruinous basket-case, it should be fitted with speedster or phaeton coachwork. \$1850.

1929 Studebaker President 8, seven pass, sedan. Absolutely complete in every detail, 80,000 miles only and most original. Extensive restoration work carried out, requires only paint, plating, and valve grind. Very good tyres, moquette upholstery fabric supplied, and some spare parts. \$3500. Grant H. Taylor, 106 Lawrence Cres, Manurewa, Auckland. Ph. Man. 65698.

WANTED 24 inch wheel and rim, Buick, Dodge, Studebaker, to make 1914 Overland mobile. Sell or swap 2 19 inch Chev wheels, 2 20 inch sankey wheels. Sell 1939 Chrysler sedan in restorable condition, offers wanted. Norm Skevington, 15 Cleland Street, Belfast. Phone BEL 8143.

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New panel work — guards, etc.  
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Christchurch  
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P.O. Box 22273

FOR SALE—The opportunity to take part in the Ashburton Branch Swap Meet on Saturday 27th March commencing at 11.00 a.m. in the club grounds Maronan Road, Tinwald. Price—50c per trader.

SWAP—Marvel Carburetor U2A stamped on barrel patent dates 1910, 1911, 1912, 1913, on brass plate top of float chamber. 1 1/8 inch throat. For Marvel Carburetor T3 or T4 suitable 1929 Buick Standard. I also require Radiator cap and petrol gauge. M. J. Lind, 67 Kingswood Road, Tauranga. Phone 66866.

FOR SALE—Fiat 500c 1952 in every day use, new wof, old enough to smoke but can be cured, from 1½ spares cars. John Anstey, 94 Hunter Tce, Christchurch. Phone 327-648.

WANTED—1929 A.J.S. 350 motor, recognised by 'M' on crankcase. Also require a 40 hole rim to suit a 300 x 20 tyre, and any spare parts. Have a 1930 A.J.S. 350 motor or a 500 motor about 1931 in exchange for parts if preferred. Write: T. J. Woodham, 5 Beach Road, Hope. Phone 865 Hope.

FOR SALE—1939 Triumph Dolomite 6 cyl. saloon. Excellent restoration proposition. Good body and motor. \$750. 1928 Triumph Super "7" parts, complete motor, gearbox, diff, wheels etc. \$50 Wanted Running boards for 1936 Morris "8" will pay top price for good ones. Contact Kevin Slater 704 Pukuranga Rd, Howick. Phone 44872.

FOR SALE—D. D. Dodge for restoration, Chev headlights, front axle and four 20" disc wheels. 1926? Buick headlights. Overland front axle and 23" wheels. "T" one ton truck wheel, wheel carriers 19", 23". D. A. Dodge back axle and parts car. For exchange: 2-17" English wire spoke wheels 5 stud. 2-18" 'Retaining ring' wire spoke 6 stud. 3-19" 'Retaining ring' wire spoke 6 stud. Require 19" D. D. Dodge wheels or 18" D.C. wheels and radiator, sidelights and instruments, G. N. McDowell, 122 Broughton St, Gore. Phone 7239.

FOR SALE—Arrol Johnston Empire New Plymouth Dealer Sign, 1942 Chrysler boot lid, front ashtray and other parts, 1938-39 Chev chrome wording and Master Deluxe and starter motor for same. Ford V8 service manual 1932-1948, reasonable condition, 1929-1950 Chev repair and maintenance book, good condition Austin 10 Van parts list, poor condition. Best offer. B. Wafer, 30 Trafalgar Street, New Plymouth.

## CHANGE OF ADDRESS

Members of V.C.C. Change of address and any enquiries re non delivery of Beaded Wheels should be made to National Office, P.O. Box 2546, Christchurch.

Subscribers. All enquiries to the publishers of Beaded Wheels, P.O. Box 13140, Christchurch.

FOR SALE—1937 Standard Flying-9 in daily use. Plenty of spares which are unused. Restoration could be done with tons of time. Present ownership 5 years. Offers please. Reply: "Standard" c/o Box 39, Carterton.

FOR SALE—1954 Mk VII Jaguar Sports Saloon with high lift cams and high compression pistons. Mechanically excellent. Body completely restored inside and out and finished in black cherry lacquer. One owner for 20 years and 136,000 miles \$1200. Also 1952 Peugeot 203 unrestored, offers. D. Conlon 6 Pitfire Rd, Wakefield, Nelson, Phone 245.

FOR SALE—1934 Talbot 75 sports saloon. 1936 Ford V8 Roadster. 1949 Hotchkiss 686S—'Gascogne' sedan. Plenty of spares available with each vehicle and each one is a collectors item in its own right. For further details regarding price, condition etc. contact: Mike Poynton, 45 Phillip St, Wellington, 4. Phone 786-087, member.

