

NEW ZEALAND'S FOREMOST

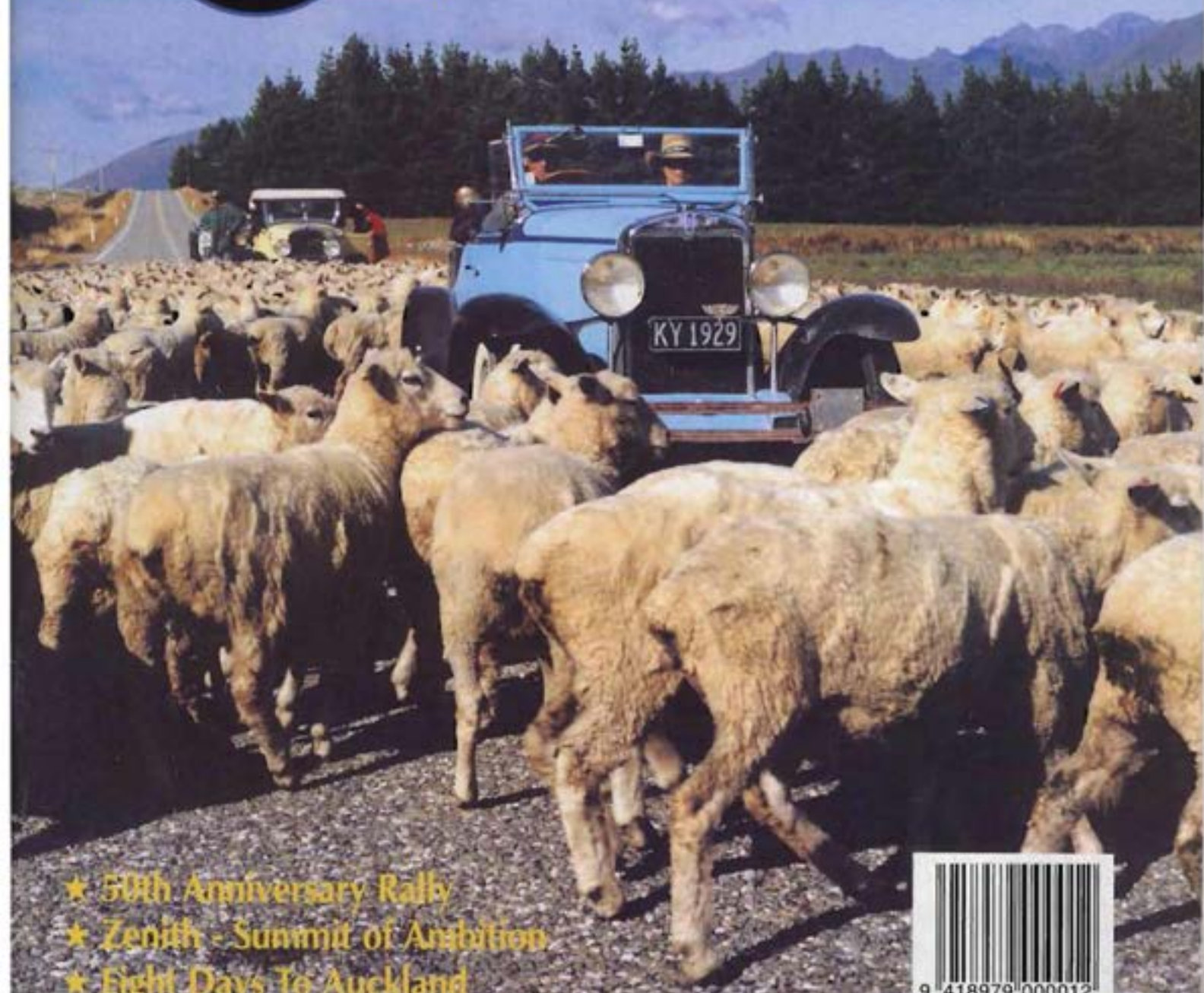


HISTORIC MOTORING MAGAZINE

No. 219 APRIL/MAY 1996

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Beaded Wheels



- ★ 50th Anniversary Rally
- ★ Zenith - Summit of Ambition
- ★ Eight Days To Auckland





This issue's pictorial archive photo was accompanied by this letter from Marge Eadie of Hokitika.

It's not a very tough journey from Hokitika to the Franz Josef Glacier nowadays, but for three adventuresome men who drove the 92 miles by horseless carriage 85 years ago, it was a real adventure. The little Reo roadster – a striking contrast to today's comfortable, sleek limousines – took all the obstacles in its stride, battling over rough tracks and through rivers and watercourses, to give South Westlanders a day of great excitement.

Who were they?

Messrs W J (Bill) Renton, his brother Paul H Renton, (my grandfather and a cheerful little mechanic called Austin Hayman. On the 18 July 1911 these men set out from Hokitika on a cold winter's morning to become the first motorists to reach Waiho safely. They thrilled the people of South Westland, many of whom had never before seen an automobile and

they terrified many of the cattle and horses who likewise hadn't seen such a machine.

Today, only the elderly residents of the West Coast can recall the trip, but its memory is perpetuated in this classic photograph, showing the gallant little Reo roadster and its occupants outside the Franz Josef Hotel. The driver and passengers muffled up in all enveloping greatcoats, headscarves, caps, and goggles in their screenless, roofless, buggy-like vehicle. "They were very adventuresome sort of boys," my late grandmother recalled. Another vehicle, owned by my grandfather she used to say had a four stroke engine and it could certainly "speed it up" – 40 mph on the road from Hokitika to Ross.

The twin cylinder Reo Roadsters were imported from the USA about 1910, and the one pictured, owned by Bill Renton, made the first journey to the Franz Josef Glacier. This trip took 12 hours – currently a one and a half hour journey. All along the route settlers and their families came out to see the new fangled machine. The photograph shows a tow rope (indicating the

carriage was not entirely 'horseless') a tool box on the running board, oil headlamps on the scuttle bulkhead, and 'Genevieve' type mudguards at the rear. The Reo had "Gate" gears and a four stroke engine.

Arrangements were made for the use of horses at various rivers including the Big Wanganui, and the Whataroa. The tow rope was attached and the horses pulled the Reo over various water obstacles. Punctures were numerous, and it had seven or eight before they reached the Waitaha River. The pneumatic tyres were pumped up to 60lbs pressure and there were no spares. They then reduced the pressure to 40lbs. In spite of all the punctures the little car reached the Franz Josef Hotel in good style at the end of the day.

Yours etc
Marge Eadie

This record breaker in one of the last great frontiers is a 1909-10 16hp model. The badge at the top of the radiator is an Automobile Association emblem (Ed.)

PRESIDENT'S MESSAGE



I cannot think of a better event than the 50th Anniversary Rally. Most of us will only have one shot at a 50th Birthday and what a celebration it was. To be associated with such a wonderful organisation as ours is both gratifying and of immense personal satisfaction.

It was great to be able to greet and talk with our founder members, particularly David Mitchell and John Reeves who had made the journey from the United Kingdom. Equally welcome was the attendance of so many people from overseas as both entrants and supporters. I know by the enthusiasm they displayed and the personal comments I received that the event will always figure prominently in their thoughts.

I must also make mention of the contribution made by Lord Montagu who handled the many interviews with the media without complaint and I have no doubt enhanced the profile of our club in the minds of the New Zealand public.

All I can say is thank you to the organisers and the many members who helped in so many ways to bring this event to such a successful conclusion.

At the March Executive meeting held during the rally, a report was presented by management committee member Ian Dougherty recommending the club revert to an annual billing system to replace the current cycle billing. This change, as well as an increase in the annual subscription, was voted in by the executive. I am confident this move will allow for a better understanding by members of the club's finances, and will enable better budgeting and reporting to take place.

I have been mindful of the need to look at our club's organisational structure for some time. The management committee believe we have now reached a point where the size of our club requires a less cumbersome and more up to date constitution that can lead us into the next fifty years. It is hoped that a paper will be presented to the Annual General Meeting this year for debate.

During the rally I heard many unfavourable comments about the new unleaded premium petrol. The experiences that have been voiced by many New Zealanders as well as our club members has prompted a response to Government on your behalf.

When talking with Greg Terrill, our Rally Director for the 2000 event to be held in Hamilton, I realised that it was only four years away. Let us look forward to an event to equal if not better the Anniversary Rally. Now there's a challenge for you and your team Greg!

Happy & Safe Motoring
Frank Renwick

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COVER PHOTO

A driver and drover's dread. Tony Haycock and the 1929 Chevrolet International surrounded by national icons. We suspect the Chev's backend is cleaner than those of the sheep. Photo: Bruce Hutton.

Beaded Wheels

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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.



Jack Greaves, 1924 501 Fiat.



Alan Orr, 1929 Packard 633.

Between 26 February and 8 March 1996 we saw the largest gathering of vintage and veteran cars ever assembled in Australasia. Entrants totalled 1546 and to the best of our knowledge most entrants arrived at some stage. The organisation of the rallies and social events was an incredible exercise in logistics. The South Island was "alive with the sound of vintage motors" as cars crossed and criss-crossed the various routes making for Christchurch on the appointed day. An amazing amount of interest was generated in small country towns and provincial centres as rallies assembled, lunched, overnighted or drove through. School children lined routes, senior citizens poked and prodded, tourists waved and were frequently photographed in or

beside our vehicles. A wonderful response from every part of the Island. The perfect weather conditions encouraged participants and spectators to enjoy the scenery and the processions.

During the week in Christchurch Rally Headquarters were constantly manned and dealt with hundreds of enquiries. Thousands of meals were served and the final wind-up dinner was a triumph of organisation in serving over 3500 meals in a relaxed and informal style.

Entrants selected their rally route from a choice of 27 with 10 starting points. During the days prior to Monday, 26 cars meandered to their appointed bases and all groups assembled to meet their route leaders; back up vehicles and fellow entrants on the Sunday evening or Monday morning.

Days 1-5 were spent motoring, enjoying the scenery and hospitality of the countryside. Our shingle roads were a surprise for some overseas entrants, as were our seemingly deserted highways. The back-up vehicles were called upon to herd the tail-enders on a few occasions. An amazingly few vehicles were trailered to repair shops. The skills which had restored the cars were called upon to keep the motors running and a wonderful team spirit saw parts loaned, advice given and time generously shared. Truly an exhibition of good fellowship and generosity. There are some amazing tales to be told of the efforts required to keep the vehicles motoring.

By 6pm on Friday 1 March, most of the entrants were accounted for and Addington raceway was alive with vehicles and folk all



amme



Richard Conlon, 1905 Darracq.



Rovers in the Clover.



Bud and Rosemary Grose, 1929 Harley Davidson – puffed up by the wind.



Vintage Video.

clamouring for a space to rest their weary bones and tell their stories.

Saturday was officially a rest day but the Mayor of Christchurch led the way as a contingent of our vehicles wended their way through the streets of the garden city in a parade to let the locals know they had hit town in case there was any doubt!! The racing enthusiasts headed for the invited hillclimb event on Banks Peninsular which provided some very keen competition.

Sunday was to have been our speed day and public exhibition at Ruapuna Raceway but unfortunately bad weather meant the cancellation of this event. Rally entrants were treated to impromptu entertainment – some interesting and very different talents were revealed.

Monday was designated Homestead

Runs and once more the rally vehicles took to the roads of rural Canterbury on 15 routes taking in various Canterbury homesteads.

Scatter Rallies provided keen competition on the Tuesday, with local knowledge providing little or no advantage. It was pleasing to see this event won by a first-time visitor to New Zealand.

Mandeville Domain was the venue for our Members Only day on Wednesday 6 March. Approximately 1400 vehicles congregated for a picnic in the sun. A varied programme had been arranged, with an aerobatic display from light aircraft, swap meet for the enthusiasts, and music from the 50's Up Brass Band.

Thursdays One Make Runs were a high point for many of our participants. With 40 options to choose from and many entrants

being eligible and interested in several categories, the day was a very full and satisfying one. Congratulations to all members involved in this organisational feat for providing such a plethora of opportunities.

Mention must be made of the entertainment provided nightly at the Addington complex. The variety of musicians, bands and entertainers, provided opportunities for all participants to find something to their taste.

Friday saw events rapidly drawing to a close. Our prizegiving filled the stands of Addington Raceway with enthusiastic participants revelling in memories, well aware they had been part of the largest ever assembly of historic motor vehicles.



The Fiat Register

Peter and Elspeth Green have kindly agreed to act as couriers for the accompanying package which contains a small memento for the Vintage Car Club of New Zealand. This comes with the greetings and good wishes of the Fiat Register for your 1996 Rally in which a fair contingent of Register Members and their ladies are participating.

I would not venture to suggest to what purpose you or your Committee may wish to devote this small "pot"; perhaps as an award in one of your Club events, perhaps just to retain it, a token of goodwill from the Register. Whatever you decide, please be assured that the Fiat Register as a club is very appreciative of the kindness and generosity of your organisation to all our members who will be with you for the 1996 event.

On a personal note, I can only regret that my wife and I could not make it to New Zealand this time. We shall certainly try to make a visit at some time in the future.

Yours etc.,
T.G. Harper,
Treasurer and Membership
Correspondent, The Fiat Register



Oldtimer Markt

Four years ago I came over and followed your rally around Palmerston North. It was a mighty event surprising with so many oldtimers I had never seen during one meeting in Europe. So I published some very enthusiastic reports in four or five magazines in Germany, France and Canada.

I am sorry not to be able to take part in your 1996 Anniversary Rally which is starting today. That's why Oldtimer-Markt, the largest monthly classic cars magazine (180,000 sold copies per month), is wishing you best success and a lot of new friends for that rally by fax: Keep on driving as you did before.

Yours etc.,
Eberhard Kittler, Deputy Editor
Oldtimer-Markt

Greetings



Motorsport Association of New Zealand Inc.

On behalf of the Motorsport Association Executive, Administration, competitors and officials, we wish your organisation all the best for your 50th Anniversary celebrations.

With all the pressures of change facing us in our every day activities, it is wonderful to look from the outside at another motoring organisation's activities and note the efficient way you have kept your organisation focused onto its goals and activities aimed towards the preservation of our vehicles of yesteryear.

We have enjoyed working with you all in the past years and look forward to a continuance of this over the next fifty years.

Once again, our very best on behalf of our entire membership.

Yours etc.,
I.W. Snellgrove,
General Manager, Motorsport
Association of New Zealand Inc.



Electorate Office of the Hon. Winston Peters, MP, Tauranga.

For this your 50th Anniversary - my best wishes go out to you all, and also to your friends who have come from overseas. I do understand how much toil goes into these vintage cars (labour of love).

Good luck and a very safe journey home.

Regards,
Winston Peters



Top Plaque: Presented by the Norsk Veteranovgn Klubb

Bottom Plaque: Presented by the Worldwide Vintage Motorcycle Club

Left Plaque: Presented by the Mayor of Christchurch, Vicki Buck.

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| 17" | 450x17 450x500x17 525/550x17 550x17 750x17 600/650x17 700x17 |
| 17.70" | 150x40 |
| 17.75" | 715x115(CL) 11/12x45 14x45 |
| 18" | 450x18 525/550x18 550x18 550/600x18 600/650x18 700x18 750x18 |
| 18.70" | 775x145(CL) |
| 19" | 450x19 475x19 475/500x19 500x19 525/550x19 550x19 650x19 |
| 20" | 475/500x20 550x20 600x20 650x20 700x20 |
| 20.30" | 710x90(CL) |
| 21" | 440/450x21 450x21 525x21 525/550x21 |
| 22" | 600x22 825x22 28x3(CL) |
| 22.30" | 820x120(CL) |
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| 24.12" | 815x105(CL) |
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| 26" | 34x4(CD) |
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Anniversary

50

Rally



3



4



5

Friday 1 March saw most of the 1546 rally vehicles arriving into Christchurch from the 27 rally routes. The following photographs were captured along the way as they headed into Christchurch.

1. McHardys, 1956 Morgan 4/4.
2. John Kennedy, 1913 Rolls Royce Silver Ghost.
3. 1915 Studebaker.
4. 1910 IHC Autobuggy.
5. 1926 Bull Nose Morris.
6. George Nells, 1927 Leyland Fire Engine.
7. Lyndsay Ayres, 1912 Ford Model T.
8. Geoff Owen, 1927 4 1/2 Litre Bentley.
9. 1930 Model A Roadster.
10. Robin Yates, 1947 Standard Flying Eight.
11. Frank and Nicky Renwick, 1920 Delage.

Photography Euan Sarginson.



9



1000 Routes



2



6



7



10



11



1

Annivers



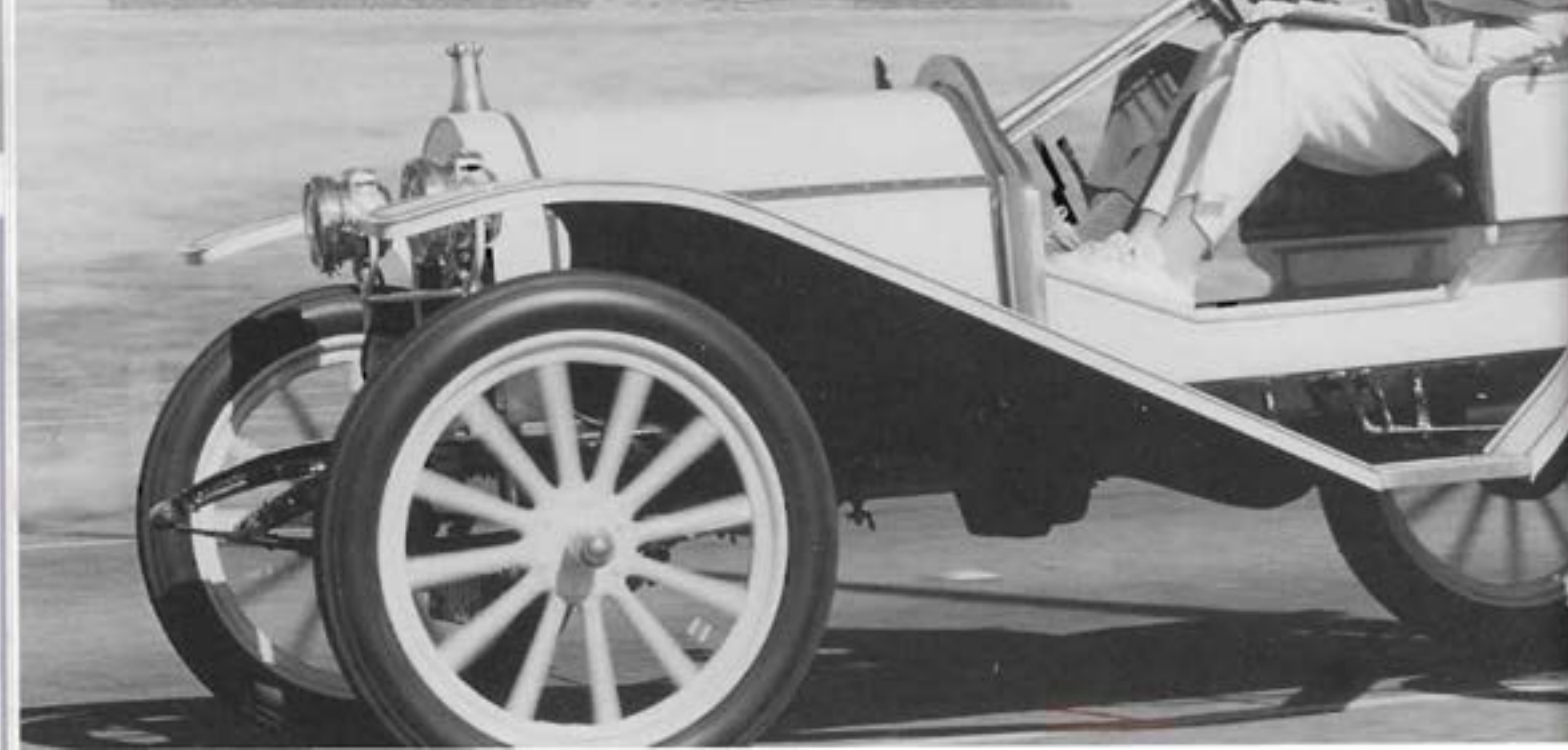
Rally



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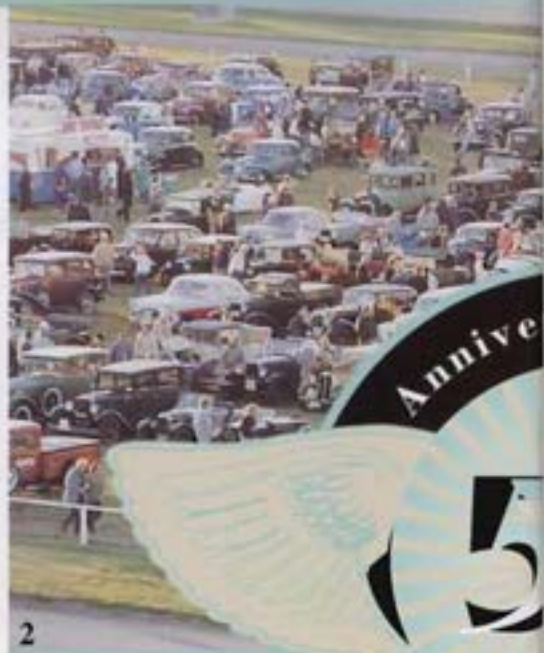
ry Rally

Routes



1. Michael Taylor, 1922 Packard.
2. 1936 Chevrolet.
3. Donald Lowe, 1936 Triumph 2H.
4. Ian Dougherty, 1956 Ariel 500.
5. Wendy Cameron, 1913 Studebaker.
6. Bob Parker, Riley MPH replica.
7. Alby Rountree, 1909 Hupmobile 20 Raceabout.
8. 1941 Army Indian.

