

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 285 April/May 2007

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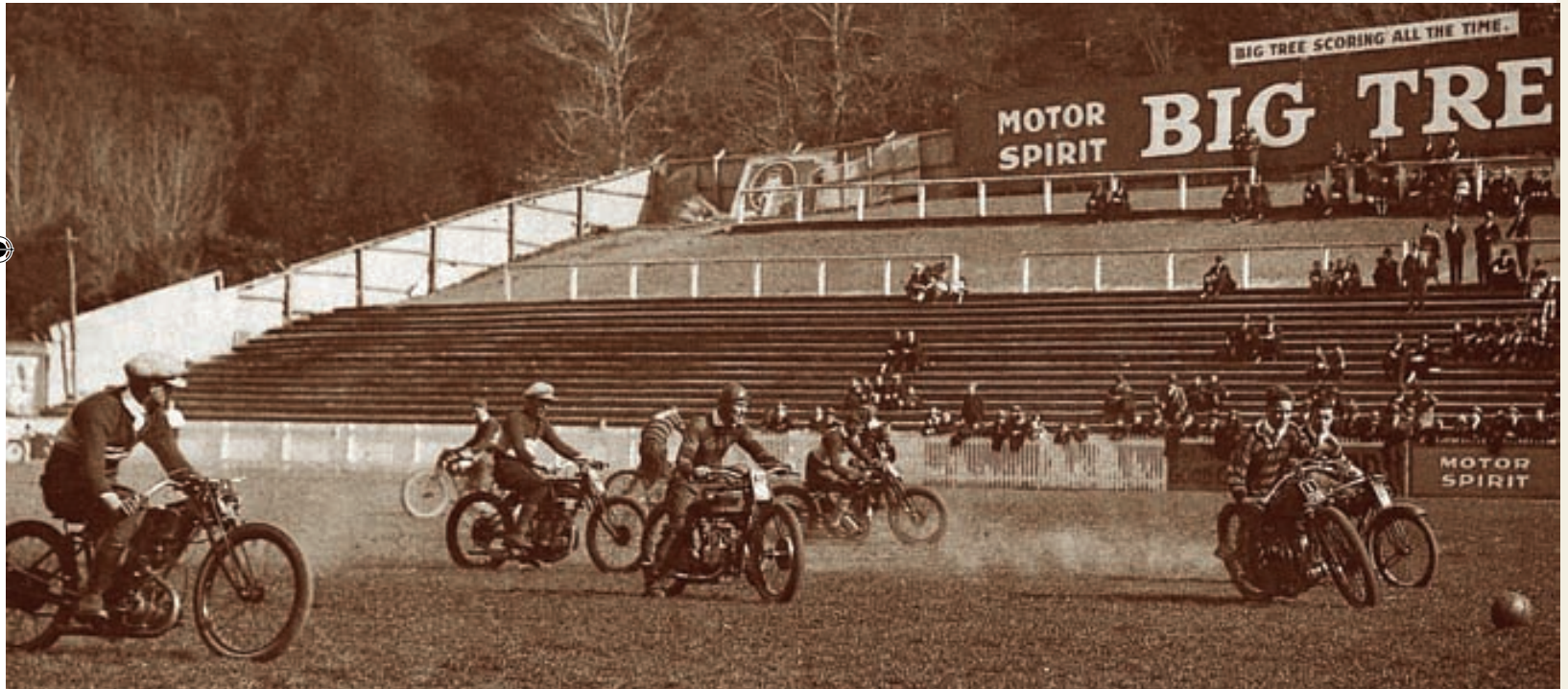
NATIONAL RALLY ACTION
Veteran & Motorcycle



A beginners guide to **GAS PRODUCERS**

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Information Required

These photos have been supplied to Beaded Wheels some time ago by Rob Knight. We have no information regarding the event details and dates. Can you assist?

PHOTOGRAPHS REQUIRED

Our current stockpile of historic photographs for this page is dwindling. Submissions of suitable prints and information (where available) is welcome from all *Beaded Wheels* readers.