FOR SALE—Brand new aa-000 gaah horn, blue motor cover, chrome bell. Original sound, suitable for any vintage car. \$18. Wanted—Original Ford Model A aa-000 gaah horn (1930) in reasonable order. Contact Kevin Blake 18 McArthur Ave, St Heliers. Phone 558-879.

FOR SALE—1939 Nash Ambassador, twin ignition, ohv, overdrive, custom radio and heater, top condition throughout, 2 owners, \$2,500. Regretfully! 1935 Oldsmobile, good mechanical condition throughout, needs only repaint and some reupholstery, been on road by its 3 owners every week for last 40 years. Truck load of spares available. Offers. 1920 Buick 6 motor, gearbox, diff etc. Offers. B. Anderson, 431 Albert St, Palmerston North, Ph. 88403.



## PARTS FOR SALE

**TYRES:** One new India 400x17", one Firestone 400x18", one Dunlop Cord BE 26x3" (700x80/85) three 475/500x19", 2 India, 1 Good-year diamond pattern with tubes (will swap for 440 or 450x19") one new Dunlop 500x23".

**TUBES:** One new Olympic 18-19c (550/600/18"/19"), one new Michelin 475/500x17" (165x400), several 17/18A (450/475x17"/18"). Several 400x19 (new tractor). Some 475/500x19 (wellbase and flatbase).

**WHEELS:** Six 19" centre lock wire with 52 min. (2 1/4" ID) hubs, rims suitable for 475/500x19" tyres. All respoked, trued and stove enamelled. Complete with tyres and tubes if required.

**CARBURETTORS:** Unused Weber Tipo 36 downdraft 1 3/8" throat, 2 11/16" centres, Zenith model 36 VH sidedraft (ex Riley 12/4) 1 3/8" throat, 2 9/16" centres.

**WOLSELEY Hornet Special:** Wide selection of mechanical parts including engine. (Purchaser receives bonus of original Radiator mascot). Vintage Swift 8 h.p. petrol tank complete with Wilmot Breedon guage. Vintage Triumph 10/20 gearbox Circa 1923, 4 speed, right hand gate change. Chater-Lea motorcycle misc small engine and frame parts also B.E. front wheel. New Hudson Terraplane exhaust valves. Stewart Warner tachometer 3 1/4" block face 0-3,500 r.p.m. Two Vintage Smiths silver faced 0-60 m.p.h. speedos and matching silver faced clock (swap for Jaguar tachometer, clock and speedo 0-100 or 120 m.p.h.) Vintage Smiths petrol guage for 8 gallon scuttle mounted tank.

Contact: John Hearne, 54 King Edward Ave, Bayswater, Auckland 9. Phone 457-629 home.

**FIAT 510S.** Sports tourer 1922 3 1/2 litre, six cylinder. Original Steven and Sons coachwork. Reconditioned motor and gearbox. Overhauled steering, brakes etc. New Dunlop tires. Vehicle is equipped with excellent hood and sidecurtains and rear Auster screen. Car pictured centre-spread Dec-Jan edition. Contact Alistair Robinson, 40 View Rd, Campbells Bay, Auckland 10. Ph. Auck. 4784907.

**FOR SALE—1925 Sunbeam 14/40** sports tourer, very original and in fine fettle. Rudge Whitworth wire wheels, twin spares, all weather equipment some spares. M. Ward 65 King Edward Avenue, Auckland 9. Phone 457-088; 594-746. Bus.

**FOR SALE—Model A** spoke wheels (2) \$15. each. Three 475x500x19" tyres (good order). \$12 each. Wanted: The following parts to suit 1928 Plymouth Coupe; windscreen surround, vacuum wiper, side draught shields, Stewart vacuum tank. I have many mechanical and body parts to swap to obtain any of the above. (All 4 cylinder Plymouth, Chrysler stuff). Can anyone supply a book on the 4 cylinder Plymouth/Chrysler 1928 vintage? I would like to make a copy of it. Write D. A. Wood, 58 High St, Waimate. Phone 7230.

**FOR SALE—Veteran Overland 1916** model 85, tourer on wire wheels, very original car, mileage since new. 14,000 in good rally condition, Reg. and Warrant of Fitness, new radiator and spare engine with car. Offers over \$5,000 to B. Byers, Box 26 Nelson, or phone 88441.