Photography Euan Sarginson.



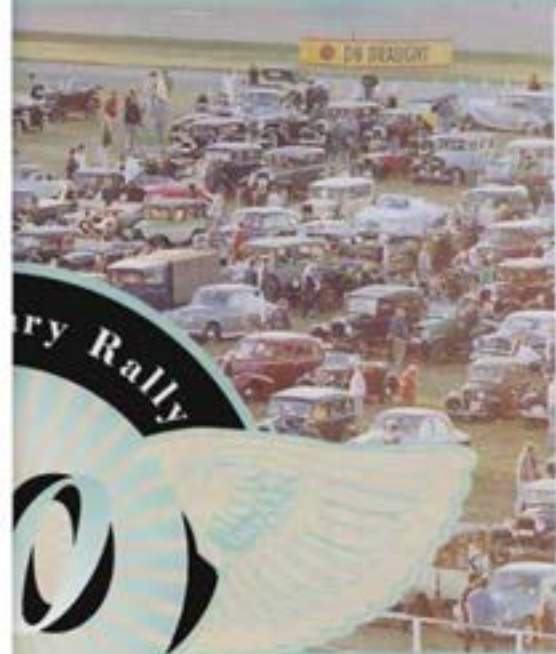
In & Around

1. Jon Cooke, 1933 Wolseley Hornet Special.
2. Addington – voluminous vintage.
3. Peter Hardy, 1913 Model 79 Overland Raceabout.
4. David Plimmer, 1954 VW.
5. Geoff Golden (Aus.) and mate, 1926 Austin 12/4.
6. 1911 Renault Charabanc – Auckland Branch.
7. Barrie Grant, 1930 Cadillac V16.
8. Harley Davidson.
9. 1907 De Dion Bouton.
10. Brian Tipler, 1942 Indian.
11. Peter Holdaway, 1912 Wolseley.
12. Brian Newberry, 1915 Chevrolet “Baby Grand”.
13. Winston Wingfield, 1915 Model T Ford.



Photography Denise McMillan





Addington



6



7



11



12



13



Mail Bag

The editorial committee reserve the right to publish, edit or refuse publication of any item submitted as comment. The views expressed herein are those of the authors and do not necessarily express the policy or views of the Vintage Car Club of New Zealand (Inc.) or the publishers.

Dear Sir,

I recently received a copy of "Beaded Wheels" from a friend resident in New Zealand which made interesting reading.

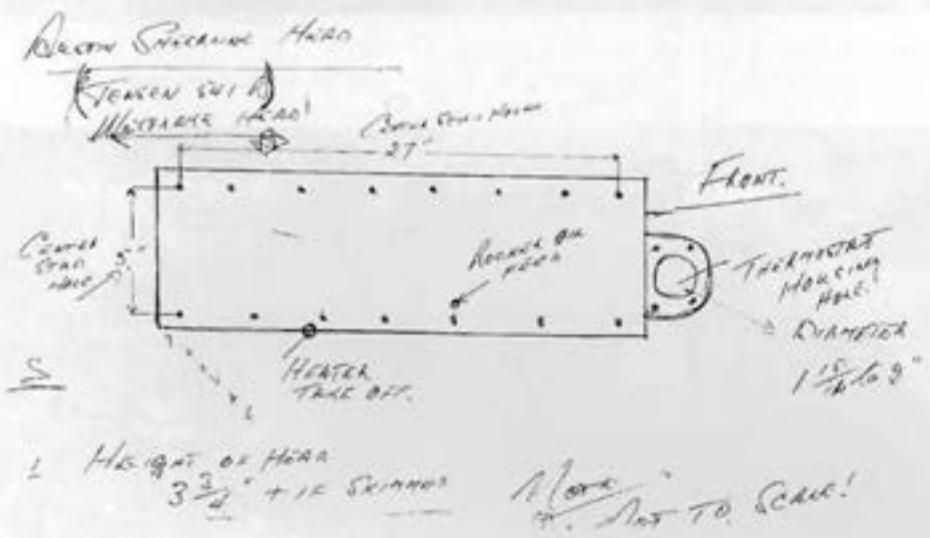
Perhaps you or some of your members could assist me to locate a cylinder head for a Jensen 541R (3 carburetors). The existing head is badly cracked and cannot be repaired and is, in fact, a Westlake head which is obviously going to be difficult to find.

However, the cylinder head from a 4 litre Austin Sherline engine is compatible and can be readily used and this is in fact what I am looking for.

I enclose a rough sketch indicating dimensions.

Would you therefore be so good as to publish this note in a future edition of "Beaded Wheels" and also pass it on to a suitable Australian publication.

Yours etc.,
 Carl Forssman
 11 Blesbokridge
 Irene, South Africa 1675



Dear Sir,

Maurice Hendry's article on Stutz cars in New Zealand certainly brings back a vivid memory for me.

As a teenager in Ashburton around 1948 in my usual quest for Model T Fords and/or parts I visited a motor engineering workshop in West Street, Ashburton one Saturday. There I watched for about one hour the proprietor, James Curle, assisted by Eric Burrows, truck a beautiful Stutz sedan. The method was a wood saw through the roof followed by chopping around the rear guards and body with an axe. The removed portion of the body was in the back yard there for a year or so.

From memory the Stutz truck was destined for a farm at Willowby or Eiffelton. As I am not certain of the name I will not submit one.

Since seeing Mike Crum's Stutz on the TV programme travelling the Skippers Road I have always assumed that his was that car, recovered and rebuilt as a coupe. This assumption of mine is obviously wrong.

WH (Bill) Miller now of Auckland but formerly of Ashburton and the person who introduced me to the club more than forty years ago will most certainly remember the two names I have mentioned and may recall the vehicle and perhaps throw some light on the origin and fate of what was a magnificent vehicle.

Yours etc.,
 Martin A Weir

Dear Sir,

I am writing to you to ask if you can help me to find out what may have happened to an old car which I was a part owner of - the others having long been dead.

The car was an Australian Six and was sold to a few medical students in Dunedin in c.1946/47 for £75!

I have a photo of it taken in the Square in Christchurch in February 1946 - if I remember correctly.

Yours etc.,
 Mr Colville

Dear Sir,

On the One Make picnic run day, we picked up, from their motel, John and Bess Riley, two of the Canadian supporters group from Vancouver, and enjoyed their company through the day.

John has fully restored to a very high standard a 1913 Cadillac Tourer and a 1908 Northern Twin cylinder.

He said he had been to many meets shows and rallies on the American continent including Hershey. Never had he seen such a diverse, wide ranging beautifully restored collection of vehicles as were gathered at our 50th Anniversary Birthday Rally. Quite an accolade to the team who made it possible.

Thanks a million.
 Yours etc.,
 RB Scott

Dear Sir,

To the rally director, I wish to express my thanks and congratulations to you and your team for the wonderful 50th Anniversary Rally so recently and reluctantly concluded.

It was a fabulous motoring adventure which succeeded and indeed exceeded our high hopes.

My visiting English friends were also delighted with the programme and variety of events and were frankly surprised at the huge range of vehicles and the high state of restoration. They were also impressed with the adventurous way in which all were campaigned.

Again, my thanks and congratulations to you all.

Yours etc.,
 Eric Wright (Mem.)

Dear Sir,

The Banks Peninsula Branch would like to take this opportunity, through Beaded Wheels, to thank all those who volunteered their services as marshals, timekeepers, scrutineers etc for the 50th Anniversary Rally Hillclimb and Pomeroy Trophy events.

Unfortunately the weather was not with us contributing to a diminished field for the hillclimb and the cancellation of the Pomeroy Trophy to the regret and disappointment of all concerned.

We appreciate the many voluntary hours of organisation and behind the scenes work by many Club members and others too numerous to thank personally.

To all the competitors who missed out on the Pom, a reminder that the Banks Peninsula Branch will hold its 19th Pomeroy Trophy event in November - entry forms from the Branch Secretary.

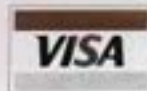
Yours etc.,
 Banks Peninsula Branch Committee

Dear Sir,

Lost during the 50th Anniversary Rally, Baxters and Becks School Road in the Geraldine and St Bathans districts, any 50th Rally entrant who happens across these roads in their travels please contact the Rally Committee as they disappeared after the tours were checked.

I would like to thank all the people who checked all these rally routes after I dreamt them up and to Leslie for making sense of my written notes.

Trevor Lightfoot



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VCC Branch Reports

Please confine your national reports to approximately 200 words!

Ashburton:

Bob Ching

I attended the Economy Run and the Annual Rally. Both of these events having good support, with the economy run taking us to Barrhill for afternoon tea and then back to the point of departure. The instructions for this were relatively simple, but somehow gremlins got into them and half of us ended up going the long way there. The route home was much easier with no gremlins to cause problems.

The Annual Rally was to take us up to Stavely for a barbecue lunch. One of the highlights of the day was being able to have a good look at Clem McLachlan's New Pick. A very nice car indeed, but Clem suffered a minor set back on the day with the bottom seam in the radiator letting go. Clem was asked to enter in concours, but would have nothing to do with it. Just as well our Judges are of a sneaky nature and surprised him by rewarding him with the appropriate awards for a job well done.

Cecil Allot was not so lucky with his Willys Jeep, owing to the lack of oil pressure, he aborted his run and opted to finish in his modern. He was awarded the Hard Luck trophy. I have since spoken to him and it would appear that the oil gauge was at fault, better luck next time Cecil. For those of you who are interested there is a full listing of awards in the February issue of Blow Out.

Another new restoration has just come to light for the big rally. Club stalwart Ollie Hurst has just completed his 1932 Ford V8 Coupe Hard Top. Although I have not eyeballed this machine myself, his wife Heather tells me that it's looking pretty neat. The outside paint work is finished in two tone, Black mudguards, Leaf Brown body and Cream wheel rims, the inside is of a matching colour to the main body.

That's all folks, until next time, happy motoring.

Banks Peninsula:

Ivor MacVelo

Our January Noggin and Natter was held in rural surroundings at the Ellesmere Arms at Tai Tapu prompting a grand turnout of vintage cars helped by Branch Chairman, Gavin Bain, offering a pint to anyone who

arrived in suitable transport. The evening was enlivened by our welcoming Earl Preston into our branch. Earl has transferred from Canterbury Branch with his veteran Overland and Chevrolet Four "Safari Wagon".

Our February noggin saw a number of overseas visitors join us from the Ulster Vintage Sports Car Club.

Our sympathies go out to Warner Mauger and family on the death of Warner's mother.

Branch member Roger Green passed away in January after a battle against cancer. Roger's last big motoring adventure was the A.A.A. Expedition with Phil Jeeves in the Hupmobile, a trip he really enjoyed. To Penny and the family we extend our deepest sympathy.

The only rally since the last report was our annual Veteran Rally, which I believe was a great success, however not being present and not having heard any reports I can't comment.

President Frank (Renwick) drove the C.O. Delage to the Veteran Rally dinner and impressed all with the splendid restoration. Jim Riley's new tweaked motor lasted fourteen miles before bearing shell troubles caused a seizure. The old motor has gone back in temporarily.

Congratulations to Mike Pidgeon and Louise Russell on the birth of their daughter Meg.

Bay of Plenty:

Jocelyn Winwood

Well now that the "big event" is over for the 33 local vehicles which participated, life should regain some semblance of normality!

Our December run took the shape of a Christmas Parade of members and cars - bedecked with balloons, streamers etc., - through the streets of Tauranga. Ending at Maurie and Val Nottle's home, our Christmas party/pot luck dinner was held and despite the inclement weather spirits were far from dampened. Highlight of the day was the unveiling of another Ivan Allen masterpiece - the 1913 DG 4 cyl Renault Roadster.



Christmas Parade, a few of the participants at the start, Kulim Park, Tauranga.

The change of venue for our Anniversary Weekend Rally proved a popular choice. Held in great weather, the 46 entrants were treated to some spectacular scenery around the roads in the Papamoa hills, Puengaroa, and beach resorts of Maketu and Little Waihi Beach. Winners were: V & V - Joe and Norma Marsden (BOP); PV - Jillian Hayton (Waikato) and Rae Decke (BOP); PWV and overall - Ivan and Allison Stevens (Waikato).

Arriving in 23 cars of various vintage

over 50 teddies of all shapes, sizes, ages and description attended (along with their Mums and Dads) a Teddy Bears' Picnic at Kulim Park on February 6. A lot of fun was had by all and a barbecue tea capped off a really great picnic.



Bay of Plenty VCC Teddy Bears' Picnic, 6 February, 1996, Kulim Park, Tauranga.

By way of new members the Branch has gained the following cars: 1937 Chrysler Standard 6 sedan, 1928 Essex 6 two door sedan, 1926 Ford Model T tourer, 1948 Morris 8 Series E Sedan, 1935 Morris 8 two seater tourer, 1930 Model A sedan, 1926 Model T tourer (yes two!) 1912 Renault, 1929 Austin 7, 1928 Chevrolet, 1955 EIP Vauxhall Velox.

Eastern Bay of Plenty: Lorolei Pollard

Yes, despite the silence our Branch is still very active, and the last few months have been busy.

In September, I was luck enough to attend my first National A.G.M. as Chairperson with Treasurer Tom Needham as standby if needed. I found it a rewarding learning experience and one that can only be of benefit.

During October, member Val Gibbons, her son Thomas and her trusty Morris Minor took ten of our vehicles on a home and gardens tour in the Te Puke area. Also included in the trip was a visit to a collection of Morris Minors of various ages, sadly out in the elements. October was the month we came of age, though some would argue we should have been a lot older. As our original members had been in sub-branches of both Bay of Plenty and Rotorua and had also gone into recess at one stage, it was decided to celebrate our 21st from the date we became a Branch in our own right. An impressive key, made by member Colin Valentine, and duly signed by the 90 persons present, is now a lasting reminder.

Some sixteen vehicles headed for Gisborne, on November 3, to be hosted by that Branch in our yearly exchange trip. This has been our largest convoy, and in consideration of the "modern motorists" on the high-way our cars went off in three groups and met up nearer Gisborne. As always it was an excellent weekend. A picnic run was held on the 26 to Lake Okataina. It was a first for new members Maryanne and Geoff Pierce in their 1940 Dodge and at that time they had been proud owners of it for just 4 days.

Two Christmas parades received support from the members which is always appreciated, and is a way of keeping a focus on the vehicles. The Chairman's run held on 10 December saw 21 cars turn out for a short drive, gymkhana and pot luck

tea and barbecue. Kath and Maurice Mahy in their 1928 Model A Ford won the gymkhana, Mervyn Rust 1957 Wolseley, 2nd and John Steiner 1957 Vauxhall Velox 3rd.

The first outing this year covered part of the area used in last years East Coast Rally and was well attended.

Though it was decided to keep our East Coast Rally low-key this year, we were delighted with a total of 28 entries. Considering the 50th Anniversary was only a couple of weeks off we were hoping for between 15-20 cars, so exceeded our expectations. A two hour run over Matata, Manawabe and Edgumbe areas, followed by a pie, pea and pud meal, ending with prizegiving completed the day. As the prize list is a little long I enclose the first placings only: 1st Vintage, Annette and Bob Townsend (Rotorua); 1st Post-vintage, Sylvia and John Sisson (Eastern Bay of Plenty); 1st Post-war, Shona and Cliff Wickham (Rotorua); 1st Commercial, Leslie Watchorn and Coral Worrall.

We welcome newcomers Toni and Tony Palaret with their 1962 Austin Healey, as well as Maryanne and Geoff Pierce mentioned earlier. May you all enjoy many happy vintage motoring years.

Safe and happy motoring to all.

Gore: Ivan van de Water

In the Gore area, like the rest of New Zealand, there is an amazing amount of enthusiasm, hard work and enjoyment of our hobby taking place. As I write before the "Main Event" our Southland roads are already being graced with the sight of many fine beautifully restored cars of all shapes, sizes and ages readying themselves and crews for the busy weeks ahead. You can feel the excitement in the air, after months of preparation, drivers and passengers are off on a great motoring holiday. Locally we have 18 cars participating, all heading off without a speck of dust and with crews all resplendent in the new green club shirts. Our group had a barbecue afternoon recently to get them into the spirit, and no doubt a "shakedown" of proceedings. We wish all the entrants and our Gore branch members the very best and are sure they will have a great time.

In January, the Edendale Crank-up day attracted our keen members who enjoyed a good day out with all the fun of the fair in true country spirit, with many static displays and vintage equipment including traction engines.

Other branch news, Starr McDougall and his team organised a very good annual Festival Rally in February with over 50 entries. A great turnout on a good day, leaving Gore travelling south to Matura, out towards the coast and back through Edendale to a checkpoint on the way back to the clubrooms for the after match function. Thank you Starr.

Hawkes Bay: Wayne Clark

February 10 at the Hawkes Bay Racing Centre, the Branch Annual Swap Meet took

place. No doubt several bits and pieces changed hands along with some of our hard earned wages.

Fifty vehicles departed Hastings from 8.30am on February 17 for the "Art Deco" Rally including 12 out of town entrants. The route ran via Havelock North, Fernhill, Poketapu where they met close to Napier at about 11.30, before moving into the central city as one group.

Alan Wakefield won the motorcycle prize in which there were six entrants. Rex and Leone Kitching from Upper Hutt won best Vintage with their 1930 Model A Roadster, Craig Hickson, best Post Vintage with his MG SA, Brian and Val Russell with their 1931 Armstrong Siddeley were the best in the eyes of the entrants to take the prize there and Don Copas with his Austin York took the novelty prize. I believe a certain Chev Truck was used as a platform to promote "Hoards of Fords" I ask you!

The next day many of the entrants were at the Gatsby picnic for another enjoyable day while some were chauffeuring Japanese students to Esk Valley.

Finally while some are still cruising the south or relaxing after being home after some long mileage, truck and trailers will be onto the Annual Rubbish Bag pilgrimage delivering kleensaks about the Hastings district.

Happy motoring.

Manawatu: Dallas Denby

Len Haycock's New Years Day run was a popular day out for many Manawatu members. First stop was a ceramic shop and from there to a beautiful private garden for lunch under the trees. A stroll through the gardens was a treat with so much time and effort going into making a magnificent display.

The Ruahine Rumble on the 18 February was another trial run for some of the birthday rally cars. There were 21 entries and the route left the clubrooms to go a short distance then over an unpatrolled railway crossing. The club captain hid in the long grass to make sure the cars stopped. Some didn't and were penalised 20 points. Around Aokautere to Opiki and back to Palmerston North to the straight line navigation. The lunch stop was near a fast food outlet with many entrants taking advantage of a fast lunch. The afternoon run went over the Pahiatua Track where a very correct but tricky set of instructions had some entrants fooled. But not all, because Don Dennis and crew won in the veteran Buick. They incurred no penalty points and were 1st overall. The PV section had 2 winners; Les Allbon in his Standard and Brian Spaggs in his Riley. Afternoon tea and prize giving was held at the clubrooms.

Marlborough: Merv Atkinson

The annual open day at Brayshaw Park was well attended despite early morning rain. The Whimp Trophy event was held in conjunction with the restored vehicle display and partly restored vehicles were also on show.