Please send original photographs of historical interest with any available information to *Beaded Wheels*, PO Box 13140, Christchurch 8141. **Laserprints/photocopies are not suitable.** *Photos will be returned as soon as practicable.*

management committee

A full list of branch addresses and contact details can be found on the VCCNZ website at www.vcc.org.nz

All administration matters should be addressed to the **NATIONAL OFFICE** in the first instance see opposite page for details.

The Vintage Car Club of New Zealand Inc
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Please note this information changes annually - these details are valid until August 2007

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Beaded Wheels

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Beaded Wheels is the voice of The Vintage Car
Club of New Zealand (Inc.) and its 35 branches
covering the length and breadth of the country.
The efforts of our members continue fostering
and ever widening the interest in this segment
of our country's history, and provide rallying
points for the constantly increasing band of
enthusiasts. It is to these people, who appreciate
the fascination of age, the individuality and the
functional elegance of vehicles from a bygone
era, that this magazine is dedicated.

Beaded Wheels – It is a very apt and well-known
title however readers may wonder at the origin
of the name. By way of explanation beaded edge
wheels use beaded edge tyres that are kept in
place by reinforced rubber beads, which fit into
the rolled edges of the wheel rim. This style of
wheel was a distinctive feature of early motoring
being used on early bicycles, many pre-1924 cars
and most motorcycles until 1927. The VCCNZ
adopted the title *Beaded Wheels* for their quarterly
club magazine in March 1955 which was the
successor to the monthly *Guff Sheet*.

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Beaded Wheels

Issue 285 April/May 2007



Jack Kennington, 1922 Douglas,
during the 20th National Motorcycle
Rally, page 22.



Action from this year's National
Veteran Rally, page 16.



An unbiased opinion from a resident
Peugeot fan, page 20.



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COVER

Winning style – from the 20th National Motorcycle Rally, Overall
Winner, Russell Dale, tackles the field tests on his 1911 Abingdon
King Dick, see page 22. Photo courtesy TJ photos



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president's message

During recent weeks both the National Motorcycle Rally and National Veteran Rally have taken place. Unfortunately I was unable to attend the Motorcycle Rally, hosted by Canterbury Branch, but I understand this was once again a very successful and well supported event with over 200 entrants. The motorcycle enthusiasts need to be commended as they offer each other support and encouragement to attend these regular National events.

Gaynor and I had the pleasure of attending part of the 2007 National Veteran Rally and thoroughly enjoyed this event. Auckland Branch can be rightly proud of the organisation of this. During the prize-giving at the Rally conclusion, I had the privilege of meeting and talking to Bill Millar, one of the Club's founder members. Bill had navigated during the day and certainly enjoyed the evening. I gather he still gets a great deal of satisfaction from participating in Club activities. The inaugural awarding of The National Veteran Rally Achievement Award was presented to John Calleson from Manawatu Branch for readying and maintaining three vehicles for the duration of the Rally. This magnificent trophy is adjudicated by the organising committee and is presented for the most outstanding or special achievement or effort in the spirit of Veteran motoring.

The Vintage Car Club and organising branches put a great deal of effort into the running of these events and it is disappointing for organisers when the entry numbers are low. We need to ensure our vehicle fleet is used as much as possible to prevent them becoming static museum pieces.

I've just finished reading some of the latest branch newsletters. This is a task I enjoy as aside from keeping me up to date with branch activities, there are also useful hints relating to a wide range of topics. Not surprisingly the formats are very individual and there seems to be quite a bit of humour appearing to lighten the reading. I would remind editors to exercise their discretion so as not to risk offence to readers as these magazines go to every branch throughout the country, some local libraries and the Alexander Turnbull Library in Wellington for archiving.

As branches receive copies of other branch newsletters I encourage you to take some time to read these. I would also ask that you consider contributing to your branch newsletter. Editors are always looking for articles to include.