**SWAP—1910 Talbot** rear end complete with springs and sub chassis. 1903 Ford radiator, chassis members and front axle. 1910 Alldays and Onions twin cylinder engine, with flywheel and clutch. Early De-Dion front axle with hubs etc plain bearings. Model T parts. Single cylinder Rover Lubricator. exchange for any single cylinder Cadillac parts, especially 1903. B. Byers, Box 26 Nelson.

**ROVERS—1949 P.3. 75,** genuine 85,000 miles, original paintwork, completely re-conditioned engine. \$1000 ono. 1948 P.3. 75, running order, bodywork needs some attention \$300 ono. 1948 P.3. 75, will restore easily, needs engine overhaul. \$200 ono. Also spare engine, door and some body panels, most mechanical bits. \$150. ono. Write A.C. Curry, 21 Taft St, Wellington 2, or phone 893-703 Mon-Thurs after 6.30 p.m.

**FOR SALE—1928** four cylinder Dodge Fruit Van. Original unmodified condition, ready to restore. Wooden back on Commercial chasis, very handsome. \$1,000 or offer. Phone Gladstone 713, Masterton exchange, or write Maxwell Simpson, Gladstone Road, Masterton, RD4.

**FOR SALE—Austin 1923, 12/4** Clifton Tourer, beautiful condition. For sale by tender, highest not necessarily accepted. C. Wilson, 107 Middle Rd, Ashburton. Phone 3625.

**ARIEL Red Hunter 350cc 1938** parts wanted. Speedo, oilgauge etc, dynamo rear terminal plate, tail-light, tank badges, seat springs, silencer, battery box. Any other parts, Also Dodge 4 Tourer hood bow supports. Stephen Wood, 34 Herrick St, Napier. Phone 34169.

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Phone 69-988,  
or call at 63 St. Asaph Street,  
**CHRISTCHURCH**

**WANTED—Any parts, photos or** correspondence with anyone with 1914 Maxwell parts. All correspondence will be answered. Jim Baird, Parakai Motordrome, Parakai, P.O. Helensville. Ph. 33 Helensville any time.

**WANTED—To complete** restoration on a 1926 "Willy's Knight" sedan, model 70A. Sleeve valve engine parts, rear body and doors, rear mudguards, petrol cap, radiator core and surround, windscreen, full set of lights and any helpful information for this model. Reply to J. Baines, 6 Moa Street, Taihape, Phone 706 (member).

**FOR SALE—5 19" splined** wheels Rudge Whitworth, 75 splines approx 2 1/4" dia. hubs welded into U.S. made wire wheels. Not flash, but ideal to get that vehicle going. 2 good 475-500x19" and 2 good 6-50x19" tyres for sale. 1 fuel tank pressure feed type, condition good. Believed F.N. near triangular section 29 1/2 long for rear dumb iron mounting. Contact: David McIvor, 433 Yarrow St, Invercargill. Phone 74391. Member.

**WANTED—To complete** 1931 Chrysler 70 Sedan, radiator and cap, engine. This car currently runs on a 1928 "66" engine which I will swap or sell. Parts must be in reasonable condition, a fair price will be paid. N. Lemmon, 33a Bledisloe Cres, Wainuiomata.

**VELOCETTE OWNERS—A rally** will be held at Taihape on 21st and 22nd Feb, 1976. Entry forms available from K. Gardner, 63 Kirk St, Otaki.

## VINTAGE ELECTROPLATING

Nickel plating by slow-deposit, as on your original vintage parts. Will not peel or crack, polishes to a long-lasting lustrous shine, and gives better protection against corrosion. For quick service and quality work, consign your work to:

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FOR SALE—1942 Army Indian in excellent condition, registered and w.o.f. Has been completely rebuilt, motor been rebored, new bearings and crank pin. rollers. New battery, work shop manual, saddle bags. \$900 ono. D. Willers, 208 McKenzie Drive, Twizel, or phone 563 working hours.

WANTED—For 1930 Triumph Super 7, motor, speedo, door handles, seats, tail light, windshield, or any other parts. Also workshop manual or any literature. Also any parts and information for a 1935 Coventry Eagle m/c, particularly a motor. Replies to Stewart Gradon, 32 Maihi Cres, Tauranga. Ph. 84797 (member).

WANTED—For 1926 T. Tourer. Hood bows, horn complete or any parts of; speedo complete including driving gear or parts of, as well as any body parts, seats etc, that anyone can offer. Have to swap. A bull nose Cowley horn, 1928 (approx.) Dodge 4, complete running gear, motor etc on wheels, 1 pr Model A headlight shells mounted on cross arm, one wooden spoked Chev wheel approx. 26. Offers invited for one 1935 Austin 10 sedan in going order complete and easily restored. Please write: J. Smyth, 6 Partington Place, Hamilton.