A full day run to Nancy Gilbert's home- stead at Kekerengu was organised by David Bruce at the end of January. Sixteen vehicles took part in this event, which also incorporated the popular vote run.

An afternoon tea was held on February 11 to introduce local entrants on the 50th Rally. This gathering also served as a test for February 26 when upwards of 300 Rally entrants on seven of the rally routes will be passing Brayshaw Park at the start of the 50th Rally.

Thirty members from Gisborne Branch paid a weekend visit to Blenheim on February 17-18 and were entertained by Marlborough Branch members to supper at our Clubrooms on the Sunday night.

North Otago:Gerald (B.S.A.) Lynch-Blosse

Since I wrote last, a lot has been happening here in North Otago. The Windsor Rally was held on the 25 November and the weather was beautiful. The 38 competitors travelled south from Oamaru through Kakanui then through beautiful countryside and ended up for lunch and field tests at the Scout Camp at Waianakama. As this day clashed with the Victorian Feast here in Oamaru the participants were asked to join the festivities and most were in time to watch the New Zealand Penny Farthing races in the history area.

Our Christmas meeting was held at the R.S.A. and our guest speaker was Marianne Smith who spoke of the time she spent as a walker on the Great Cavalcade from Middlemarch to Naseby.

February 3 was our Fish and Chip run in which 8 bikes and 7 cars took part. This year we drove down the coast road to Palmerston. There we were met by 5 motorcyclist from Dunedin. Mark from the Post Mark restaurant looked after us well. On this outing we were pleased to see Ray Wilson with his newly restored Morrie Low Light.

As I am writing the 50th is under way. We have 8 starters and as we are a small branch that's a big turn out.

On the restoration scene as I have mentioned Ray Wilson has his Morrie up and running.

Derick Atkinson has all but completed his 1928 Oldsmobile F28 Sedan. This was to be a two year restoration which took ten - sound familiar - after years of hunting I have found my B.S.A. M20 and thanks to Beaded Wheels Wanted ads I now have a set of girders forks and tool bag to complete the bike.

Happy motoring.

North Shore: Bob Ballantyne

Some of our local members have just run out of time to finish their restorations for the 50th Anniversary Rally which is so sad after many years of planning.

I often wonder how the factory managed to assemble cars so quickly, mind you everything was new with much more space.

But bang in there as the finished restoration will still be very enjoyable to drive later.

Dianne Fowke has arranged a group discount for approximately 50 members to attend the middle weekend, to partake in the Rally events flying down on Friday and back on Sunday.

All the best.

Otago: **Olly Laytham**

On 2 December a dozen vehicles represented the Branch at the Portobello A & P Society Summer Show where they paraded while a knowledgeable commentator described each vehicle and gave a potted history of it.

The Christmas barbecue took a slightly different form in that the run ended at the clubrooms for the meal. Held in conjunction with the Post Vintage Car Club, it was well attended and enjoyed.

The first event for the new year was the Jackson Memorial Peninsula Run which attracted nearly thirty entries in perfect weather. The winner was Ron Harper and wife Dulcie in their Rugby coupe.

Next was the forty second Veteran Brighton Rally held on Saturday 10 February on a fine day. A field of twenty faced the starter for a run over part of the Otago Peninsula before going on to Brighton Domain for the field tests. A barbecue lunch at a member's country residence concluded the rally while a dinner and prize giving was held in the evening.

Results: Under 4 cylinders, R. Mahan 1907 International, under 21 hp, C. Winter 1900 Wolseley. Cars over 21 hp T. Devereux 1917 Dodge. Field Trial G. Mehrtens 1906 Cadillac. Concours T. Devereux 1917 Dodge. Motorcycles: Fixed drive W. Veitch 1910 King Dick. Variable speed M. Dewar 1913 Sunbeam. Field Test M. Dewar. Concours W. Veitch.

In preparation for the 50th Anniversary Rally, a get together will be held on the Sunday preceding the start for entrants to meet one another and for the local leader to meet entrants, too. It will be quite a big weekend at the clubrooms with an entertainment evening on the Friday as well.

A run for PV and PWV is planned for Sunday 31 March, entitled The Bays Run. It will conclude at Aramoana near the mouth of Otago Harbour.

Rotorua: **Doug Green**

Twelve cars went out to Reporoa to the Maxwells beautiful gardens for a picnic lunch and a wander around. We met up with the Taupo members and traded stories on the 50th Anniversary Rally and how the cars were coming together etc.

We all wished Frank (Frank who? ed.) a quick recovery as he was off to hospital for a quadruple bypass. He is back up and about now and ready for the trip south. As he put it the "op" slowed him up a bit but "I am going south come hell or high water", and south he will go!

Our chairmans run took us through the beautiful South Waikato area of Atiamuru, Moki, Poihipi and down to Taupo and the great boating spot of Kinloch where we had a picnic again with Taupo members

and 27 cars. After lunch we had a look at Les Hayter and his hubcaps also Les' De Soto, back to its former glory right down to new hubcaps.

We all left Taupo and just strolled along back to Rotorua. A great day it was too.

My thanks go out to Keith and Dawn Carr for finding a spot like that and for the organising etc. And thanks to Les for opening his shop up to let us look around.

Our AGM is just about due and our branch will be looking for a few replacements as some have been on committee for quite a long time and are looking for a break.

South Canterbury: **Dave Warlow**

A record number of members' vehicles turned out for the Timaru Street Parade which started south of the city, through the main shopping area, down the Port Loop and ended on Caroline Bay where everyone enjoyed a natter and a look around the activities.

On New Years Day a large number of members travelled to Fairlie (some were camping there) to take part in the street parade with the Fairlie Vintage Machinery Club. The day was a scorcher and refreshments and barbecue were enjoyed afterwards.

In January some of us travelled to the Ashburton Branch Annual Rally which toured through the town and adjacent roads and eventually ended up at the Anglican and Methodist Camp at Staveley.

February saw a number of us travel to Waimate for the Waimate Branch's Wallaby Run which was a very interesting tour through the rolling hill country south of Waimate and back to Seddon Square where field tests took place and members were able to look at the busking festival being held there.

At these rallies and parades there have been a large number of new restorations appearing in preparation for the 50th Anniversary Rally which will be over by the time this is published, no doubt there will be a lot of stories to be told then.

Southland: **Bruce Millar**

The deadline for this edition is right on the eve of our departure for the "Big one" and I know the excitement level is at an all time high for the fifty five Southland members leaving on the rally next week.

As usual despite the best intentions and planning there are still the last minute preparations being made and maybe even a trace of panic in some garages. But never fear we'll be there!

We are expecting that about 220 cars and motorcycles will leave various points around Invercargill next Monday morning following a weekend of 'meet and greet' that our Branch is planning with barbecues on both Saturday and Sunday nights. No doubt it will be a typical Southland summer weekend!

Bill Obers has made a significant contribution to increase local awareness of the rally by writing a series of articles in the local Southland Express on many of the

Southland entrants over the past several weeks.

Our main event, the Southland Rally was held on Saturday 3 February with a good attendance of 112 entrants. Three good routes had been chosen through southern areas of Southland to converge on Wyndham, an eastern Southland township, for lunch & field tests. There were one or two incidents along the way, the most serious being a broken fan blade on Patron Ray Lindsay's faithful Model T and one nameless entrant taking a detour through Bluff!! - to get to Wyndham?? Yes, that's what we said too!

The overall winner was Warren King in his 1939 Morris 8 and the winning motor cyclist was Ray McCulloch on his 1911 King Dick.

No use saying anymore - roll on to Christchurch.

Cheers.

Taranaki: **Eric Terrill**

With the 50th Anniversary Rally coming up it seems to be having an effect on the number of entries at Rallies during January and February. No doubt a lot of effort is going into finishing off restorations and preparation of cars and bikes. This is evident in our branch and the end result is some fine workmanship that has gone into the entries from Taranaki. This branch was represented at the Wanganui Burma Rally in January by several of our members with Des and Phyllis Cornwall taking the top place in their 1939 Austin 8, while Bryan Spragg and Ian Bleakley in the Riley were placed 1st equal at the Manawatu Ruahine Ramble in February.

As this is being written out, thoughts go to this years Mini-Vin Rally, an annual event held at Waitara and ably organised by Colin Johnston and members of his family. More on this in the next issue.

Two cars new to Taranaki roads will appear very soon. Bryan Morris of Normanby has acquired a 1916 Brass Radiator Model T Ford Speedster and is hoping to convert it back to a tourer.

Brian Gernhoefer of Eltham is putting the finishing touches to his 1939 Series "E" Morris. This is something different with the chassis and running gear from England while the body was built by the Ruskin Motor Body works in Australia. It appears that it was for military use and even had a mounting for a machine gun although this is not obvious in the restoration. Nothing matches up with other models. There are no trafficators and even the instrument dash panel is an odd size.

By the time that this issue is published the big rally in Christchurch will have become history and no doubt we will hear all sorts of stories of the adventures of our friends. We wish them well.

Taupo: **Jack Hindess**

There was a good turnout of 14 vehicles for our October run organised by Keith and Val Moore. It was a test run for a number of vehicles that will be participating in the 50th Anniversary Rally. So it was after-

noon tea with the Moores on the banks of Lake Whakamaru, and a very good afternoon tea it was.

It was lady drivers, for the Betty and George Foote Memorial Run in November. The men navigated and believe it or not, no one got lost. We had an afternoon tea and gymkhana at Kinloch, but when all the points were added up – the leaders won – don't they always.

Waikato:

Jillian Hayton

The holiday season in Waikato got off to a good start with many of our members joining in the festive spirit at the Pirongia Races on Boxing Day.

Our Vintage Venture in mid January had a turnout of around 30 vehicles (this was up on last year but we would still like to see more entrants from other branches venturing out) and this was a great day. Our event started at our Clubrooms, in Cambridge and then proceeded out through our lovely countryside, on roads that were new to a lot of us even though we've lived in the region for years. The lunch stop was at the Okoroire Campground – a pretty spot set amongst the trees and fortunately the weather was also just as perfect. Our run home took us back through the Horahora area and finally back to the clubrooms where the event was topped off by a barbecue dinner.

At the end of January the Waikato Branch travelled en force over the "hill" to the BOP Anniversary Rally which as always turned out to be an excellent event. It was the last chance for some to make sure their vehicles were up to scratch before heading off down South. Our generous hosts put on a great day of motoring followed by an equally enjoyable dinner and prizegiving (made even more so by giving us a few prizes to take home!)

Our annual gymkhana day was held on Waitangi Day. There were two events to test the driver's skills and one to test their (blind) faith in their navigator, all this coupled with a run out to Pirongia and back to the clubrooms so that vehicles could be judged for the Concours and Restoration of the Year. We are all now waiting with baited breath until prize-giving night to see who has come out tops.

You will all have recovered sufficiently from your travels to that southern island and have no excuse for not coming to the Double 50 on June 1-3 so we expect to see you all here for what is bound to be an interesting run.

Wairarapa:

Evelyn Chisholm

1996 started off with our first club night attended by 55 members, the guest speakers were from New Zealand Motor Distributors Wellington Ltd, the subject of course being tyres. A very interesting night. It is gratifying to see our club functions being so well supported particularly as many members are still busy with last minute preparations for Christchurch.

Those who attended the weekend Coastal Run at Ngawi had a great time. Successful fishing in the bay, golf and beach walks with time taken to inspect the

vintage machinery used to launch and retrieve the fishing fleet. Finally a barbecue in the evening coupled with fine weather made for a wonderful run. A big thank you to Annette and Graham Clark for their organising.

Twenty-eight vehicles from our Branch are attending the Christchurch Rally. Twenty-four of these vehicles gathered at our clubrooms on Sunday for a photo session and final get together before our departure down south.

The Rex Porter Memorial Rally is being held on 22 to 24 March. Friday night is a nog and natter at the clubrooms. Saturday the rally with dinner at the end of the day. Sunday a cuppa and farewell. Entries close 14 March to Mrs T. Pritchard, 14 McMaster St, Greytown.

Wanganui:

Fay Chamberlain

Wanganui Branch did the community proud over the summer holidays. Cars were required for all occasions including the "Wanganui in Bloom" main street parade where we dressed our cars in masses of flowers, and even Palmers Garden Show sent TV1 up to photograph us. Waverley too, hosted around 25 of our cars in their Christmas Parade (with free sausage sizzle thrown in after!)

At the time of writing this there's another in the pipeline too – the "younger" vehicles get their turn in the main street parade for vehicles (and people dressed) to celebrate Friday night shopping in the fifties and sixties. Ian Chamberlain's Mk 1 Zephyr Convertible should be rather appropriate sporting the fluffy dice, flags, and an imported Auckland Elvis Presley "look-a-like" on the back!

Castlecliff Beach was the focus of attention on January 6 as our Chairman Gerald Weekes flagged off the 21 veteran cars on their "Coast to Coast" Tour. Having the TV there was exciting too!

The Burma Rally proved a success once again, with the overall winners this year being Mr and Mrs Des Cornwall. Since then, we've had a fun gymkhana afternoon, with the winners this time being Tom and Sue Day.

Restoration of the Year went to Alan Bates with his 1913 Royal Ruby Motorcycle and Jim Carrick took the prize for the car section with his shiny black 1951 Morris Minor.

Clubnight attendance is growing – we've had to order another dozen chairs! Good, eh?

Wellsford:

J. Jorgensen

I must apologise for missing the last issue with my report. The Far North Tour in November attracted twelve cars from the Wellsford Branch in a total of around 70. As usual, a well organised weekend over all types of roads in varied condition. We covered 430 miles all told.

Several local outings have been well supported. A large crowd was present for the Warkworth Christmas parade. About 10 vintage cars paraded in sequence of age. The Christmas lights on a large Norfolk Pine were turned on as a finale.

Several cars were on display at the Annual Matakana School Gala. We are always willing to assist a worthy cause. There is always a huge auction held there. Our Chairman got a good motor-mower for \$12 and I got one for \$4!

The Pahi regatta was another enjoyable outing for our Branch with about 10 cars making the trip. Cars from Whangarei and Dargaville swelled the number to 23. Garry McCormack of TV "Heartland" fame was covering the event as part of a programme on the Kaipara Harbour, so we might get on TV.

A gymkhana was held at Ron and Bev Pearce's "Puddle Farm", daughter Jenn with her horse and buggy, a V.12 Jag and seven vintage cars were put through their paces with the slippery grass making for some spectacular driving. The ladies showed their skills after lunch. An enjoyable time in the sunshine.

Several members are making last minute preparations for their long trip down to the 50th Anniversary celebrations. George and Alma Henson's beautifully restored 1938 Dodge will be cutting its teeth on this trip.

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NEWS



VCC of NZ Inc, PO Box 2546, Christchurch

Fax (03) 366-0273

News from the National Office

From my involvement with the 50th Anniversary, I certainly got a real taste of what the Vintage Car Club is all about and thoroughly enjoyed myself. It was a great opportunity to meet members who came from all over New Zealand and abroad.

IMPORTANT MESSAGE TO ALL MEMBERS

The Executive attended a meeting on fifth March and two issues of importance were voted on and passed.

The first was that the subscription 'Cycle Billing' system presently being used by every branch is to return to one annual billing month.

So what does this mean?

Presently each branch has been allocated a month in which their members are due to pay their subscriptions.

The Vintage Car Club of NZ Inc financial year runs from 1 April through to the 31 March. The proper accountancy procedure require the monies which relate to the following year be proportioned correctly and carried forward appropriately. This has not only been a complicated and time consuming job but can also not be completed 100% accurately.

Please explain further!

Lets take Canterbury branch as an example, presently their subscriptions fall due at the end of February. When these

members pay their subscriptions, they are financial from 1 March through to the end of February, the following year. The National Office is required to break down the portion which relates to the year 1 March-31 March and the balance runs into the next financial year (ie: 1 April-28 February). I am sure you are all starting to understand how complicated this can become when the branches are spread out over 10 months with members paying at different times and there are 35 branches.

To prepare us for the change to one annual billing, all members will be invoiced as soon as possible with the portion that is payable to bring them up to 31 March 1997. As an example, let's pick on Canterbury again. The members of this branch have paid up until 28 February 1997. Their invoice will be for the portion from 1 March 1997 till 31 March 1997.

The second vote was to have an increase on the National Levies of \$5. This will be accounted for when the invoices are sent out.

The National Office and Management Committee would like this change to happen as fast as possible, and therefore it would be appreciated if members could assist by sending in their payments as soon as possible. A new membership card will be issued which will be valid up until 31 March 1997.

Please contact myself or your Branch Secretary should you have any further enquiries.

Rallies and Swap Meets

| | | |
|------------------|------------------------------|-------------|
| Auckland | M/C Eddie Sim Memorial Rally | April 6 |
| Waikato | Motorcycle Rally | April 6-7 |
| Central Otago | Arrowtown Autumn Festival | April 13 |
| Wairarapa | Club Captains Run | April 14 |
| Auckland | PV and PWV Annual Rally | April 14 |
| Northland | Commercial Rally | April 14 |
| Canterbury | PV and PWV Annual Rally | April 20 |
| Gore | Swap Meeting | April 20 |
| Wanganui | Autumn Motorcycle Rally | April 21-22 |
| North Otago | 2nd Jack Crump Field Tests | April 25 |
| Auckland | Shiny Parts Auction | April 25 |
| North Shore | Swap Meeting | April 27 |
| Waitemata | Speed Weekend | April 27-28 |
| Taranaki | Maunga Moana Rally | April 27-28 |
| North Shore | Anniversary Rally | April 28 |
| Waitemata | TBA Speed Weekend | April 28 |
| Ashburton | Swap Meeting | May 4 |
| Hawera | Swap Meeting | May 4 |
| South Canterbury | PV and PWV Rally | May 5 |
| Manawatu | PV and PWV Rally | May 5 |
| North Otago | Homestead and Lady Drivers | May 5 |
| Wellsford | Swap Meet | May 11 |
| Northland | Don Dugmore Memorial M/C | May 11-12 |

A Thankyou from Lord Montagu

The following letter was received from Lord Montagu:

Dear Frank,

Having just got home, I feel I must write and congratulate you on the superb rally which you and your team provided for us all. It was wonderful to be driving on New Zealand roads once again and drinking in the superb scenery.

I consider it a great privilege to have been invited to attend your splendid rally and will certainly do my best to be with you all in the year 2000.

50th Anniversary Book - "50 Years"

The Leather Limited Edition are now sold out. An additional 500 have been ordered of the Anniversary Edition and orders are being snapped up fast. Please get your order in so as not to be disappointed.

"The Early Years" Video

Orders for this video can be made through the National office. The cost is \$25 plus postage - (NZ \$5, Aust \$10.50, America \$12, Europe \$14.50).

NORTH ISLAND CLUB CAPTAIN

Bruce Hutton, long standing North Island Club Captain has indicated to the Management Committee that he will be standing down at the end of this term. North Island Branches should give consideration to this vacancy on the Management Committee.

Regards,
Julie Cairns



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MEM



The H

The Living Springs hill climb event saw drizzly rain for the early part of the morning. Even that did not dampen the attitude of the enthusiasts who blazed their way up the one kilometre sealed hill climb on their quest for a creditable time.

Banks Peninsula branch members had organised the scrutineering, parking, time keeping, flag marshals, and all the factors needed for a successful days motorsport.

The hill was climbed on foot by the drivers to closely inspect the surface of the road and the various twists and turns. The spectators also had to climb the hill on the other side of the wire fence to find their favourite viewing position.

After driver's briefing, practice was underway with each car off the line searching to find the best gear for each part of the hill.

The competitors were divided into six classes, and as the times were written up drivers were quick to find someone similar but faster than their last time with whom to do battle on the next run.

Having completed each run the cars were parked at the top of the hill and travelled back down the hill in convoy to ready themselves for another assault.

At the end of the day the times showed the real enthusiasm of the drivers and the incident free event recorded the skill of every competitor who after five runs up the hill had any possible cobwebs well and truly blown out of the exhaust pipe.