I particularly enjoy the Waitemata Branch *Phoenix*. The editorial is always interesting, with some very good event reports and branch updates. The editors and contributors are generally straight to the point and any interesting tales are reported for all to read. For a new reader it would probably take a couple of issues to get to grips with what is going on, but this is well worth the effort. In my opinion this is one of the newsletters that portray the branch and its activities admirably.

Some years ago, when we moved to the Waikato from Taranaki, the first VCC event we attended was the Waikato Branch AGM. Sitting at the back, we were taken by surprise to hear my name mentioned in being nominated for a position on the committee. My first reaction was to not accept the nomination but with gentle persuasion I allowed it to stand. So the story of my interest began. This, however, was the best way to get to meet new people and be involved with the club. That was 20 years ago and we are still enjoying new experiences, and while the commitment is demanding at times, the rewards and personal satisfactions are well worth it.

By the time this is published, branch Annual General Meetings will be upon us. Please give some thought as to how you may be able to contribute to the running of your branch. Some forethought now will ensure there are nominations for all positions within the branch.

Gaynor and I are looking forward to attending the South Island Easter Rally this year. I wish all participants at this event, and the North Island Easter Rally in Gisborne, a safe and enjoyable journey.

Greg Terrill



as we see it

Imagine *Beaded Wheels* without any contributions from members! Doesn't bear thinking about really. We are always asking for contributions, and this will always be the nature of publications such as ours that seek to inform members about the happenings within their club. Fortunately we do get contributions coming in on a regular basis – don't get too complacent though, we need you to keep them coming, thank you!

From comments made to me recently I think it might be worthwhile informing you about what happens once we receive an article and how we decide what we should use for each issue. Articles can usually be divided into one of two types. Those that are date sensitive and those that are not time critical and could be used any time. Rally reports are received regularly and we try to get them into the next issue after the rally. We think that readers will enjoy the read better if the subject is current rather than historical. Every issue will contain some of these, time sensitive, articles. Each issue will also contain articles that we possibly have had for some time and then finally they get their turn to see the light of day.

The process that we follow with all contributions starts the same. We usually respond to the contributor thanking them for their contribution. The article is filed and if it is a rally report, is otherwise time sensitive or one of our regular columns it is used almost immediately. If it is not a time sensitive article it may be some time, even a year or more, before we use that contribution. In future, we will be advising contributors if there could be a delay in our use of their work.

We do appreciate all contributions and do not wish to deter members from putting pen to paper. It is very rare that we are unable to use an article, however in such a situation we would, of course, advise the contributor. Recently we received two articles on the same rally and this caused us some anguish, especially as both reports were very similar in content and both well written. We could only use one so I know we will have disappointed the unused author. I do know the work that goes into putting a story together and appreciate the efforts made, even though we were unable to use the contribution.

Kevin Clarkson
Chairman, *Beaded Wheels*



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national office news

VCC Subscriptions

VCC membership subscription invoices were forwarded in February and payment was due by 31 March 2007. A reminder notice will be sent to members who have not paid. If you have not paid your account, please note that this will be the last *Beaded Wheels* you receive until your payment has been made. You will also not receive your Branch Newsletters.

Unidentified Payments

The VCCNZ has received direct payments with the following details:

FYFFE COUNTRY I C RYE

MENZIES HEATHER

Please advise the National Office immediately if these should be credited to your account.

If you wish to pay your annual subscription directly into the VCCNZ bank account, **you must use the membership number as stated on your invoice as the reference number.** If payment is made after 31 March, it must be the full amount due.

Membership Cards

For those members who have paid their annual subscription by 31 March 2007, you will receive your membership card in early April.

Executive Meeting

The Executive meets every March and during the Annual General Meeting weekend. Their last meeting was the 3 March and was held in Wellington. Minutes are sent out to branches and your representatives, who form the Executive, will be able to personally report on the issues discussed.