WANTED—Any parts, especially wheels, doors, a differential and radiator for a 1926 Model T Ford. Charles Laurent, P.O. Piriaka, Taurarunui. Phone 4953.

FOR SALE—Hudson 1930 8. Long chassis Touring Sedan. Good body, guards and front axle, no rear end; 4 Hudson 16" wire wheels plus other parts. No engine but have location of running one in South Island. \$150 the lot as I am shifting house. Replies Hudson, P.O. Box 48003, Auckland 7.

WANTED—23" and 25" 12 spoke wheels and rims (beaded edge or split rims); parts for 1919 Hupmobile Model R; 1915 Studebaker (4 cyl.) SD4 or SC4 parts, particularly starter, generator, rear axle (gearbox and diff combined) and front body parts. Any information or parts for Upton car (1900-1907) Dave Prebensen, 160 York Avenue, Greenmeadows, Napier. Phone 447-468 (member).

FOR SALE—1930 Model A Tudor. Good everyday running order. Stored for past year, previously never off the road. Gearbox differential excellent, motor average, and body very good with usual mudguard panel beating required for restoration. On 17" tyres. \$1050 ono. Contact G. Pemberton, 15 Mayroyd Terrace, Nelson.

WANTED—For 1934 Nash, hub-caps and 16", five stud wire wheels with adjustable spokes. Also interested in any other parts, especially 8 cylinder engine spares. Contact J. Cope, 42 Tay St, Mosgiel.

WANTED—For 1930 Wolsely Hornet two door rag top roadster. Dash, mudguards, doors, door handles, rear dampers, radiator thermostat, horn, and handbrake. Any books or manuals on this car would be appreciated also, I would like to hear from anyone with one of these models. Please write to: A. Fletcher, Ruru Ave, Otatara 9 RD, Invercargill.

FOR SALE—The following Dodge 4 parts for sale to the highest bidders. 2 perfect wooden felloe 25" front wheels 1916 or earlier (no hubs), 3-25" rims. Windscreen complete with glass and side posts, no rust, perfect, 1924. Rear mudguards, 1920-24, 2 pair. One rear left only, 1915-17 Front guards 1 pair. Good shape but some rust. Alloy gear box with universal, 1917. Petrol

tanks 2, good. Valances 2 sets rough. Front doors tourer ext. handles. One good water pump with bronze shaft. Cast iron pistons and rods, 2 sets. 2 axles with square ends. Magnetos, Eismann, 2 small 3 large. North east starter generators, 4. Chains to drive same also, short one for 1927. Other parts for sale are. Buick head and side lights about 1927. 1 drivers door 1918 Buick Roadster. Tyre pump, Taylor shaft driven. Tourer side window brackets (nickled) 1-12v vibrator horn. 1 American Bosch regulator neg earth new. 2 Bosch mags 4 cyl. Type DRXDU4 Sims SR4x. Diff and front axle with Budd knock on hubs for Studebaker or Willys Knight with 4 rough 25" wire wheels, about 1924. Brass bonnet holding down fittings, Leyland Truck. One twin cylinder Swift cyclecar engine 1908? Write D. Lang, 62 Rutherford Rd, Napier.

SUNBEAM Talbot 90 parts—Mk 2A doors, wings, suspension, steering. Write Armstrong, Cottage 5, 14 Kirkwood Ave, Christchurch 4.

TAYLOR water injector wanted. To fit any make of car (can adapt). Must be complete. Price and particulars to Merv. Hayes, 5 Amokura St, Rotorua.

FOR SALE—Packard 1929 Series 6 Standard 8, 7 seater, twin side mounts. Complete and original straight forward restoration. Woodwork needs attention. Spare lights, wheels and engine parts. Hugh Anderson, P.O. Box 7, Ohinewai, Waikato.

SUNBEAM parts wanted: 14/40 rear axle or parts of, 14/40 front brake parts, Jaeger instruments, 21" Rudge wire wheels or 815x105 beaded edge wire wheels or rims, front brake drums. 14/40 tourer windscreen, Lucas bulb horn. 1912-20 back-axle, brass hub caps, half elliptic springs front and rear, magneto switch, 1912 sump, dependence gas headlights, tail-light, 1912 16/20 engine parts, drag and steering arms. Smiths right-angle speedo-drive belt, drive shaft driven. Any other parts welcome. Jim Maud 4 Mahana Place, Rotorua. Ph. 84227.

### FOR SALE ON BEHALF OF CLIENT

1929 Harley Davidson Model B, 350 c.c., side valve. Fully restored and immaculate. \$1850.

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