For hillclimb results please refer page 31





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climb



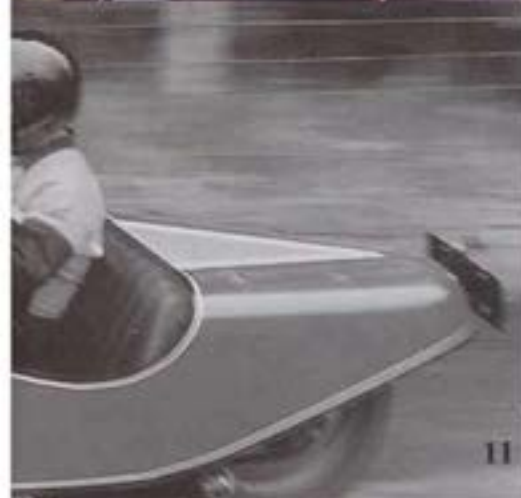
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1. Russell Egan, 1946 MGTC.
2. Leon Witte, 1930 Brooklands Riley.
3. Bob Turnbull, 1907 Sizaire Naulin.
4. Malcolm McMillan, 1953 Ransley Riley.
5. Gordon Routledge, 1929 Austin 7 Special.
6. Eoin Young chats to Russell Egan and Gary Pike.
7. Warner Mauger - 1953 Stanton Special 'Cropduster'.
8. Geoff Owen, 1926 4 1/2 Bentley.
9. Don White, 1909 Sizaire Naulin.
10. The Spirit Of Ecstasy all over their faces.
11. Peter Alderdice, 1926 Morgan Aero.
12. Craig Pidgeon, 1956 Cooper 500.

Photography Euan Sarginson



Founders' Bus Trip & Dinner

Compiled by Mark Dawber

As part of the VCC 50th Anniversary Rally, Rob Shand and Andrew Anderson arranged a bus trip for the founding and early members to visit some of their old haunts and reminisce. Most of the founder members present at the rally were on board, as well as some of the "younger" members who joined a little later as teenagers when the founders were a little older (i.e. in their early 20's). Your intrepid reporter went along for the ride to find out what some of them got up to in their younger days!!

The bus left from the Carlton Hotel – a favourite early watering hole – and stopped first at the house now known as "Not Just Bears" at 137 Victoria St. In the early days of the club this was the home of John Reeves (he was in fact born there in 1926). A number of early meetings and social functions were held there. Next stop was the Dux de Lux Restaurant. Previously the Student Association building of the Canterbury University on the corner of Cashel and Montreal Streets. A walk through the building sparked comments from those who hadn't been there for many years as to how little it had changed.

A quick look next at the garage at the back of Parlane St. where the Stanton Brothers built their race cars (the 'crop-duster' and the BSA Special) and then to Milton St where memories were revived of the 'one lung' Cadillac which resided at the old Rawlings soapworks. This car was lent to members for occasional use, (including publicity for the first Wigram race, and the Centennial parade in 1950). It is now owned by Warner Mauger. The house in Kitson Terrace owned at one time by Tony Bruges was the next stop. Some early meetings were held in the room above the garage. Tony was the enthusiastic driver of the Vauxhall 30/98 now owned by Jack Newell. A wild ride across town, was recalled, when Tony first acquired it which finished amongst some shrubbery in a garden in Dyers Pass Road after the turn into Kitson Tee was missed.

Passing the Cracroft-Wilson homestead in Cashmere, Rob Shand remembered that his first vintage car, a Model T owned with Andy Anderson was garaged there. Learning to drive it he did his best to knock down the haybarn, colouring his opinion of Model T Fords! Adjacent to Cashmere is Worsleys Spur, the site of some early hill climbs. In those days it was an almost impassable 'goat track'. It is now a sealed, but still steep road, and was used as a hill climb venue by the Banks Peninsula Branch in the late 1980's.

Passing Springston South hall the 'incident of the Supper' came to the minds of several on board. Apparently some of the members were at a dance there, when during the evening before supper was served, there was a power failure and everybody went home. The members adjourned to the Leeston Hotel where they were staying.



Back, left to right: Andy Anderson, Clem McLachlan, Frank Renwick, George Gwenlock.
Inset: Jim Donald. Front: Rob Shand, John Reeves, David Mitchell.

Selwyn Jackson was noticed to be missing and searchers sent to find him. His Bentley SI was found outside the Leeston Police station out of fuel but full of supper. This was quietly transferred to the other car which took it back to the hotel and soon to be well fed VVA members!

Heading south to the Lakeside area a brief halt was made at Coes Ford, then as now a popular picnic spot and rally venue. After a bit of searching and discussion the site of the first outing (in 1946?) was found, out by the sea at Taumutu. Clem McLachlan related some incidents of this event which included some grass track races. His car proved quickest after the front tyres had been replaced with solid treads. Frank Blandford recalled being bawled out by Rob Shand over the loud hailer for being in the way. He and his brother owned the OM now in the possession of Peter Shaskey.

Lunch was served at the Leeston Hotel and a group photo taken at the same spot as 50 years ago. After lunch the next stop was Sheffield, the destination of several 'West Canterbury Excursions'. First to the hotel for a much needed drink and further discussion as to which old house was used as accommodation on those early trips. More memory searching and discussion decided that the house was about 100m from the present hotel and a photo in the bar showed it to have been the previous hotel building which by the 1950's was near derelict, but still a suitable abode for some keen young vintage motorists. Some of the group remembered that the room they slept in had no outer wall. John Palmer and Warner Mauger recalled the 1951 excursion as their first VCC event. This event began with a night trial including a run through Eyrewell Forest. John Palmer and his younger brother Richard were in their mother's new Ford Prefect, in which they had the cheek to pass Rex Frisken in his vintage Bentley. He took exception to this and rapidly repassed the upstart youngsters in their 'modern'. John Palmer, then about 19, recalled being

somewhat shocked to see the recently married Frisken's using a double sleeping bag. (Ah, the innocence of youth!) Another youngster on this event was Gerald 'Jiggs' Alexander who had a Rover 8 with straight pipes. He incurred the wrath of Rob Shand, in particular, by backing his car up to an open doorway and waking those inside with the blast of its exhausts. Rob Shand recalled arriving late to one event and putting his sleeping bag in the first available spot. In the morning the reason for his uncomfortable night proved to be coal heap he had tried to sleep on!

Across the Waimak Gorge bridge, with its magnificent views, and on to Oxford which Andy Anderson recalled did not get visited by the VVA or VVC, maybe because it had an inordinately large number of churches! Thought was given to visiting Ashworths Bush near Waipara, the site of some early hill climbs but it would have meant a late return to Christchurch. Instead the bus headed down Tram Road where a brief stop was made at the cairn marking the area where Bob Burn and Russell Wright set the world motorcycle speed record in 1955. On the way back to Christchurch a short visit was made to Cutler Park, the Canterbury branch clubrooms, which some of the older members had not seen. Tom Clements related the history of its origins and development.

Goodbyes were said on return to the Carlton Hotel.



Revisiting the student association rooms.



Book Launch

Friday the 1st March saw the entry into Christchurch for all the entrants who had been enjoying the 29 Monte Carlo style rally routes around the South Island and one of the first official functions on the Programme was the launching of the book written to cover the first 50 years of our Club.

There was not a spare seat available in the large Lindores Concert Hall as the Master of Ceremonies Peter Fry asked the President Frank Renwick to introduce the founder members of our Club who through their foresight and enthusiasm sowed the seeds for the clubs success.

Bruce Pidgeon as Chairman of the 50th Anniversary Book Committee thanked each of the committee members for over two years of meetings and hard work, and introduced them to the entrants. Unfortunately unable to attend were Gavin Bain and Leith Newell, the latter with husband Jack were at the time towing in another competitor behind their Vauxhall from the Rakaia Gorge to Christchurch. Bruce

introduced Mollie Anderson as Editor who gave the background to her role and the hopes that the efforts would be appreciated by entrants and members of the club.

The Deputy Manager of Sun Alliance Mr Alan Bradley spoke on behalf of the major sponsors and the link with the club and their company as insurers of our vehicles.

President Frank presented leather bound copies of the book to the Founders, Lord Montagu, Alan Bradley, Life Members Elizabeth Nagle-Turnbull and Sir Leonard Southward, Past Presidents, and the Book Committee.

Bruce Pidgeon presented copies to Frank Renwick as current President, to John Coomber as National Secretary for the Vintage Car Club, and Clynt Inns as Rally Director. John Hastilow proposed a toast to the book and the future of the V.C.C.

Entrants were then able to mingle, converse with others and to make their way to the distribution area to receive their own copy of the 50th Anniversary Book.



Lord Montagu and NZ VCC President Frank Renwick at the 50th Anniversary Book launch.

It is of interest to record that the initial printing sold out during the rally, and that a further print run is underway for which orders are currently being accepted.

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official rally **PHOTOGRAPHS**



Many people have already purchased photographs of their vehicles. If you haven't yet purchased call us first to check that we have a photograph of your vehicle. If you have purchased and would like reprints, send us your name, address, the number and type of photograph wanted (framed for \$10 or laminated for \$15) and the number on the back of the original or the lower right corner of the laminations. We will send the photographs with an invoice for the prints plus \$2 postage & packaging.

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Story by Mary Craythorne

Q: What do ostriches, ladies' nighties and waterwheels have in common?

A: All were spotted during the Vintage Car Club's Fiftieth Anniversary Rally Homestead runs on Monday 4 March 1996.

Based on one of the most popular events on the Canterbury Branch Calendar (as with many other branches), homestead runs gave participants the chance to view historic homes around Canterbury, learn some history and see more of the Canterbury countryside. Starting mainly from Christchurch schools, rally participants followed fifteen different routes organized by Canterbury Branch members under the overall control of Fay and Andrew McClintock.

From Macdonald Downs in the north, Homebush to the west, the Purau and Thomas homesteads on Banks Peninsula, sixteen homesteads were visited in all with each route viewing two to three of them. At places, several of the fifteen routes crossed, no doubt causing interesting discussions between some navigators and drivers.

The old vehicles provided several schools with some excitement (not to mention time off). Some entrants gave children rides in their cars. A hit with Manning Intermediate was Angeliq, the Charabanc owned and run by Auckland Branch. German entrant Dieter Ritter in his 1912 Mercedes Benz had several willing school boy helpers to push start his vehicle. Other schools that had been advised of the event welcomed and cheered vehicles as they passed them en route. As Canterbury Branch chairman Marilyn McKinlay remarked, for some children from country schools travelling with their parents, the size of some Christchurch primary schools was an eye-opening experience for them also.

Overheard by one participant was a remark by a young boy at Halswell School.

His teacher was impressing on the pupils that this was a special rally to commemorate the Club's fiftieth anniversary, and that participants had come from all over the world to take part. The boy's eyes widened, and putting up his hand he asked "Even as far as Invercargill?"

While some members from up North may believe the South to be a far away and remote place. Stipe Borich and crew from Auckland were heard praising the beauty of the Mainland. Also impressed were visitors from British Columbia in Canada, who while unable to bring the 1941 Dodge and 1951 Pontiac across the Pacific enjoyed travelling with the vintage vehicles to see the historic homes.

Some participants were able to see additional points of interest. One of these was a guided tour of an ostrich farm, including viewing newly hatched chicks. An impression was made on Ann (an anonymous Canterbury member) of the news that attempts by the ostriches to make such chicks were routine at five times a day. At Orton Bradley Park, visitors could view a waterwheel which operated a nearby saw mill, while routes 14 and 15 visited the Rangiora museum.

Lunches at many areas were provided by community groups who welcomed the opportunity to become involved. Country and community newspapers had advised readers of the impending runs, and branch





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ad Runs

officers were inundated with questions on venues and times by country dwellers keen to see the vehicles pass by. With more than a hundred marshals from Canterbury branch at work throughout the day, the scale of this event is clear.

English visitors commented on the number of weatherboard homes that are not a common sight in their country. Some of these huge wooden buildings drew much comment regarding the complexity and scope of their painting requirements.

The Gregorys of Oamaru motoring a 1914 Bianchi looked the part dressed in period costume. Other clothing of note was the assorted underwear pressed into service as wipers of various sorts spotted by the

Mackenzie crew from Queenstown during the rallies. This included a lady's nightgown, singlets, underpants and pyjamas.

Mishaps were few and several commented on how smoothly the runs went. One back up crew however were unsettled as a solitary car with no owners in sight remained sitting after all others had left the starting point. As it happened, the occupants had had a last minute dash to town to find a replacement part.

Overall, the most common remark was that the homestead runs provided a great day of vintage motoring, and a chance to view a piece of Canterbury's heritage not always open to the public.



1. Homebush homestead, Coalgate. Photo Euan Sarginson.

2. Outside the old stables, now a museum, at Homebush. Photo Euan Sarginson.

3. MacDonal Downs. Photo Bruce Pidgeon.

4. 1925 Lanchester 40hp at home amongst the grandeur. Photo Myra Brown.

5. Bill Chamberlain outside his home, Meadowbank. Photo Mary Craythorne.

6. Vintages on view at Meadowbank. Photo Mary Craythorne.





Along The Way

...With the odd mishap...



Above Left: Could a bonnet really fly off unnoticed only to be returned to the distraught driver by the police 200 kms later.

Left: Irish travellers Ronnie and Hazel Barr in the Triumph TR3, taken at the exit of Molesworth.

En route to Blenheim to start the rally we were travelling south from Turangi up the Puketarata Hill with a passing lane on the right and clear visibility for two or three miles behind us. At about eleven am a motor bike drove straight into the back of the Sunbeam causing very extensive damage to the degree that the car will need to be totally rebuilt.

The biker was seriously injured and air lifted to Rotorua Hospital.

From eye witness reports there were three bikes, travelling as part of a group of ten, abreast travelling up the hill. Two were in the passing lane and the third in the inside lane which just drove straight into the back of the car.

We had our car transported to Turangi and as we decided to continue the rally I caught the bus to Auckland, collected our 1951 light 15 Citroen and we made it to Blenheim in time to start on Monday morning.

We have really enjoyed the section which has got us to Christchurch and are looking forward to the events of the next week.

Yours etc
Keith and Barbara Winstone
Rally No 551

Molesworth Meander

Expressions of pleasure and enjoyment by the crews of the 200 car and motorcycle entries who travelled this route outweighed the few who, mainly due to mechanical problems, dislike the dust everywhere, the washboard road and length of time on the "ball bearings".

It was a unique experience that is a New Zealand special motoring challenge. Ian Dougherty on his 1956 Ariel Sports arrived early at the exit point, 1.10pm completely wrapped in dust and exhilarated by the experience. "Fantastic" he said. Mind you, he hasn't ridden Molesworth and the Rainbow since the National Motorcycle Rally in Nelson, last March 1995.

Rae and Lyn Fairweather in their newly restored Hotchkiss painted white did not appear dusty but the crew!! A cockpit full of dust, you could barely read the instruments with their thick coating of grey. Lyn had the right arab style head gear to combat the dust-sand storms. Laurie Poolman in his MG was also among this elite group. Aero screens were not very satisfactory. Alison Moore and Russell Kear in their Austin Sevens (Ulster and copy) were not spared. Ronnie and Hazel Barr from Northern Ireland in TR3 came to a halt enroute when the accelerator linkage vibrated apart. Repairing pieces were found

in the kit. Ralph and Betty Blyde in their 1912 Ford T Roadster came through clean and unfazed, as did Peter Croft in his 12-50 Ducks back Alvis. Not so Bob Beardsley, as he and Ellis Shiers appeared to be wearing everyone else's dust.

The most shattering mishap of the day must have been Herb and Julie Fox's 1911 T Roadster collapsing a front wheel 6 miles from the Molesworth Homestead. Broken spokes and wooden Felloe, the lot. Kiwi ingenuity prevailed and hours of fettling had a replacement made from an old gig wheel and a steel Felloe of nearly the right diameter that happened to be lying around.

The Fox's arrived in Hanmer at 9.30pm unfazed, even after a puncture on the climb up to Jacks Pass in the dark. Tuesday the diffy was out looking for Gremlins, but that's another story.

Brakes were tested to the full. Don Hunter in the Wolseley Wasp shed a front guard and came down the hill on the hand-brake only.

The big 1924 Studebaker Special Six of Chris Slater stopped at the intersection with smoke wafting gently out of its "rear wheels only" brakes. Brian Black burnt the linings on the bands of his 1916 T Raceabout. Julian Ghosh of England had thoroughly enjoyed the trip and was smiling with satisfaction, after the back blocks blat in his 1926 Vauxhall 30-98.

The length and steepness dropping down from Jack's Pass to Hanmer surprised many drivers.

Bob Scott

Above right: Julie and Herb Fox - "I think my mobile phone is purrfect." 1911 Model T Ford. Claude the cat (nestled in the drivers seat) came along for the ride.

Right: The rebuilt wheel of Herb and Julie Fox.

Far Right: Kiwi ingenuity.

...And ingenuity revealed...



From pages 24/25 Hillclimb Results

Class One - Light Veteran and Vintage

| No. | Driver | Vehicle | Time |
|-----|------------------|-----------------------|-----------|
| 1 | Bob Turnbull | 1907 Sizaire-Naudin | NZ 107.15 |
| 106 | Don White | 1909 Sizaire-Naudin | NZ 155.00 |
| 4 | Garry Turner | 1924 Riley Redwing | NZ 57.81 |
| 5 | Peter Alderdice | 1926 Morgan Aero | NZ 60.03 |
| 6 | Gordon Routledge | 1929 Austin Seven Spl | NZ 44.03 |

Class Two - Heavy Veteran and Vintage

| No. | Driver | Vehicle | Time |
|-----|----------------|----------------------|----------|
| 12 | Julian Ghosh | 1924 Vauxhall 30-98 | UK 46.39 |
| 13 | Leslie Murray | 1924 Vauxhall 30-98 | UK 49.03 |
| 14 | Peter Garland | 1926 Vauxhall 30-98 | UK 57.52 |
| 16 | Allan Winn | 1928 Bentley 3 Litre | UK 55.28 |
| 18 | Oliver Midgley | 1930 Ford Special | NZ 55.95 |
| 19 | David Lane | 1930 Studebaker 8 | NZ 69.68 |

Class Three - Post Vintage

| No. | Driver | Vehicle | Time |
|-----|------------------|---------------------|----------|
| 22 | Lawrence Poolman | 1932 MG C Type | NZ 48.85 |
| 23 | David Banks | 1932 Vauxhall Cadet | NZ 63.97 |
| 30 | Roy Rowe | 1938 Lincoln Zephyr | NZ 53.66 |

Class Four - Post War

| No. | Driver | Vehicle | Time |
|-----|-----------------|-------------------|----------|
| 33 | Russel Egan | 1946 MG TC | NZ 62.23 |
| 34 | Ralph Watson | 1949 BSA Special | NZ 49.85 |
| 35 | Gary Pike | 1951 MG TD | NZ 57.00 |
| 36 | Michael Johnson | 1953 Fraser Nash | UK 42.51 |
| 38 | Roger Munns | 1954 Buick 90S | NZ 42.05 |
| 39 | Peter Kissell | 1955 Triumph TR2 | NZ 50.93 |
| 40 | Alex McLennan | 1958 Austin Healy | NZ 44.93 |
| 41 | Brian Metcalfe | 1959 Triumph TR3A | UK 41.90 |

Motorcycles

| No. | Driver | Vehicle | Time |
|-----|----------------|----------------------|----------|
| 45 | Ian Dougherty | 1956 Ariel VHA | NZ 45.75 |
| 47 | Dennis Skilton | 1958 BSA Road Rocket | UK 44.11 |

Demonstration Class

| No. | Driver | Vehicle | Time |
|-----|------------------|-----------------------|----------|
| 49 | Jack Newell | 1924 Vauxhall 30-98 | NZ 52.76 |
| 50 | Bruce Pidgeon | 1924 Bugatti Type 13 | NZ 60.03 |
| 51 | Jack Knight | 1925 OM Superba | UK 80.16 |
| 52 | Geoff Owen | 1926 Bentley 3-4.5 | NZ 47.17 |
| 102 | Leon Witte | 1930 Riley Brooklands | NZ 55.55 |
| 103 | Malcolm McMillan | 1953 Ransley Riley | NZ 44.73 |
| 104 | Warner Mauger | 1953 Stanton Special | NZ 40.62 |
| 105 | Craig Pidgeon | 1956 Cooper 500 | NZ 39.65 |



Man





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1. Reaping what we have sown. Rally cars lined like a furrowed field at Mandeville Domain, photo courtesy of Skyworks Photography.

2. From front: Willys, 1949 Ford V8, 1957 Vauxhall, 1912 Cadillac.

3. Tilling-Stevens Turntable Fire Engine, Warner Manger.

4. Brian Black, 1906 Unic.

5. 1910 National Indianapolis 500 race car.

6. Dale Conlon, 1904 Darracq.

7. Mandeville - 50's up Brass Band.

8. John Southward, 1936 Squire.

9. Roger Hill, 1912 Renault.

10. John Wilkin, 1913 Austin.

11. Graeme Cooke, 1959 Alfa Romeo Giulietta.

Photography Euan Sarginson and Bruce Pidgeon.