Notice Of AGM

Elsewhere in this issue you will find a Notice of AGM along with a request for nominations for the Management Committee positions.

National Office and Archive

Our major renovations have been completed. The Archive volunteers are in the process of setting up the displays.

Julie

The John L Goddard Trophy

achievement

Members of the Vintage Car Club of New Zealand are invited to nominate a fellow member for this annual award. The nomination should be of **any member that they regard as having been involved in a significant achievement.** It may be a particularly significant restoration, a memorable motoring journey or an important historical article or series of articles published in *Beaded Wheels*; or some special service to the Club.

Nominations for the Award should be forwarded to:

John L Goddard Award

Vintage Car Club of New Zealand (Inc)
PO Box 2546, Christchurch 8140

Nominations close 30 June 2007

Interested in joining the Vintage Car Club? Our website www.vcc.org.nz has membership application forms and your local branch contact details. You may also contact your local branch directly for application forms and details.

VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 May, 2007 or email beadedwheels@vcc.org.nz

APRIL

6-9	Gisborne	North Island Easter Rally
6-8	Otago	South Island Easter Rally
7-8	Hawke's Bay	Commercial Campout
14-15	Wanganui	Autumn Motorcycle Trial
14	Canterbury	PV PWV P60V Rally
15	Auckland	Motorcycle Run
15	Sth Canterbury	All American Day
21	Central Otago	Arrowtown Rally
21	Nth Otago	Motorcycle Rally
21-22	Taranaki	Maunga Moana Rally
22	Canterbury	Scooter & under 250cc Run
22	North Shore	Northern Raid
25	North Otago	Anzac Day Field Tests
25	Banks Peninsula	Hadstock Gymkana
28	Far North	Brian Parker Memorial Rally

MAY

5	Ashburton	Swapmeet
5	Manawatu	PV PWV P60V Rally
7	Waikato	Hillclimb
12	Wellsford	Swapmeet
12	Banks Peninsula	Pomeroy Trophy
12	Canterbury	Quiz Nite
13	Otago	PWV Rally
19	Canterbury	Rural Run
19	Southland	PV PWV Rally
19-20	Northland	Wet'n'Wild Motorcycle Rally
20	Sth. Canterbury	PV/PWV/P60V Rally
27	Auckland	Experts Rally

JUNE

30	Gore	40th Anniversary
	Far North	End of Registration Run

AUGUST

19	Otago	P60V Rally
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OCTOBER

	Southland	1st National Moped Rally Southland
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OTHER EVENTS OF INTEREST TO OUR READERS

6-8 April	National Model A Ford Rally in Christchurch
May 6	Ashburton Rotary Classic Vintage & Veteran Run

While *Beaded Wheels* makes every attempt to check the accuracy of the dates published in this column we advise readers to confirm all dates with the individual branch concerned.

mailbag

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,

In *Beaded Wheels* issue 280 June/July 2006, there was a letter in the *mailbag* by a Mr Jack Knight regarding gas producer fuelled vehicles. You may be interested in printing some parts from the booklet I have enclosed or pass the information on to Mr Knight. It may be of interest to him and other readers that my 1930 Alvis Silver Eagle was fitted with a gas producer during WWII and used extensively in Wellington by its owner at that time.

Colin Westoby

See article on page 11.

Dear Sir,

The article in Issue No. 284 about Geert and Mark de Boer touring New Zealand on their 1927 AJS motorcycles does not actually tell the readers which country they came from. They came from Holland and although they are well known to many of the motorcyclists in the NZVCC through having attended three National Motorcycle Rallies, many readers would not know how dedicated they are to Vintage motorcycling.

They crated their motorcycles and a quantity of spares in Holland and had them shipped to Auckland where they were collected from Customs by Peter Alderdice. I arranged with Peter Crowther to have them Registered and Michael O'Kane did the WOF on them. The whole process was very simple as the boys had done their homework back in Holland and had all the necessary paperwork.