Prize



1. Brian Black receives his award from Clynt Inns and Jim Donald.
2. Christchurch Mayor Vicky Buck presents John Palmer with his OVE.
3. Andrew Anderson and Frank Renwick cut the iced cake.
4. The Rally Committee are thanked by Rally Director Clynt Inns.
5. National President Frank Renwick accepts a silver tray from Graeme Craig on behalf of Sun Alliance.
6. Andrew Anderson delivers a thought provoking speech to the entrants.

A big Thanks to all for a successful Event. The big one is over with just the mopping up to do. Commemorative Medallions not collected will be sent to you.

If you did not collect your book please let me know so I can post it to you. The same applies if you helped out in any way including marshalling for a reasonable length of time, I will post you a small memento. All these requests should be addressed to P O Box 13502 Christchurch.

A list of prize winners is elsewhere in this issue. We congratulate them. We thank Universal Metal Polishers for the trophies presented to the Veteran and Vintage Concours winners. A kind offer of a hard luck prize was made by Life Member Sir Leonard Southward. Unfortunately because of the many hard luck stories we were not able to accept and place this. Sir Len also expressed his good wishes to all entrants and to the success of the event. Thanks go from the Rally Committee to all



entrants, supporters, book committee, helpers, marshals, sponsors, various organisations who assisted, branches for their work, team leaders, backups and to all others who assisted.

Everybody played a part to make it all a bit of fun.

Trust you all had a safe journey home.

Clynt Inns, (on behalf of Rally Organisation)

Above: A standing ovation for Clynt and Lorraine Inns.



Above: Graeme Craig, Marketing Manager-Sun Alliance, and Frank Renwick draw the winner of the Sun Alliance mystery weekend raffle. Winners: David and Meg Ryan, Tauranga.

Automobile Draw Winners:

*1st Prize \$350 BASIS voucher
Mr SA England, Nelson.*

2nd and 3rd Prize. One year subscription to 'the Automobile'

Brian Kirby, Chch, John Wallis, Chch.

| | | | |
|---|--|--|---|
| | Time Trial | | Driving Tests |
| Veteran Motorcycles | | | |
| Class 1 | Peter Barnett, Christchurch 1911 Zenith | | Tim Palmer, Christchurch 1914 Triumph |
| Vintage Motorcycles | | | George Griffith, Nelson 1923 Harley Davidson |
| Class 2 | Lois Binnie, Australia 1927 Triumph | | Murray Hamilton, Dunedin 1949 Scott |
| PV and PWV Motorcycles | | | John McLachlan, Leeston 1907 Cadillac |
| Class 3 | Leo Fowler, Auckland 1942 Indian | | Colin Pearce, Clinton 1911 Sunbeam |
| Veteran Cars 1 2 3 and 4 cyl up to 1000cc | | | John McLachlan, Leeston 1913 Cadillac |
| Class 4 | John Palmer, Christchurch 1911 Renault | | Colin Roberts, Dunedin Austin 12/4 |
| Veteran Cars 4 cyls or more 1000-3500cc | | | Bruce Robson, West Melton 1925 Vauxhall 14/40 |
| Class 5 | Rex Cameron, Christchurch 1913 Studebaker | | Trevor Birchall, Auckland 1928 Packard |
| Veteran Cars 3500cc or more | | | Rhys Jones, Christchurch Austin Big 7 |
| Class 6 | Roger Smith, Ashburton 1909 EMF | | Greg McKenzie, Dunedin 1938 Buick |
| Vintage Cars up to 2000cc | | | Paul Bennett, Christchurch 1953 Singer |
| Class 7 | Richard Unides, Australia 501S Fiat | | Wilfred Miller, Alexandra 1953 Alvis |
| Vintage Cars 2001 to 3500cc | | | Nil |
| Class 8 | Bruce Robson, West Melton 1925 Vauxhall 14/40 | | Ian Johnston, Christchurch Ford A Pickup |
| Vintage Cars over 3500cc | | | Geoff Warren, Leeston 1951 Fordson |
| Class 9 | Steve Trot, New Plymouth 1930 Chrysler | | 1906 Unic London Taxi 1929 Dodge Senior 1934 Rover 1952 Jowett Jupiter 1920 Indian 1920 Model T Delivery Van |
| Post Vintage Cars to 2000cc | | | |
| Class 10 | Rhys Jones, Christchurch Austin Big 7 | | |
| Post Vintage Cars to over 5000cc | | | |
| Class 11 | Rex Gadsby, Rotorua 1939 Chevrolet | | |
| Post War Cars up to 2000cc | | | |
| Class 12 | Paul Bennett, Christchurch 1953 Singer | | |
| Post War Cars over 2000cc | | | |
| Class 13 | Greg McDowell, Southland 1952 Alvis | | |
| Veteran Commercial | | | |
| Class 14 | Nil | | |
| Vintage Commercial | | | |
| Class 15 | Ray Blade, Christchurch Ford A Pickup | | |
| PV and PWV Commercial | | | |
| Class 16 | Peter Blom, Auckland 1955 Ford Thames | | |
| Concours | | | |
| Veteran | Brian Black | | |
| Vintage | John Calleson | | |
| Post Vintage | Richard Topliss | | |
| Post War | Martin Howman | | |
| Motorcycles | William Veitch | | |
| Commercials | Bryan McConachie | | |



Under The Bonnet



Jensen 541R



1914 Hispano Suiza



1910 National



Locomobile



1910 Mitchell



1911 Stevens Duryea



1907 Rolls Royce



3 Litre Bentley



Final Dinner

On Friday March 8 a large number of entrants and friends gathered in the main stadium at Addington Raceway for the closing ceremony and presentation of trophies. Christchurch Mayor Vicky Buck thanked the organisers for a wonderful rally and she was very keen we organise a public procession of cars each year along the lines of the one which proceeded from Hagley Park the previous Saturday. She conferred the OVE (Order of the Vintage Enthusiast) on John Palmer in recognition of the privilege of allowing her to drive his veteran 2 cylinder Renault at the head of the parade.

Following the closing ceremony complimentary beer, wine and fruit juice was enjoyed by several thousand people while portions of the 50th Anniversary birthday cake were distributed. High spirits were evident amongst the crowd in anticipation of the final dinner. It was a beautiful warm evening and the first dinner sitting timed for 5pm was late starting tended to coincide with the 6pm session. This slowed the progress dinner but all stood good humoured in the queues. The pressure on the caterers was starting to tell by the time

the final sitting got underway, with some delay while large roasts were returned briefly to ovens. The food was excellent with a wide variety and credit must go to Twiggers for their fine effort. Following the main course, diners had the opportunity to stretch their legs and view many of the vehicles as they walked to the second venue for a wonderful desert of fruit salad, pavlova and cream. Many marvelled at the square metre sized melt-in-the-mouth pavlovas which kept appearing on the tables every few minutes.

Following coffee and tea, bands played in each of the venues with a function for traditional dancers in the kiosk. A highlight of the evening for many was the long awaited arrival of the 1925 Model T Ford Police Van restored and driven by Barry Thomson. This vehicle was missed by the route 26 entrants and unfortunately due to unforeseen delays was not available at the public display or Mandeville. Throughout the evening the gathered throng were delighted by the sirens and bells of this old beauty and its ultimate appearance seemed to epitomise "do or die, better late than never spirit" of our wonderful movement.

On visiting the venue next morning, I was amazed to find no trace of the week's events as racecourse staff prepared for the evening meeting. As I gazed around with a feeling of nostalgia, I would see the tell-tale signs of oil marks throughout the grounds. They will fade, but not so the memories.

John Coomber



24 to 26 January 1997

The date and venue for the 15th National Rally have now been decided. The last weekend in January 1997 is the date and the rally is to be held in Masterton, based at the Solway Park Motor Lodge complex at the south of the town.

The organising committee looked at several venues from Foxton in the north, south to Wellington and over the Rimutakas to find a site that would provide the best and safest rally routes, a good operational base incorporating social and accommodation facilities.

After much consideration and debate a unanimous decision to hold the rally at this venue was made. The committee is

confident of being able to run a first class event covering some of the best rally routes available in New Zealand.

Preliminary Programme

Friday 24 January.

Registration at rally headquarters.
Noggin and Natter in the evening.

Saturday 25 January.

Briefing and rally.
Local tour for supporters who are not involved in riding.
Social Gathering.

Sunday 26 January.

Gymkhana Bike show.
Rally dinner and prizegiving.

Monday 27 January.

After rally tour departs.

Accommodation

200 beds will be available at the rally site. Close by are numerous motels and a large camping ground facility. Details of phone numbers and costs will be provided as these become available.

After rally tour

This will depart on Monday 27 January

and be in the form of a loop, starting at Masterton travelling north through the back country as far as Tauramanui, then returning to Wellington via the Wairarapa on Friday 31 January. This will mean the South Island entrants can depart the tour and board the ferry..

Picton Storage

We are planning to arrange storage of vehicles and trailers in Picton to help reduce costs for South Island entrants. An indicative cost of \$8.00 per day for a car and trailer can be expected. Transport, if required can be arranged from the Wellington Port to the Rally site.

All of the above details will be expanded upon in future issues of Beaded Wheels but you can begin your planning now that the dates and venue have been announced.

Further information can be provided by contacting:

The Rally Secretary,
P O Box 43 109
Wainuiomata.

Look forward to seeing you all in 1997!

P. S. At the time of writing the committee have received the first entry for the rally, and it has come all the way from the USA! In addition two enquiries have also been received from Australia.

Why Did They Fail?

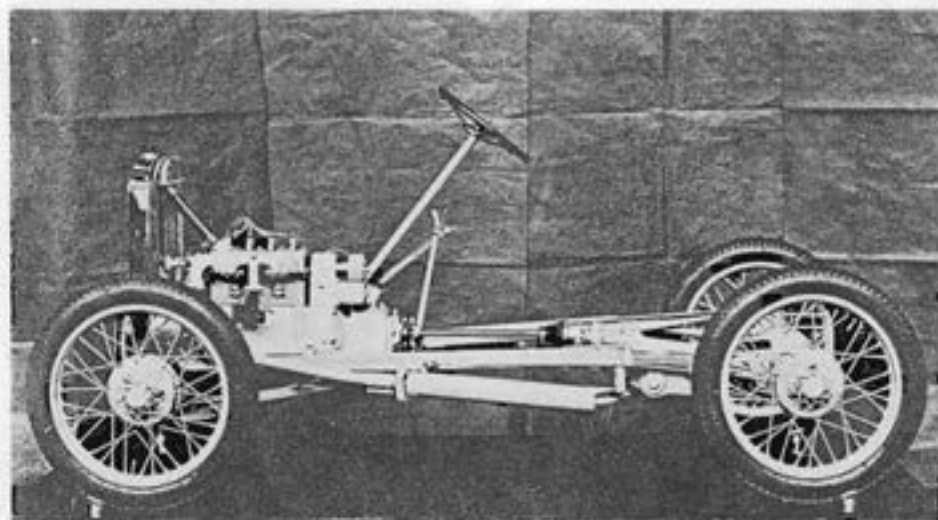
Story by Douglas Wood

The pages of automobile history and vehicle design contain scores of examples of cars which had every promise of becoming commercially successful but which eventually failed to measure up to their designers' intentions. Particularly is this so in the so-called vintage years, in that period when the eccentricities of the veteran era had been discarded, and when designs were aimed at mass markets. Lost causes some of them may have been, born of small and possibly under-funded makers, but these "no hoppers" were not confined to one country or one continent; North America must have spawned the best part of a hundred.

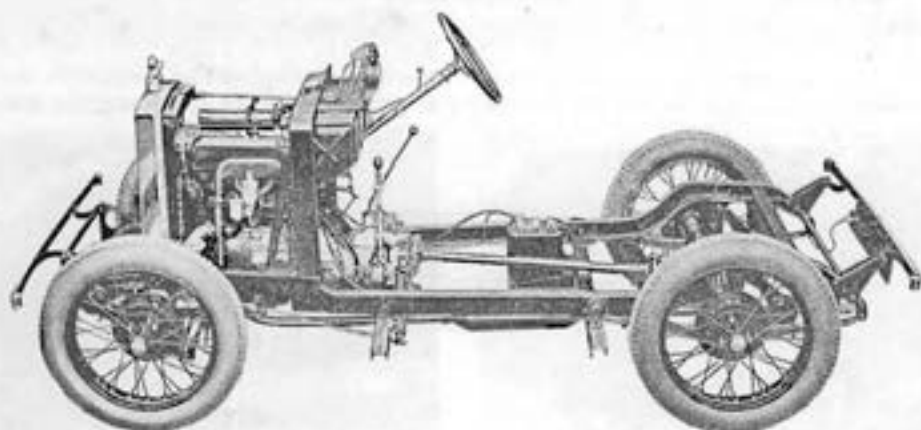
What causes apparently sound designs to fail in an uncrowded market when they are the product of a well established firm with a good sales organisation? Where did they go wrong? As an example take the case of the 1929 O.H.C. Morris Minor which, until it emerged as the worthy Morris Eight, was never a class leader.

Announced in October 1928 for the Olympia Show, the Minor was in competition mainly with the Austin Seven and the Triumph Super 7, though the latter, sturdily built car that it was, never made much of a dent in the Austin sales chart. Comparisons are odious (and sometimes odorous we are told) but nevertheless the Minor chassis was way ahead of the Sevens and at its announcement it looked to be a winner. In 1923 Herbert Austin set out to replace the motorcycle and side car as transport for Mr Average Man, and with the Seven he succeeded, despite the unconventional nature of its chassis. The basic layout continued until 1938 and with many people it is still popular.

But the Minor was built as a half size regular car; it had parallel chassis rails, dropped between the axles, with four half elliptic road springs, whereas the Seven had an A frame suspended on an assortment of springs, resulting in some odd geometry with the rise and fall of the rear axle (also unconventional in design), so that the pot joint on the divided drive shaft had to cope with movement in three dimensions. Both cars had cable brakes, but the Minor's were superior in layout and effect. The hand brake lever was flimsy by comparison with the Minor's and the Triumph's, both of which had independent transmission parking brakes. The Minor had Armstrong single acting shock absorbers; those on the Seven were largely ornamental - most owners were unaware of their existence. The Minor's 898cc O.H.C. engine with S.U. carburettor should have been its strong point, but we know that oil leak and noise problems led to its fairly early replacement with a side valve unit.



The Austin 7 chassis displayed at the 1929 Olympic Motor Show.



The 1929 Morris Minor OHC chassis.

The Minor was streets ahead of the Seven in equipment. It had bumpers front and rear, a good instrument panel with a proper oil pressure gauge, and a dash lamp. The radiator having a good thermometer with an ornamental pair of wings to boot. The lighting system included separate side lamps and there was a proper Klaxon style horn. In detail the Minor was ahead - the petrol tank was 40% bigger and incorporated a reserve tap, the tool kit was superior, the steering column was plated, there was a tailpipe to the exhaust, and the handbook was a masterpiece.

All this for the same price of the Austin Seven saloon - one hundred and thirty five pounds in the U.K. The Minor was quite an impressive little car at its launching, the body lines being much better than the Seven with its short bonnet and low radiator. I was working at the Ford dealership at the time and the talk was that Austin dominance was threatened and that Ford would have to follow suit. The Minor certainly looked to be much better value being

three inches longer in the wheelbase and 10 inches overall, though it had a fabric body (then a questionable asset) whereas the Seven was alloy - both bodies were on wooden frames.

But how wrong we were, as Austin sales continued with the major portion of the market and their organisation was always to the fore with publicity to prove the Seven's worth. There were non-stop engine runs at record speeds between Wellington and Auckland, a winter trip to the far North (normally unthinkable), fuel economy stunts, driving to the top of Rangitoto Island, record setting at Mangere race track in an Ulster, track racing in an ex-factory single seater and so on. There was a thriving Austin Seven Owners Club which held monthly rallies and outings, and Fleet sales earned a special bonus. Publicity was lavish for visiting Austin Seven Round-the-World motorists.

On the road from memory there was not a great deal of difference in performance between the two cars, the extra engine

capacity of the Minor being absorbed by its greater weight which gave the car an impression of great stability. The Minor had better braking, especially in the wet, the Seven being most unpredictable in the wet under sudden braking. The Minor was noisier mechanically, but the Seven's engine starting mechanism situated as it was in the driving compartment was positively archaic. The Minor conveyed a feeling of superiority over the Seven when seated behind the wheel, the view over the bonnet being impressive, and the Minor's gear lever was right at hand whereas you reached forward to engage gears on the Seven. And the engineering design of the Minor's hand brake lever was streets ahead.

But the Austin was more fun to drive, especially when one became accustomed to its peculiarities. Both cars were better in this respect than the Triumph, which was heavier, slower, and higher revving (but what lovely brakes!). With the eventual advent of the Morris Eight all this changed, and Morris fairly leapt into the lead until war put a stop to all rivalry. But Austins have had the last word, as we know from

the number and demand for vintage Sevens in both hemispheres. Some models command premium prices, and the chassis have become the basis of many extremely rapid Specials, though some are more special than others. For this the builders have excellent precedents, both Murray Jamieson and Issigonis, to name but two, raced Austin Seven Specials which bore little resemblance to the prototype, and Morris Motors were no better with the R Type MG.

I suppose the demise of the promising O.H.C. Morris Minor all boils down to customer preference, for which there is often little accounting. Forty years ago, when the Vintage movement was just becoming attractive, there was little if any interest in Sevens, when they were readily available for a song. All this has changed. But few people want a Minor, even if they are about. In a recent issue of a popular periodical devoted to Vintage cars there were twenty one Sevens advertised for sale and four Minors, only one of which was O.H.C.

Where does the answer lie?

The Rise and Fall of the Climber, 1919-1924

I picked this item at random as an example of a typical American "also ran".

In late 1919 three Arkansaurian entrepreneurs decided to follow a market trend to produce and sell motor cars. They had access to some finance, acquired land and built a plant at Little Rock and proceeded to assemble a range of four and six cylinder cars under the brand name of Climber. They used Herschell-Spillman engines and all the usual proprietary lines. By the spring of 1920 they had ten dealers, mostly in Arkansas selling attractive and perfectly conventional cars at competitive prices. By 1923 they were broke. What went wrong? Firstly there was internal dissension - two directors pulled out. Secondly, parts ordered were slow to arrive (a world wide problem of the times). Thirdly, to overcome these shortages they foolishly tried to make some of the essentials themselves, for which operations they were not equipped. Fourthly, and most importantly, they were financially underfunded. In the end the shareholders were extremely lucky to get 88.4% of their claims.

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buffers, plugs, etc.

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P.O. Box 157, Takanini, Auckland
Tel/Fax: (09) 298-3393

Rally start at MOBIL garage
with Scarlett McKenzie
- "Patience in the drizzle!"

February 2-5, 1996

Drury, South Auckland

Story by Verna Bush

Photographs by Jenny Coop
& Verna Bush



TALES FROM THE 3RD NATIONAL MODEL T RALLY



Rod McKenzie (Club
Pres.) and "Buttercup"
at Glenbrook Rail.



Fords "Ancient
and Modern" at
Pukekohe Ford.

Excitement reigned as Model Ts, from far and wide, began converging on Drivers Motor Lodge, Drury, on that hot Friday afternoon and evening when entrants were given their Rally packs (full of treasures, thanks to our many sponsors), and a very short welcoming speech by John Reeve the Rally Chairman.

Next morning, when the heat had turned to drizzly steam, all the T's were assembled on the forecourt of the (generous) Drury MOBIL Service Station and people congregated around to marvel at the wonderful variety of Model T's and great number plates. Marshalls hurried hither and yon trying to get cars in line for a respectable photo and orderly departure but I feel they gave up and were happy to see all the T's heading off to Pukekohe Ford! For this visit we parked in the forecourt amongst the very latest! Just to show how well the Fords have (lasted) progressed over the years! We were served a cup of coffee and given a speech on "Advantages of Modern Cars", (the prices were frightening!) before we wound up the cranks and headed, in lovely sunshine, over the lush Pukekohe Hills to Glenbrook for a box lunch and a sponsored Glenbrook steam train ride put on specially for us! We had great pleasure in sharing this "treat" with youngsters from the local Health Camp and foster homes and even some elderly folk from Pukekohe. It was here that we had the best photo opportunities. Steam and T's go real well together! Fun was had by all, even to the rail shed visit and a cooling drink or choc bomb!

After such a busy hot day it was great to relax in a private garden, in the shelter of many trees, surrounded by all our lovely T's. The AGM was very soon over then the delicious barbecue was laid on and folk sat

continued on page 50

MARKETPLACE

CLASSIFIED RATES

Due to space limitation, classified advertisers should refrain from the use of dashes, spaces, logos, blank lines and centering.

The 65 word limit includes contact details.

Advertisers requiring ads longer than the standard 65 words, or who require typography or space, must apply display rates.

The advertising department reserves the right to edit or return classifieds not meeting the criteria.

Non Member: \$14.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.

Member of Vintage Car Club Inc: \$12.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement. Members must be financial and state their branch.

Boxed Ad: \$8.00 extra.

Photo Ad in Box: \$20.00 extra, enclose a clear photograph or slide and a S.A.E. if return required.

Above rates apply for each advertisement. Advertisements should be typed or clearly printed.

ENCLOSE PAYMENT

Send to: Advertising, P.O. Box 13-140, Christchurch, to arrive not later than 10th of month preceding publication.

DISPLAY RATES

| | Casual | 3 Issues (per issue) |
|-------------------------|----------|-------------------------|
| Full Page | \$330.00 | \$270.00 |
| Half Page | \$180.00 | \$140.00 |
| Horizontal Quarter Page | \$110.00 | \$90.00 |
| 1 Column x 80mm | \$60.00 | \$50.00 |

Price on application for covers and four colour process

All display rates quoted **exclude G.S.T. and are for finished camera ready artwork supplied.** Artwork can be arranged at an extra charge.

Deadline for copy 10th of month preceding publication.

Beaded Wheels will consider articles of a technical nature for inclusion in its editorial space. Beaded Wheels however regrets that it is not able to offer editorial space for advertisements nor for the promotion of products.

Beaded Wheels makes every effort to ensure no misleading claims are made by advertisers, responsibility cannot be accepted by Beaded Wheels or the Vintage Car Club of New Zealand for the failure of any product or service to give satisfaction. Inclusion of a product or service should not be construed as endorsement of it by Beaded Wheels or by the Vintage Car Club.

No liability can be accepted for non-appearance of advertisements and the text of all advertisements is subject to the approval of the editor who reserves the right to refuse any advertisements which are not compatible with the aims, objectives, and standards of Beaded Wheels or the Vintage Car Club of New Zealand.

In accordance with the provisions of the Human Rights Commission Act 1977 Beaded Wheels will not publish any advertisement which indicates or could reasonably be understood as indicating an intention to discriminate by reason of sex, marital status, religious or ethnic beliefs. Advertisers should take all care in drafting advertisements as they could be held liable, as well as the magazine and the Club.

FOR SALE



AUSTIN SEVEN SPECIAL 1929. Pressure fed engine with big crank, twin SU's, three speed close ratio gearbox, right hand gear change. Eighty mph performance with superb handling and braking to match. Excellent all round touring/competition car. With some spares including new cabin blower. \$16,500. Phone (09) 576-9399.

MAGNETO'S REWINDS, PARTS AND SERVICE, all types, units bought and sold. Contact Chris Slater, Coil Winding Services, Hupenui RD, Greytown, WAIRARAPA. Ph/Fax (06) 304-9466 or (025) 433-834.

OLDSMOBILE SEDAN 1938. New chrome, paint, tyres, woodgraining, plus imported rubber parts. Needs glass and upholstery to finish. \$9,000 ono. Phone (06) 368-5198.

DODGE BROTHERS kick plates \$65 each. Dodge hood bows and clamps \$750, wire wheels 8-24" ash \$300 each, 12-22" ash \$250, hubs \$200 each. Buick 19" 6 std \$300 each. Chrysler 5 stud wire 16" \$300 each. Wanted: Buick 16" 5 stud 5/16 thick spoke and Buick 1934-35 series 50 mechanicals, Phone (07) 571-8283. Mem.



VINTAGE TRUNKS as seen in Issue 201, page 17. Leather trim, waterproof, stock size or made to your measurements. Phone Allan on (06)843.8088 to discuss your requirements. Allan Jones Joinery, Napier. Member.

1938 NASH 6 SEDANS One car practically intact and one dismantled plus owners handbook, spare motors and other mechanical parts. A good restoration project. \$1,600 ono. Phone Brian Auld (03) 216-7782. Mem.

ROVER P5 1960 3 Ltr in restorable condition plus two engines, wheels, door panels, instruments, gearbox, value approx \$1200 would swap for motorcycle English preferred cash adjustment. Phone (06) 357-4796.



1966 DAIMLER 250 V8 Original car, four owners. Automatic with leather upholstery and walnut dash. Stainless steel exhaust system. All rust removed. Paintwork touched up. 120,000 miles. \$14,000. Call for further details Invercargill (03) 217-8416. Mem.

STEERING BOX (parentage unknown) has a summer/winter charge rate switch attached beneath the horn button in the centre of the steering wheel. Slot 4 or early Rover differential. Phone Ted Condon (04) 568-5794.

DODGE DD 1930 Complete car but needs restoration. Spare motor and other mechanical parts. Spare axles f/r and some spare body parts. Open to offers. Phone (03) 545-0072.



EARLY TQ MIDGET. All metal body made out of a Chev bonnet. 1952 Ford Prefect, all there. Ideal first restoration. If interested write to 115 Cameron Rd, Te Puke or Phone (07) 573-5427. Mem.

MORRIS 8 PARTS. Bonnet, radiator, grille, spoked wheels, bumpers. Also Ford V8 hubcap. All stored in Napier, offers wanted. Phone Steve Simkin (06) 843-4397 work, (06) 844-6396 home, (025) 849-100 mobile.

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ESSEX COUPE 1929. Restored. Rallied to Palmerston North. Comfortable driving car. Has had very little work since then. Some spares available \$15,000 ono. To view contact Bob Hartley, Coach Road, Geraldine. Phone (03) 693-9353. Mem.



1924 AUSTIN 12/4 CLIFTON TOURER
For sale by tender. Immaculate. Lots of spares. Little used since restoration. Highest or any tender not necessarily accepted. Tenders close 3 May, 1996. Phone (03) 693-8057 or Fax (03) 693-9598.

FORDSON PETROL TRACTOR, circa 1928 drop headlight model, rubber tyres, PTO. Offers. Phone John Pothan (06) 844-4707. Mem.

TRIUMPH MOTORBIKE. 1953 3TA. (Series 21) Totally overhauled. Matching numbers. Sweet runner, looks good. \$3,200. Phone Frank, (06) 343-2531.

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1935/6 AUSTIN 10/4 LICHFIELD. Excellent condition, older restoration, new tyres and battery, reg. and wof, some parts. \$6,000. Phone (04) 476-4195.

AUSTIN A40 DEVON TRUCK 1949. Floor change model. Very good Mechanically. Needs some work on door pillars and two tyres for new WOF. Reg until Sept 96. Will accept any reasonable offer. Phone (06) 322-8133 Hunterville. Mem.

HUBCAPS - IF YOU HAVE a hubcap problem contact me. I have produced skin pressings for most cars between 1930 and 1940. These are top quality replicas. No matter how rare the make of vehicle it is possible to reproduce as original. For further information phone Les Hayter (07) 378-9230 or 025-485-994 or write to 19 Isobel St. Taupo. Mem.



1938 AUSTIN 'BIG 7', original condition. This car plus a trailer load of spares and another 'Big 7' rolling body is garaged in Napier. All of the above is offered at \$1,500 delivered anywhere in the North Island. Phone Steve Simkin (06) 843-4397 work, (06) 844-6396 home, (025) 849-100 mobile.

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HOOD BOWS AND IRONS for Model T Ford Roadster 1926-1927. Good condition, \$450 or swap for hood bows and irons for Model T Ford Tourer 1926. Phone (03) 338-3989.

CLASSIC AND VINTAGE COMMERCIALS Magazines. For further information on this very interesting and informative magazine subscription, send a stamped addressed envelope to Allan Wilson, 707 Buller Street, Hastings



1939 VAUXHALL 12. Stored in shed as original. Easy to restore (complete), tyres sound. \$600. Phone (03) 308-2298.

1943 CHEV MAPLE LEAF 3T \$950. Chassis and motor done, cab rough. Not assembled all panels exc cond. Spare doors/dash etc. Phone (03) 337-1127 or may be viewed at Waddington phone (03) 318-3808.

DODGE 4 TOURER, 1923 Partly-restored, main jobs to finish are paint and upholstery. Lots of spare parts. Price \$8,500 ono. Phone (09) 579-9063 (bus.) or (09) 267-1266 (evenings).

1930 MODEL A PICKUP TRUCK Unassembled. Chassis sandblasted and painted. Front guards, bonnet acid dipped and primed. Motor rebored and valve grind. Gear box and diff, rebuilt clutch, rear guards, headlamps etc. Original Wellside in good order. Sell at cost as one lot to fund new project. \$2,750. Phone (07) 889-7956 ah.

CHEVROLET IMPERIAL. 1935 long wheel base 7 seater. Two known to exist from 36 built. In need of full restoration. Reasonable price to someone prepared to restore a very rare Chev. Phone (03) 313-6721. Mem.

SWAP Sturmy Archer 3 speed hub and fittings, Corbin and Bonnicksen speedos, Harley and Indian magnetos, acetylene head and tail lights. 7" and 8" Lucas and Miller headlamps. Lucas H52 headlamp plus many hard-to-get parts. Wanted. Pre-war AJS R7 OHC parts cam box, cam, rockers, anything. 1927 AJS parts. 1930's Rudge parts. Ariel heavyweight girders. Norm and Lynda Maddock, Kaipara Flats Rd, RD 1, Warkworth. Phone (09) 422-5714. Mem.



1939 CHEVROLET TUDOR MASTER 85 Restored '79, excellent condition. Recon. motor 5,000 miles ago, original interior in great order. Runs and drives well, Rivermist Grey. Drive it and enjoy it. \$12,000. Phone/Fax (03) 208-6085 bus. phone (03) 208-9849 pvte. Mem.

VALVE BLANKS, exhaust quality, 5/16, 11/32 & 3/8 stems. Ideal for matching Vintage & Classic engine valves at a realistic price. Also, valves can be machined to finished sizes if required. Contact George Calder, 307 Hoon Hay Road, Christchurch. Ph (03) 338-5372. Mem.

SUNBEAM RAPIER 1962 SERIES 3A. Restored condition. Eye catching navy with silver trim. Often admired classic car. Realistic price at \$7500 ono. Phone (03) 689-7544, Waimate.

UK THOROUGHbred & CLASSIC CARS MAGAZINES Volumes 3-6 (Nov '75-Oct '78) 48 mags, excellent condition, \$100 or \$25 per volume, phone (04) 232-9943, Tawa.

FREE CATALOGUE OF AUTOMOBILIA for the auto enthusiast. catalogue of metal signs, wall plaques, model cars, keyrings, mascots and other items of interest to auto enthusiasts. Eastpoints Automobilia. PO Box 1272, Palmerston North, Phone (06) 358-2823.



1934 PLYMOUTH PD DELUXE SEDAN Dismantled, with much of the panelwork already done. Many duplicate mechanical parts, ie two motors, two diffs, two front ends. Plus five x 600/16 whitewall tyres. \$4,500. Glyn Clements Phone (06) 844-9720, Napier.



1938 CHEVROLET COUPE. Excellent condition and running order, very reliable. Paint work good condition, colour green, has own year number plate. \$16,000. Phone (06) 758-7973.

CHEVROLET SEDAN 1954. One family owner. Used as taxi until 1961. Original condition. Driveable. Last registered 1992. Blue flame motor. Needs body and chrome repairs. Easy restoration. \$4,000. Phone (03) 385-6153.

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1954 ARIEL SQUARE FOUR. Four pipe alloy engine. Maroon paint finish. Very tidy model. Little work required to bring up to concours condition. Contact Rod Coleman, phone (06) 345-6023 Wanganui.



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**Classified closing date
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PANTHER 1947 Model 70, 350cc. Burman H20 gearbox complete or parts and complete exhaust system. Any information at all appreciated. Contact Ivan Stevens, 13a Ellicott Rd, Hamilton. Phone (07) 846-1005. Mem.

VETERAN MOTORCYCLE Project/parts wanted. Earlier than 1910. Anything considered. Could trade vintage or P.V. motorcycle if required. All replies answered. Please phone or write; Peter Barnett, 5 Mappleton Ave, Christchurch 5 or phone (03) 359-7552. Mem.

VETERAN NSU CAR, parts of information. Especially need motor and gearbox for 1913/14 model 5/15. Contact: Len Allison Phone (03) 202-7799, Russell Carter (06) 878-9977 and leave a message for Arnold.

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*T*his beautiful hard
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pages and with black/white and
colour photographs depicting the
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Club of New Zealand.



Roger Green

Roger Green died on the 29 January after an 18 month battle with cancer. Roger was a member of the Wellington branch for many years before retiring to Christchurch and joining Banks Peninsula. On a National level he served the club as a member of the Beaded Wheels editorial committee.

Roger had Riley cars from the early days including 9hp and 12/6 Kestrel. In more recent years he completed the restoration of a Brooklands replica and purchased a 1937 15/6 Kestrel which he rallied extensively. During his retirement

in Christchurch he restored a 1939 Ariel Square 4.

Roger grew up in Christchurch. He wrote an amusing article about growing up in "State house paradise" which was published in "North and South" magazine. He started his working life as a store boy at the Cass Bay Munitions Stores in Lyttelton Harbour and worked his way up through the system to become Deputy Secretary of Defence in Wellington. He enjoyed approving the use of Wigram for historic motor racing and then flying down on business to watch! I recall a marshal attempted

to remove him from the pits at one meeting and got a grey short shift as Roger asserted his rank!

Roger continued to be active in club events even though he was unwell. He was an inspiration to us all, complaining little about his illness, and taking on events such as the "Antipodean Antiquarian Automotive Expedition". We will all miss him. Our condolences go to Penny and the family.

George Calder



Norman Findlay

Norm Findlay who passed away on the eve of the Vintage Car Club's 50th Anniversary Rally joined the Wanganui Branch in 1958 and with his 1925 and 1927 Morris Cowley's became a foundation Member of the Hawke's Bay Branch in 1959.

Norm served a year as Secretary in 1961. Work pressure prevented further commitments to Branch office. After serving his time as a boilermaker he worked on various welding jobs before becoming a welding overseer for the M.O.W. He

joined Weldwell as factory manager making welding electrodes.

He was a good welder and, as we see with his little 1913 Morris a perfectionist restorer. Norm and Marian took this little car on the '65 Haast and many rallies since including, even though he was ill, Hawke's Bays 21st Veteran Rally 1995. With his illness in mind, he planned to trailer the Morris to the 50th behind his immaculate Mercedes car, but unfortunately his illness overtook him.

Norm was also a very good shot with a

rifle, a 'fix it' man and served three terms a Meeanee Ward councillor for the late Hawke's Bay County Council. To his wife Marian, children Glynn, Heather and Andrew and their families we extend our sincerest sympathies and I know we will be thinking of Norm and the Morris (one of the oldest outside of England) as we travel the paths of the 50th Anniversary Rally of our Club.

Hank Hurley

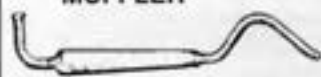
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Vintage Car Club

ANNUAL SWAP MEET

Saturday 4 May 1996

to be held in the Tinwald
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Enquiries to President,
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Further information, John Skevington ph/fax (03) 302-6860 or Bill Taylor ph (03) 308-5745.



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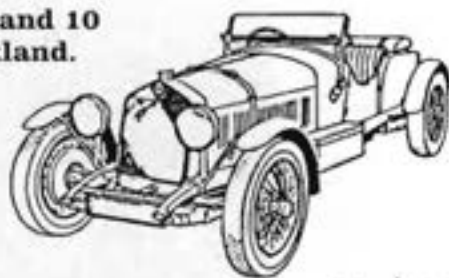
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Advertisements – 10 May**

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on rugs just enjoying the latest T scandal – or rather “How to fix it?” The return to Drury was made before dark for a good nights rest in readiness for the true Touring Day ahead.

Again the dawn was rather hot and wet, and again we swamped the MOBIL forecourt with cars and interested friends. This departure was most orderly as time was marked on the route cards before each T headed out to follow instructions! As first route marshalls we weren't quite prepared for the sight of the T & G arctic truck down in the ditch where our prominent sign used to be! Thanks to helpful marshalls our fleet made it to the morning tea stop at a garden home in Finlay Road. Pardon, there was a trailer job on the way! That T was soon repaired and back on track.

Lunch was our next important stop after touring through the prosperous countryside around Waiuku. The Lunch Farm served more than just food and it was fun! This time it was memories of yesteryear and fun on old tractors that actually ran, or bikes that needed real pushpower!

The afternoon was for touring the peninsula, up one side and down the other, “sea on all sides!”, all the way to Awhitu Regional Park, where the shade, the refreshing fruit stop and the views made it hard to leave! From here tragedy struck our fleet. Car No. 1 burned the points and Car No. 5 broke an axle stub, running back into a bank, which saved the car and occupants. With a bit of part swapping all cars and troops made it back to Drury, one way or another, for the carvery banquet and prize giving. The trophy has been taken back to Manawatu by Alan Rowe, who also won the People's Choice with his lovely new restoration. Entrants received special sponsors gifts and a 1996 rally plaque.

Monday was for a visit and morning tea at Rod's sheds and workshop – a proper T heaven! Then, for the brave, a drive over the Auckland Harbour Bridge – (in a T?) – with a visit to Bryan Jackson's fabulous Museum and lunch in Devonport. The return journey, for those that were left, was back around the East Coast Bays and Hobsonville and along the North Western Motorway around to Mt Roskill for a light snack at the Bush Place and more time to swap T notes and enjoy some special fellowship.

Special thanks to everyone who helped to make this rally such a great success. Plan now for the 1997 Rally for Model T's which is to be held in Central Hawkes Bay, Waitangi weekend. Come join the fun. Make sure you watch the T Magazine for information and book early!



Selection of T's under the trees on the Saturday barbecue.



Rally prize winner owned by Allan and Pauline Rowe from Palmerston North.

List of Rally Entrants

| No. | Entrants Names | T Ford Car | Hometown |
|-----|---|--------------------|-------------------------------------|
| 1. | McKenzie, Rod and Scarlett | 1918 Speedster | Waipukurau |
| 2. | Bush, Henry and Verna | 1913 Roadster | Mt Roskill |
| 3. | Reeve, John and Carol | 1926 Roadster | Henderson |
| 4. | Cremer, Neil and Lucy, Alistar Barson | 1926 Tourer | Highland Park |
| 5. | Smith, Ivan and Dorothy | 1923 4 Door Tour | Whangarei |
| 6. | Cocker, Ian and Valerie | 1926 Pickup | Palmerston North |
| 7. | Ballantyne, Bob and Debbie | 1912 Delivery Van | Glenfield |
| 8. | Palmer, Dave and Anne | 1926 Runabout | Palmerston North |
| 9. | Vincent, Russell and Pauline | 1912 Coupe | Maraetai |
| 10. | Scarborough, Monty and Pauline | 1913 Roadster | Papatoetoe |
| 11. | Rees, Michael and Trish | 1921 Tourer | Hamilton |
| 12. | Rowe, Alan and Pauline, Virginia, Haydon and Chiquita | 1917 Tourer | Palmerston North |
| 13. | Pauling, John and Lyn | 1922 Tourer | Waitakere |
| 14. | Kell, Ian | 1923 Tourer | Glenfield |
| 15. | Welch, Rod and Joan | 1912 Service Vhcle | Mangere |
| 16. | Webster, Les and Lesley | 1915 Town Car | Morrinsville |
| 17. | Satterthwaite, John and Lisa | 1912 Delivery Van | Wellingtion |
| 18. | Welch, Wayne and Wendy, Colin, Bev Collier | 1914 Tourer | Papatoetoe |
| 19. | Vincent, Peter and Margaret | 1924 Truck | Pakuranga |
| 20. | Johns, Phil and Sue, Kevin and Olive Whitham | 1925 TT Truck | Papatoetoe |
| 21. | Irwin, Steve and Tina | 1925 Speedster | Glen Eden |
| 22. | Scott, Graham and Patricia | 1924 Truck | Wiri |
| 23. | Poeter, Benjamin and Julie Rosser | 1914 Tourer | St Heliers |
| 24. | Wright, Dennis and Merline, Bruce and Denise Mills, Leslie and Kevin | 1926 New Beauty | Longburn |
| 25. | Lewis, Allan and Bev, Amanda and Haylee Jonathan, Ken and Craig Rippey, Ted | 1914 Roadster | Papakura Te Awamutu Cambridge |

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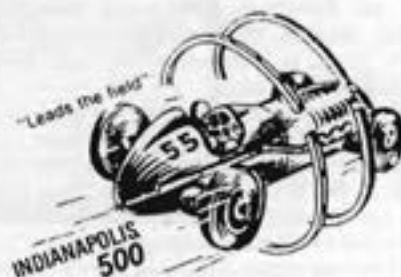
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With rough road conditions the norm in the earlier part of this century, most vehicles stayed close to home. My Zenith was no exception. It was manufactured in England late in 1911 but nothing more is known of the bike until September 1916 when it was purchased in Christchurch by 28 year old farm labourer, Henry Pearce. Henry bought the bike while living and working on the family farm at Brookside near Leeston. The Ellesmere District Council gave the Zenith registration mark EC186 on receipt of five shillings. But Henry was to have little time to use his acquisition as, along with three brothers, he soon found himself drafted into the Army and off to war.

David, the eldest remaining brother took over both running the family farm and use of the Zenith until Henry's return.

Henry then used the Zenith again often taking brother George on the back to do work at surrounding farms.

From 1923 they worked as shearers on other farms transporting their portable shearing plant around the district by horse and cart. It would seem that the Zenith was no longer used, but it had not been forgotten.

Henry's youngest brother, 14 year old Sam, and 6 year old cousin Fred decided to give the Zenith a run. Perhaps luckily they failed to get it started but this episode resulted in the petrol being drained from the bike and any tins of petrol on the farm hidden.

With the death of Henry's mother in 1926, brother James, who was married with a family, moved back home and took over running the family farm.

Henry continued to do labouring and shearing and in 1928 replaced the horse and cart with a brand new Model T truck on which he mounted the portable shearing plant.

Henry got married in 1930 and got his own farm at West Melton. There today his son and grandson still farm the same property.

Among their possessions still remains Henry's Model T.

At the family farm James' son, Fred Pearce was only 12 years old when Henry proudly came home driving the Model T.

Questions about the old motorcycle in the shed resulted in Uncle Henry giving the Zenith to Fred.

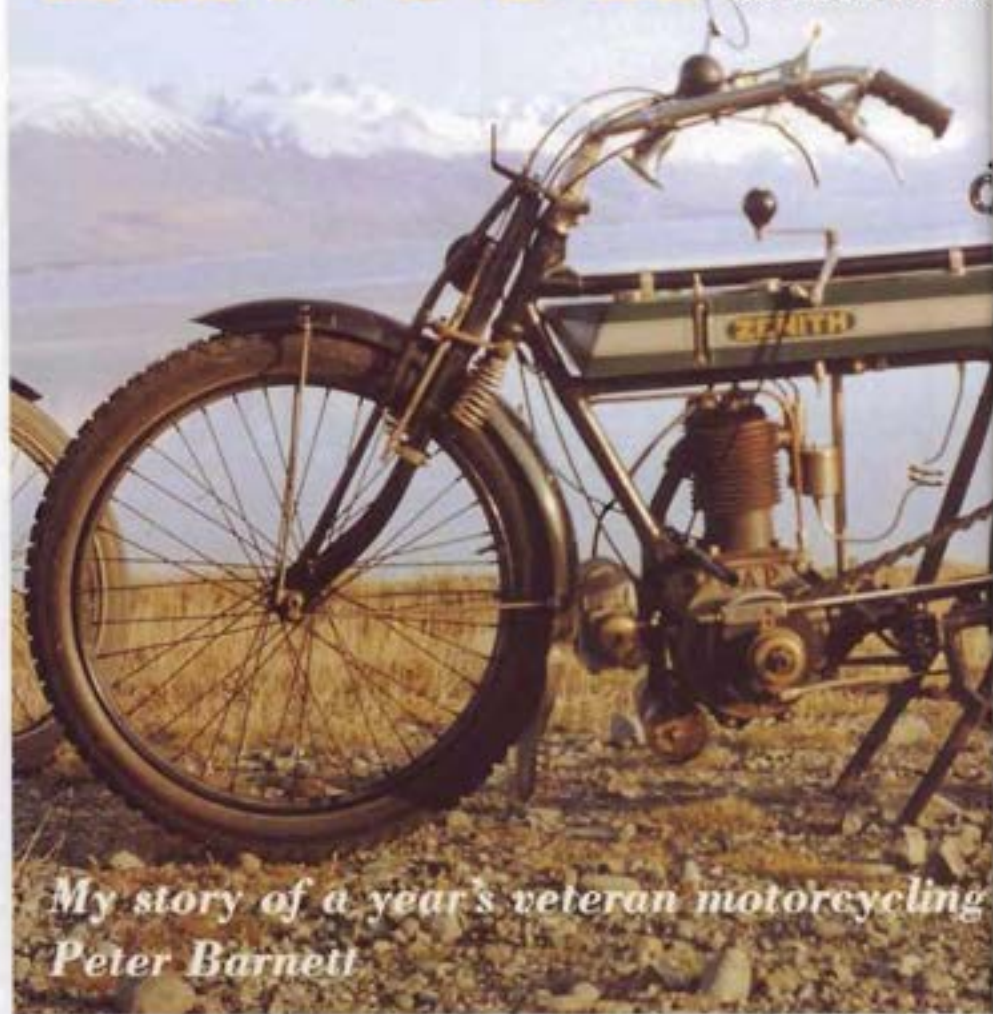
When Fred was given the Zenith he was too young for a licence and his mother forbade him to ride it on the road. Fred and his brother Jim got the bike going and eventually collected enough parts to make up a set of acetylene lights.

The starting procedure involved one boy sitting astride the bike while the other pushed. As soon as the motor fired the person pushing had to jump onto the carrier. Sometimes, if too slow, the pusher would miss and be left in a pile on the ground. Many hours were spent riding the bike around the farm and looking forward to the day when a licence could be obtained.

However it was not to be. Fred's father James had a petrol engine milk separator and the magneto failed.

It was a French magneto and with no likely replacements being available, James took the one off the Zenith laying in the shed. When Fred got home from work he

ZENITH *Summ*



My story of a year's veteran motorcycling
Peter Barnett

was none to pleased - after all he had owned the Zenith for 5 years and had less than 12 months until he could finally get his licence.

Fred began a search for another magneto but never succeeded.

The time for war then came again and Fred was one of the first to volunteer in 1939.

Also in 1939 his father James leased a second farm, eventually buying it, and in 1945 moved into the new farm house. The original Brookside farm house was then rented out, though the Zenith remained stored in the shed.

Fred was discharged from the army, seriously wounded in December 1942 and then spent a long period at the Army Hospital at Hanmer before himself renting the old Brookside farm house from his father. In 1954 he married and bought his own place in Doyleston. He was then working as a builder.

1957 was to provide Fred's second disappointment with the Zenith when he discovered that his father had sold the old bike in the shed for ten pounds. Fred had always considered that one day he would have like to get it running again.

The new owner was Alan Parsons, now living in Motueka, but at the time living in the area. He was friends with the Dunsandel garage proprietor, Ivan Happer, a name many will recognise as a collector and restorer of many early motorcycles. Ivan acquired the bike himself twelve months

later, the purchase price remaining the same.

Working together with Stuart MacLean, another local, the restoration of the Zenith began. The bike was finished early in 1963 and began its second life just two years after I began mine. Its first outing was on the second Canterbury Branch Annual Motorcycle Rally held in February 1963. Stuart, and Ivan shared the Zenith until Stuarts death and since then Ivan has ridden the bike himself as well as lending it to others to enjoy.

I first took an interest in the Zenith in 1992 and following some phone calls and visits I was rewarded by being offered the bike in October 1993. I'm sure Ivan wavered as it came time for me to collect it, but he was good for his word and I picked up the Zenith that Labour Weekend.

I had great difficulties trying to get the bike running as I had not ridden a veteran before, nor a bike with levers instead of a twist grip.

Obtaining a secondary copy of the Classic Motorcycles Magazine proved invaluable, giving lever positions for ignition, fuel, air and the gradua pulley system for starting. Since those first few shaky yards, we have together completed some motoring trips of which I feel proud; trips which for me are the closest I can get to emulating the spirit of the reliability trails and their often courageous riders who at the turn of the century battled roads and weather to prove their machines.

t of Ambition



The greatest challenge has been the weather. Rain, wind and even snow all presenting difficulties that have delayed progress. My greatest personal triumph for the year, therefore was successfully completing the 200 miles from Christchurch to Blenheim to attend the National Veteran Rally at Easter.

I got away just before 9 a.m. with the first hour north to Amberley remaining dry, though windy and cold. On the flat there is only oil to pump and cars whizzing by, nothing much to take the mind off the cold. Just past Waipara I meet the rain but press on trying not to stop. Finally belt slip sets in and I stop to tension the belt and add another layer of clothes against the weather. Still having problems on the rolling hills towards Greta Valley, so I stop again to make the belt even tighter. Now away with plenty of speed and no belt slip, but the belt must be too tight as, at the start of the first climb through the Hundalees, the belt joiner breaks snagging the belt around the rear wheel. I change to a link belt, as I'm not carrying a spare joiner and continue on. As the bridge half way through the Hundalees comes into sight the motor dies. The cause is traced to a wet magneto.

All of my tools are wet but I find a dry rag and get away again.

The link belt slips readily so I've had to throttle back, but this means the bike falters and revs drop as I climb the steepest pitch leaving the bridge.

I throw my leg over and run beside for a while but it's leaving me behind. I pull myself back on but instantly the revs drop. So I spend the rest of the climb standing on one footrest pushing the bike upwards with my other foot. Finally the top is reached, but I must be a strange sight for modern motorists. Surely it will be easier now, but only a few miles later the bike dies again

and I'm rolling downhill with a dead engine.

My family, doing backup, catch up and try to suggest I use the trailer. But I stubbornly resist and find the problem.

Bronze liners had recently been fitted to the valve guides. One liner had come loose and risen up preventing the exhaust valve closing. So take out the guide, refit the liner, fold the bottom edge of the liner over to prevent it rising again, relieve the guide with a rat tail file and tough crude, I'm off again.

Arrive in Kaikoura for a late lunch at around 2.30 p.m. but little is eaten as it will be dark at 6 p.m. so I'm running out of day. It's also warmer and at the moment dry, so I'm keen to get on to Blenheim. The dry spell doesn't last five miles though and soon I'm parked along the coast road drying out the mag again. This time the motor only lasts a few minutes. The rain is running down the plug lead and has saturated the H.T. pickup. I can't dry it so I change the pickup and put a tag of tape on the plug lead so the rain drips off.

The bike won't get from Kaikoura to Blenheim without a fuel stop and it's after 4.00 p.m. - I'm going to run out of daylight. To save time I've arranged for my wife to go ahead and have the petrol tin and funnel ready as we leave the coast. I roll in, fill the bike without getting off, and push away in less than a minute - almost grand prix stuff.

As I leave the coast the weather, though cold and windy, becomes dry making the final climb easier. I'm now using throttle settings the bike has probably not seen before, to beat the failing light. It's dusk by the time I pass Penfolds and the Works. Headlights pierce the air as I push on into the darkness. Finally I stop at the 50 km signs on the edge of Blenheim. It is now too dark to continue safely. In blackness the Zenith is loaded on the trailer. The trip from Christchurch has taken 9 1/2 hours which is an average of around 21 mph.

The day stretched out somewhat and, while few might agree, I gained immense satisfaction from motoring to Blenheim on a day which any motorist would have described as thoroughly awful weatherwise.

Perhaps that is part of the appeal of veteran motorcycles, that there is no certainty that one will arrive at the planned destination, where even wet weather may be sufficient to render progress impossible.

For the record, the major trips taken in the 12 months were from Christchurch to: Waiatu, Dunedin, Akaroa, Mount Cook, Invercargill and Arrowtown; Ashburton, Nelson; Kaikoura; Blenheim as well as a number of local rallies.

In the future I would also like to experience an earlier motorcycle, but have not yet found a suitable machine. For now I will enjoy the Zenith and hope that my actions will encourage others to use their veteran motorcycles on the road. Who knows, next century they may not be allowed.

The Zenith at Lake Pukaki on last years Mt Cook Rally.

Editors note: Unfortunately we have been advised of an error in the first part of this article: "Belt performance deteriorates after around 2000 miles" (Two thousand miles) not the 200 miles published.

JUNE 2ND, 1960.

THE MOTOR CYCLE.

ADVERTISEMENTS. 21

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Motoring history in New Zealand began in 1898 when a Wellington businessman William McLean imported two motor cars.

To counteract this menace to life and limb, a private members Bill was passed in 1898 allowing the use of motor vehicles – the McLean Motor Car Act – with a speed limit of 12 mph subject to local body regulations.

Indeed, between 1900 and 1910, little was done to encourage motoring. The Waitemata County imposed a fee of 30s. for the privilege of driving through the district; the Raglan County went even further and banned motorists from its roadways altogether. But probably the greatest deterrent was the sheer physical difficulty of getting from one place to another by car. The roads were constructed for coaches and other horse-drawn traffic and a coach, drawn by a powerful team, could cope with conditions quite beyond the capabilities of the early motor car. Bridges, for instance, were rarely encountered in the coaching days. A horseman used to ride into mid-stream to find the shallowest crossing and the coach would follow, bumping alarmingly over the rocky river bed, the horses up to their haunches in the swift-flowing current. Equally discouraging was the difficulty of obtaining petrol. Blacksmiths, ironmongers and hardware merchants had small stocks, which they sold principally as cleaning fluid. It was necessary for the pioneer motorist, setting out on a long journey to travel with 4 gallon tins holding his reserve supplies strapped onto the running boards.

On the other hand, petrol in these early days of motoring cost only 8/6d. a gallon. There was no general road tax and it cost a mere 10s. to register a vehicle. Later on, toll gates sprang up in some areas, as a means of extracting revenue for the upkeep of the roads. Taranaki, the most enterprising of the provinces, had good roads, simply because it had the most toll-gates.

By 1912, the motor car had become a familiar sight in the larger centres, but was still capable of causing near-panic in the backblocks. Mr Arthur Chorlton, in his book "Pioneer Motorists in the King Country", records the following incident which occurred near a remote saw-milling settlement:

"Coming over a rise, the Pilot gave a warning 'honk' of the horn to a family party just about a chain ahead. There was a general scatter and the little girl pushing the perambulator, in rushing to the side of the road, stumbled and upset the pram. The baby shot out onto the grass at the roadside, but fortunately did not hurt itself. The mother of the infant picked it up and found it only startled with the sudden ejection. 'We're not used to them things in these parts', she said plaintively. One hopes," Mr Chorlton concludes "that it will not be long before the people of the King Country become used to motors.

Mr Chorlton's book gives a startling

Eight Days To Auckland

From notes supplied courtesy of the family

picture of the pioneering days of motor transport in the North Island. It is a record of a trip he undertook with two companions from Wellington to Auckland via Taihape, Taumarunui, Ohura and Te Kuiti – a route which, for reasons that become obvious as soon as one looks at the pictures in the book, had never before been used.

The Colonial Motor Company sponsored the attempt and supplied the vehicle a Ford Model T Roaster. Arthur Chorlton, a journalist with the Wellington Evening Post, Ernest Gilling an Auckland Weekly News photographer and driver Harold Richards a recognised reliability trialist and mechanic. It took the three men, in their

Ford eight and a quarter days to cover the distance, and the fact that they accomplished it at all was considered so remarkable that it made headline news in Auckland and Wellington papers and inspired Mr Chorlton to write quite a lengthy book. We are indebted to the Alexander Turnbull Library for permission to publish extracts from the book, and for the accompanying photographs.

Two routes to Auckland, Mr Chorlton explains in his opening paragraph, were recognised at the time – the "orthodox" way, via the Wairarapa, Napier and Taupo, and the other by New Plymouth, Mokau and Te Kuiti. "It is also said," he adds, "that



ys nd

of Pam McLean

one car at least has made its way through to Taupo via Taihape, Waiouru and Tokaanu and thence to Auckland, but authentic records regarding this feat have not come under the notice of the author, though no doubt they exist". The route planned by the three pioneers was considered even more hazardous. The venture was scheduled for summer, 1912. "Summer makes all the difference on these King Country roads between the possible and the impossible", Mr Chorlton observes. "Along the Te Kuiti-Aria road communication was utterly cut off during last winter, which brought Aria down to siege rations. In the Ohura, not only were vehicles bogged, but settlers

themselves had to be extricated from the mud by laborious digging."

It is not surprising, therefore, that when Mr Chorlton and his two friends - Messrs H. Richards (driver) and E. Gilling (photographer) set out from the Wellington Post Office early on the morning of 22 November, 1912 they included in their equipment "sixty fathoms of stout Manila Rope, with double block and tackle, also a single block and tackle" to which at Taihape, where they stayed the first night, they added a hatchet and later, an axe, spade, shovel and mattock.

The trip as far as Taihape was uneventful apart from an overnight incident in



Far Left: Wheels solid with mud, a fourth horse is hitched on to pull the vehicle between Maitiere and Ohura.

Top: Attaching fore-and-aft hauling ropes in the mud.

Above: Between cliff and chasm. A dangerous stretch on the descent of the Waitewhena.

Left: Repairing the road and laying fascines in the Waitewhena.

which an unscrupulous individual secretly turned on the Ford's petrol tap and half-emptied the tank. Having purchased a bottle of "good Three Star Brandy" – for this was the frontier of the "dry" King Country – the party pushed on over the rough roads, now and again pausing to build bridges from timber growing on the roadside to help them navigate muddy patches, and occasionally forsaking the road altogether when the surrounding tussock seemed to provide an easier passage. Presently they came to a river across which there was no bridge. Arthur Chorlton was given the task of finding a ford. He had to wade in and paddle about in the icy water till he found a shallow enough route for the car to cross. Then the Ford, awash to the tops of its mudguards and with an oilskin tied over its radiator, successfully navigated the river. During the operation Mr Chorlton records the arrival of a group of Maoris who had ridden down from the neighbouring pad "with all manner of quadrupeds to assist in a lucrative tow of 'te mota' across the creek – the sort of windfall that had befallen them once or twice before and was treasured in sacred memory ever after."

The pioneers spent the second night under canvas, after hauling their car over a boulder-strewn riverbed by block and tackle. Mr Gilling's plan of taking a flashlight photograph of the camp, with its roaring campfire was foiled by the discovery that his flashlight equipment had been jolted out of the car somewhere along the way. "At least one of us slept", notes Mr Chorlton. "The others could hear him".

At Oio, the block and tackle came into operation again. This time it helped them across a river with 20 foot banks, once spanned by a bridge which had since collapsed. From the timbers lying around they constructed a causeway across the muddy stream-bed; the car was lowered down one side and hauled up the other by the block and tackle and with the assistance of nearby timber workers.

At Taumarunui they encountered one of the major frustrations of early motoring when they ran out of petrol. One only Taumarunui resident owned a car and he was out of town. Arrangements had been made for six cases of petrol to be forwarded to Ohakune and from there they were to be sent on as required. Urgent telephone calls and telegrams from Raetihi had revealed that the consignment had never reached Ohakune. The Express regarded petrol as dangerous freight and refused to carry it, and goods trains on the Main Trunk appeared to run to no definite schedule. The deadlock lasted for a day and a half, at the end of which the proprietor of the Taumarunui motion picture circuit was discovered to possess some petrol, which he agreed to sell. The bulk supplies finally turned up at Te Kuiti.

Up till now the pioneers felt things had gone as smoothly as could be expected. The next section of the journey – between Ohura and Piopio – they had anticipated



would be the most difficult. This was what they described as "the missing link or the North-West Passage" – a track not officially mapped which Mr Chorlton had stumbled upon accidentally during a tramping trip. This stretch linked the route north of Ohura with the main Awakino-Te Kuiti coach road, joining it at Piopio and thus providing a through route to Auckland.

Probably everything would have gone well had the pioneers kept to their original intention and followed this route, doubtful as it seemed. But a smooth-talking scoundrel buttonholed the party and told them that there was a short cut that would reduce their travelling time by an astonishing degree. The unfortunate pioneers allowed themselves to be convinced, and the scoundrel was scarcely out of sight when they were caught in the grip of peculiarly tenacious mud that held them so firmly it took the block and tackle, two farmers and four draught horses to get them out. By this time there was no turning back; it was raining heavily and they were informed that ahead lay a track too narrow even for a gig.

They spent a miserable night stretched out on the parlour floor of a nearby farmhouse, but by this time, having covered half the journey, they were determined not to turn back, whatever perils the way ahead might hold. What followed was a nightmare of torrential rain, long stretches of unbelievably sticky mud, wearying tramps and horseback rides in search of assistance, back-breaking work with the block and tackle, and with the axe and mattock as they cut scrub to provide a firmer foundation for their car, and perilous crossings of narrow, crumbling, mountainous tracks, at first sight impassable for a horse and gig,



let alone a motor car. For much of the way the Ford – axle-deep in mud – was towed by draught horses, but still the intrepid pioneers pressed on, and finally emerged triumphantly on the main Te Kuiti-Auckland highway. Eight and a quarter days out of Wellington they arrived at the Auckland post office, where they were given a heroes' welcome. The car was intact; miraculously they had had no serious mechanical troubles and only one puncture. But each of the pioneers had lost between half a stone and a stone in weight. Not surprisingly, they returned to Wellington by the "orthodox" route through Taupo, Napier and the Wairarapa.

Mr Chorlton and his companions took the ups and downs of the trip philosophically on the whole, but they were unable to remain calm over mud.



"Glutinous, fathomless, treacherous, parasitic mud", says Mr Chorlton, "the curse of New Zealand's back-block roads, the mortal foe of civilisations, the last barrier to progress; mud, the slippery, elusive antagonist of all vehicles, gripping yet not gripped; victorious over teams of gallant horses, over yokes of patient bullocks; intractable combination of the elements – what can a poor motor car do against you? You clog her wheels, yet you give her no hold, and so she digs herself further into your embrace, until finally, snorting, panting and impotent, she lies beaten in your grasp, unable to move backward or forward. Could anything," he concludes in exasperation, "be more humiliating than to stick in the mud?"



Top Above: Trapped in the mud on the Waikaka Valley Road.

Above: Lowering the car down a steep slope by ropes at the broken bridge at Oio.

Above Right and Right: The first motor ride for two little Rangitaiki girls and another day over for the pioneers – but no luxury hotel accommodation at the end of it.



Kiwis ABROAD

Trip to Hershey

So you think you would like to go to the greatest Swap Meet in the world? Have a good, long, hard look at it before you decide on anything. Remember it's a long way to go for disappointment, and believe me that is in store if you don't plan your trip in advance.

The first thing you need is good accommodation, and the place we stayed (Best Western Motel) at Hershey was a little expensive, but with breakfast supplied and a free shuttle bus to and from the Meet, I think it was worth the extra. After all, who wants to stay in a dive?

You could hire a campervan and park near the Meet, and walk the mile and a half or more to get there. Parking at Hershey is at a premium, and if you do manage to get close it could cost you up to \$10US per day.

The next thing you need is a copy of the programme of sites etc., before you get there, so that you can plan what stalls you are going to visit. You cannot get around all 10,000 stalls in the three days of the Meet, and you have to leave Saturday clear so you can have a look at the 2,000 show cars that

are mostly trailered there, and the 2,000 odd cars that are just there on show, some are for sale but most are not.

This article is not trying to put anyone off going to Hershey. To wander around the greatest Swap Meet in the world is something that we should all try to do. It is common knowledge that if you don't find what you want at Hershey, it is not available. After going there, I for one am willing to believe it.

If you are thinking about going, just remember there is a meet at "Carlisle" about 200 miles north of Hershey the week before, and if you attend both Meets you might manage to see most of the stalls.

Now we have got rid of all that, let's look at the positive side.

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Someone to see: Bill McLaughlin and

Bob James found at B.W. 38-42.

This means Blue Field - Row W - Site 38-42.

Tell either Bill or Bob that you are from New Zealand and that you heard about them from Graeme Letica. With this you will be made welcome and given a beer or coffee.

It may surprise you that most Canadians know where New Zealand is and most Americans do not know where New Zealand is, but all the vintage car people I spoke to at Hershey do know where we are.

I would also guess that in New Zealand we have more older cars per capita than they have in the United States.

Don't be put off by the media reports about America, it is a wonderful place to visit. The other highlights of the trip were sunset at the Grand Canyon, driving down the main strip at night in Las Vegas, through the Rock Tunnel in Zion Park in Utah, and the hospitality we received from everybody.

Graeme Letica, N.S.V.C.C.

Rotorua Branch Tour of America

In June of 1993, 17 members of the Rotorua Branch of the VCC of NZ and their spouses, and friends went for an "Up and Down the Mississippi" tour with photographer Don Cole, who often guides tours to the USA. Though designed around general interests of scenery, people, history, and shopping, the trip featured several veteran and vintage car destinations. Member-driven vans allowed the group to split up for special interest side trips. Fortunately, the sun followed us through a window in this summer's notoriously poor weather along the river.

With a day's stopover in Los Angeles, we flew to New Orleans, staying in the colourful old French Quarter. En route to the annual swap meet at Petit Jean State Park near Morrilton, Arkansas, we visited historic Natchez and Vicksburg. On the way, a friendly couple riding a Harley Davidson touring cycle escorted us, flagging us down for a lunch meeting. These, it turned out, were old friends of Don's, Jay and Laura Grimes, Harley owners and grandparents of six.

The swap meet proved a high point for club members, who remarked on its sheer size, variety of cars and parts (generally low prices, with exceptions) and their good condition - for example, rear mudguards for '39 and '40 pickup trucks. Among our finds were headlight glasses for Gordon Caulfield's Plymouth, and chrome strips for '46 Mercury mudguards, which Malcolm Foster was told in New Zealand and

Australia that he would never find. This first day of the five-day event was manageable, with opportunity to talk to friendly exhibitors before the weekend mob scene.

The car museum on the site provided a plus, but it was the setting among acres of shady trees that drew the most favourable comments. "We could learn a lot from them. If we could hold ours in the forest, spread out, we could present it better".

"The birds must be house-trained". Members noted the different classifications. What we call "Vintage and Veteran" they call "American Antique". Our "Post Vintage and Classic" becomes "Collectible", a catch-all term covering all periods.

We drove back to New Orleans airport via the Natchez Trace Parkway and stopped at the Vicksburg Civil War battlefield military park, where the South had lost its control of Mississippi shipping. From there we flew to Minneapolis, upper limit of river freight traffic, and drove to Red Wing, our base for seeing small towns of heartland America - more easy rural driving. At Joe's wrecking yard near Hastings, known for Ford parts, a tramp through muddy paddocks yielded a Dodge dashboard for Gordon and more of the "elusive" chrome strips.

From Long Lake, just west of Minneapolis, we attended a Sioux pow-wow one day, and went the next to Farmington's Mountain Dew Days for a car show of Model A's and 50's and 60's models. At the motorcycle swap meet there, Noel Jannings

met frustration - so many bikes, so little time - early model Indians and English bikes, with a good selection of spares. Most of us agreed that swap meets offered more than car shows - "Much of interest, even if you're not restoring". There and in wrecking yards, with informed people to talk to, they found accessories they never knew existed, even for their own models.

Bob Townsend, is a member of the Vintage Chevrolet Club of America, and had contacted Bill Dirnberger, club regional director for Middle West North. Bill took the day to lead the men to wrecking yards in central Minnesota. At Windy Hill they fossicked among 12,000 wrecks spread over 150 acres. An aerial-view postcard which the owner marks to guide each customer shows his comprehensive memory for his vast stock. Bill himself has an immense knowledge of models and modifications, and a garage and basement full of Chevy parts. A third stop at French Lake wrecking yard was a further feast of information and parts.

Meanwhile, back at Long Lake, the Robb Motel owners' family were cooking a barbecue feast for the shopped-out women. The car hunters returned (just in time to fill their plates) waving trophies of T-shirts, hats, and bum packs awarded them by the wrecking yards.

After the official tour, most flew to Detroit, where Chris Staines had arranged a tour of the GM factory, and the Henry Ford Museum beckoned - another story in itself.

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S MEDLEY

Part Two

Story by Rob Knight

Our first choice was suggested by wheel tracks leading into the river and visible on the island. Peter and Shona bravely volunteered to pioneer the route but the Ford's rear wheels quickly dug into the loose metal in mid-stream. The Dodge and long rope came to the rescue. More study suggested a route a few metres downstream might be firmer. Nothing daunted, the Ford crossed the first stream only to lose traction on the island enough to prevent an attempt on the second stream. By then it had become obvious that the local hunters were using a route about 50 metres upstream. With honour at stake it fell upon the leader to prove it possible. The Buick plunged in creating an initial bow wave and, without faltering, we jubilantly reached the far bank. Encouraged, the others followed suit. We had achieved objective number two and were now ready to drive through the forest.

After an initial section of loose metal on main forest road after the gate, the Wakarara Road was a good surface. We detoured around Ellis Road to stop at "Murderer's Hut". Fugitive Ellis camped out in an old shepherd's hut for about 9 months before being captured in 1904. Less notorious but well known VCC member, Peter Nightingale, also used the hut as a bivouac while employed as a government deerstalker in 1957.

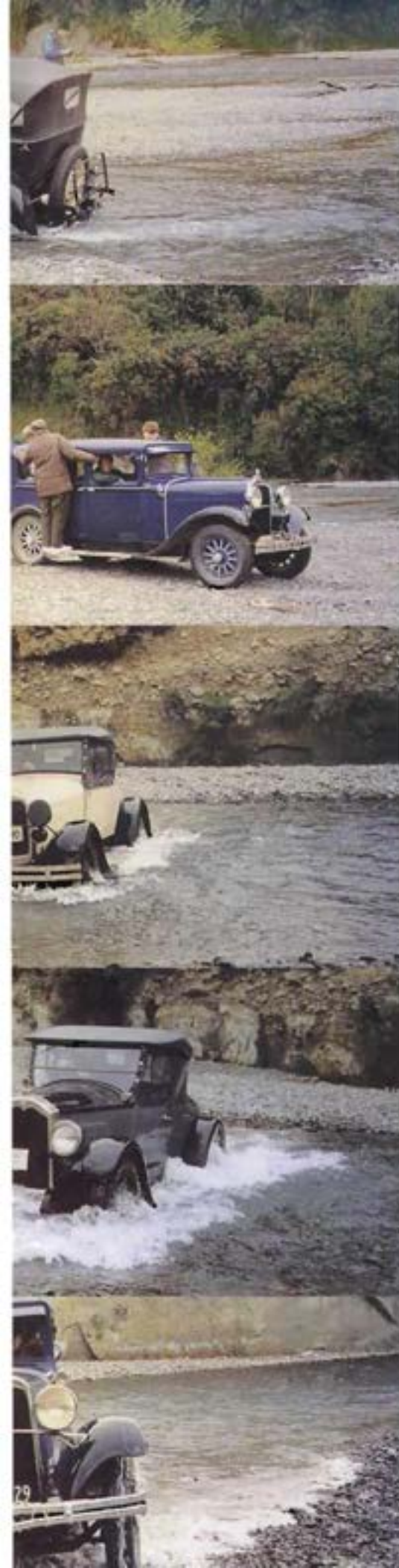
Back on the winding Wakarara Road an important system came unstuck. The rule is that each car keeps the car behind in sight so, if a problem occurs, the convoy is brought to a halt. Bill & Chris, who live on Spur Road at Feilding stopped to take a photo of the Spur Road sign in the forest while all but the Nightingales carried blithely on. On restarting the Ford's right rear wheel locked up. Incredibly four miles further on the Moleta Ford blew a tyre on the left rear wheel. Some two miles later an embarrassed leader found that he had lost his tail except for the Brills who caught up to report they had lost the group. Whoops! We didn't have either of the other two cell phone numbers on board so had to go back to look see. The first group were encountered, having just changed the offending wheel, but we were still puzzled about the loss of the other two. After shuffling cell

phones between parties, a one car search expedition was mounted. Peter was found lying under the car with Bill in support outside. A hub puller, or some other tool needed; couldn't raise the main party so return for the troops who duly arrived armed with nothing better than moral support to find that Peter and Bill, with the aid of a pair of tyre levers and a lump of pine as a mallet, had just removed the hub. Diagnosis, brake lining broken up and stacked three layers deep between the shoe and drum.

First lesson, which we knew anyway and did not observe, keep together when travelling in convoy. Second lesson, if carrying cell phones, it helps to have the other numbers available. Third lesson, cell phones don't work in the hills anyway!

Having been delayed by some two hours, objective four, to ascend Big Hill Road into the Ruahines, was abandoned and substituted with a new one. Jerry had suggested that we could get from one forest road onto Smedley about a mile above the station complex. Why not try? Following





more forest roads, the scenery on seldom used Allen Road was park-like. The Radiata in full and luxurious bloom lined the road which was carpeted with brown needles from the pines closing over our heads. The road terminated at a very steep descent to a ford over a small stream. The ascent on the other side was a reasonable gradient but the track was lost in gorse and long wet grass. It was considered prudent to return to the last junction and exit the Forest onto Kereru Road at the Headquarters gate.

The decision produced another bonus in that Peter rediscovered his 1957 shingle-roofed base hut along Allen Road which naturally required another stop for photos of this derelict but picturesque building.

A weary but satisfied team returned to Smedley having driven over 70 miles of which no more than 25 were on public roads. A pleasant hour passed sitting on the verandah over a mug of ale and watching up to seven Tui and two Kereru at a time dining on the nearby Kowhai tree which was in full flower, while Bill's hogget slowly roasted indoors. Singing followed a sumptuous meal. THE CUP was presented to Bill as champion top spinner, and Peter was awarded an impromptu hard luck trophy in the form of a large curiously numbered bolt found at one of our stops. No doubt it will reappear as THE BOLT suitably mounted on a piece of Peter's woodwork?

Brilliant sunshine greeted us on Monday morning. The Ruahine Range had thrown off its cloak of cloud to reveal the tattered remnants of winter coating of snow. Hoods were lowered. It promised to be a glorious day for vintage touring.

The journey home followed public roads but avoided the main roads where possible. We cut across from SH50 to SH2 to visit Millstream Gardens at Pukehou and purchase some rare plants. Te Aute Trust Road and others took us to the back of Otane where a local invited us to look at his "collection of junk". Other people's junk is always fascinating so a halt was agreed to. From Waipukurau the route followed various lesser roads through interesting farmland and limestone formations to reach the back of Dannevirke.

Along that route an eagle eye spotted

two sets of wooden wheels and the back of a car in a shed. With lots of cheek we wheeled into the yard to be greeted by an old acquaintance of Peter's who enthusiastically took the drivers on a tour of his scrap mountain, showed us the shed which housed an early Vanguard and a Chev 4 truck, which had spare axles and wheels, then on across a paddock to a collection of Caterpillar and Fordson tractors in various degrees of decay and completeness. The ladies enjoyed a tour of the attractive garden.

After refuelling and ice creams in Dannevirke we retraced our Saturday route, but had to share the Saddle Road with trucks and the weekend rabble because the Manawatu Gorge was closed again.

The group broke up at Ashhurst to end another enjoyable weekend. It wasn't the AAAE but parts of it may have been a wee bit too tough even for some of the cars on that memorable tour?

Far left bottom: 'Forty Years On' - well nearly - Peter at the door of his 1957 base hut. Photo: Shona Nightingale.

Middle: Cars fording, top to bottom: Whoops! No crossing here. Photo: Rob Knight. Dodge to the rescue. Photo: Rob Knight. Moleta's Ford in midstream. Photo: Rob Knight. Scott's Buick handles the crossing with ease. Locks Ford in background. Photo: Peter Nightingale. Turner's Dodge powers out of the crossing. Photo: Rob Knight.

Above: 'Murderer's Hut', Brill and Lock Fords. Photo: Rob Knight.

1000



Stop Press Petrol Crisis

The Vintage Car Club of New Zealand Inc.

The following is a copy of a letter that Frank Renwick has forwarded to Doug Kidd on behalf of the NZ VCC:

Dear Mr Kidd,

I write to you as President of the Vintage Car Club of New Zealand, representing some 5,000 club members and wish to express the concerns of all our members in regard to the new premium fuel recently introduced. Many of our membership expressed their concern initially when the fuel was first mooted. Due to our lack of technical expertise on this matter, we put our trust in the government of the day and left the decision in the hands of, we felt, the experts.

Sadly during our recent 50th Anniversary Rally, I received many reports of poor performance. I personally experienced fuel vaporisation and carburettor flooding problems. Many of our members suffered fuel vaporisation coupled with poor performance.

The following are typical of the complaints received; fuel pump failure, carburettor flooding, vacuum tank failure, fuel vaporisation and failure generally of rubber components. All of the above problems experienced caused disappointment and in some cases hazardous journeys during the course of our rally.

We would strongly endorse any moves made by those in authority to get rid of this fuel and revert to the status quo.

Yours faithfully,

Frank Renwick, President

Dear Sirs/Madam,

The following is a copy of a letter we have sent out to all four oil companies requesting assurances of our 14,000+ members over the new fuel.

New Zealand Federation Of Motoring Clubs

P.O. Box 6086, Rotorua

Dear Sir,

Re: 96 Octane Unleaded Motor Fuel

As President of the above named Federation, which currently represents more than 100 motoring oriented clubs with over 14,000 members nationwide, I am extremely concerned at the news reports of difficulties which have arisen surrounding the recent introduction, by your company and others, of 96 octane unleaded motor vehicle fuel.

Media reports seem to cover a variety of matters including, among others, those concerned with vehicle safety, health and consumer issues.

For the benefit of our Member Clubs,

could you please provide answers to the following questions so that I may respond promptly and in an informed manner to their very valid concerns.

1. Vehicle Safety

(a) Media reports last week focused on incidents arising from claimed damage to or deterioration of rubber-based O-ring carburettor seals in certain circumstances. Are later reported incidents confined to this area or do you have knowledge of similar damage involving, for instance, other fuel system components such as fuel pumps, fuel filters or fuel lines? Can you please provide details?

We are, of course, keen to know whether there is any kind of discernible pattern to these incidents, and whether, for example, vehicles fitted with electric fuel pumps may be more prone to difficulty, in present circumstances shown up more than any other in the reported incident?

(b) Anecdotal reports on the news of 12 September strongly suggest that some type of plastic may also be susceptible to damage or deterioration in the presence of the 96 octane unleaded fuel currently being offered for sale. Since certain types of plastic containers, officially approved for fuel storage, have been on sale in many of your company's retail outlets for a considerable period of time, can you give an assurance that these containers have, in fact, been proved to be safe for use with the current 96 octane fuel formulation?

(c) I note with interest that the TV advertisement on behalf of major fuel-reselling companies, presumably including your own, includes a request not to overfill motor-vehicle fuel tanks. Can you please explain the reasoning behind the request, since I have never previously been aware of any oil company having seen fit to raise the matter publicly? Does the new unleaded 96 octane formulation differ, in this respect, from the fuels previously marketed by your company?

2. Health Issues

(a) Skin Exposure. Does the new 96 octane unleaded fuel formulation present any different or greater hazard, by the way of skin exposure, than the previous 91 octane unleaded or 96 octane leaded fuels? Amongst other things we are concerned at publicised reports that fuel-tanker drivers have been instructed to adopt a different code of working dress, including long trousers instead of shorts, since the new fuel was introduced. Is this true, and if so, what are the reasons for the change?

(b) Fume Inhalation. There has been considerable public speculation on potential health hazards arising from the inhalation of aromatic-laden fumes from the new unleaded fuel types. Does the current 96 octane unleaded formulation present any different or greater hazard, by way of fume inhalation or exhaust gas exposure, than the previous 91 octane unleaded or 96 octane leaded fuels? What additional precautions, if any, do you recommend?

3. Consumer Issues

(a) There have been public claims that the new 96 octane unleaded fuel was introduced into some fuel outlets without public notification simply by mixing it into the existing 96 octane leaded fuel tanks, without changing their labelling, and without any public acknowledgement of the fact at the time by petrol resellers. The effect, it is suggested, is that some motorists, thinking they were still buying a lead-based fuel for a car which required it, were unwittingly being supplied with a diluted or lead-free substitute. If true, this would seem to raise legitimate consumer concerns in the area of false or misleading labelling. I would welcome your comments.

(b) Similarly, there have been media reports of paint damage in cars which have suffered fuel leakage when using the current 96 octane unleaded formulation. Is the potential for paint damage any different or greater in respect of the current 96 unleaded formulation than was the case with the earlier 91 octane unleaded or 96 octane leaded fuels? What if any, special precautions do you commend?

I look forward to your early report.

Yours sincerely,

Carl Pedersen, President

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