When Geert and Mark arrived all they had to do was strap on their luggage and ride out into the Auckland traffic which they duly did. Nothing fazes them, they are true enthusiasts.

Incidentally, the captions to the photos are wrong. The one captioned Geert in the Far North is actually Mark at Sterling Point, Bluff and the one captioned Mark at Golden Bay is actually Geert.

I have just returned from the 20th National Motorcycle Rally and Tour and would like to take this opportunity to thank the Canterbury Branch members for all their efforts in organising this event. There was nothing about this event which one could say could have been done better. The organisation was superb and the tour was wonderful.

Neville Olsen

Dear Sir,

It was of considerable interest to me to see the article in the Dec/Jan issue on the little Amilcar Petit Sport. It seems very likely that this could be the same car which I became so familiar with as a

12 year-old lad in 1942. My father's garage premises were behind the house in Upland Road, Remuera, and two of our mechanics were midget car drivers at Western Springs and were great friends of Ron Roycroft. One was Lomond Harvey whose midget 15 is still preserved in a museum in Auckland. Lomond purchased the Amilcar from Ron's father, A J Roycroft, and came to work in it every day. It had a hood on it and I remember well the tiny 6hp engine and the unusual body at the rear, which was shaped like one end of a bath-tub, and had a small hatch about fifteen inches square in the top of it, being suitable only for tools and a bit of luggage. I also remember neat looking Rudge-Whitworth wheels.

Its top speed was about 45mph, similar to early Austin 7s, but it could be put into sporting tune by inverting the guided cam-followers, which had a different contour one end, giving some overlap and a rather rough idle. This was done for a short period and 60mph was easily achieved on the waterfront road. I joined the Auckland VCC in its inception year and tried to trace this lovely little car without success. I heard last year that such a car existed in the South Island.

It was a great atmosphere for a young fellow to grow up amongst as our other mechanic, George Morgan, constructed in our workshop the first 6 cylinder midget raced at the Springs, with a sleeved-down Graham motor.

Everything they did, even with their road cars, had to be souped up and George's



THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

National Office: P O Box 2546, Christchurch 8140. Telephone: 03 366 4461

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 18 August 2007 at Hotel Ashburton, Racecourse Rd, Ashburton, commencing at 9.30am.

RULE 8: ELECTION OF OFFICERS

Nominations for the Management Committee **must** be received in this office by 5pm 18th June 2007 accompanied by a **current biography and photograph** of the nominee and their association with the Club.

The biography shall contain the name, address and occupation of members nominated for each position.

Not less than 75 clear days before the Annual General Meeting the Management Committee shall cause notice to be given to all members intimating the date for closing nominations for the offices of:-

President

Club Captain – Northern Region

Club Captain – Southern Region

Secretary/Treasurer

Beaded Wheels Editorial Committee Chairman

Registrar

Speed Steward

Three Other Members of the Management Committee and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to be signed by the Member nominated,

MANAGEMENT COMMITTEE 2006-2007

PRESENT OFFICERS:

President:	G. Terrill
Immediate Past President:	L. Craythorne
Club Captains-	
Northern Region:	R. Knight
Southern Region:	D. Ross
Hon. Secretary/Treasurer:	J. Coomber
Registrar:	R. Brayshaw
Speed Steward:	F. Renwick
Beaded Wheels Chairman:	K. Clarkson
Three other members of management committee:	B. Ballantyne, T. Bartlett, D. Quarrie

their nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for at least six months prior to nomination. If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place. Job descriptions may be obtained from the Branch Manual. Contact your Branch Secretary or National Office.

Beaded Wheels 7

mailbag

Ford 10 Model C roadster (a rare car now) had twin carbs and a hot head. My father, too, liked sporting cars, and built his own lightweight in 1936, using a Henderson 4 motorcycle engine with a Norton gearbox.

Fine memories.
Bruce R Anderson

Dear Sir,

On pages 24 and 25 of *Beaded Wheels* August/September 2006 there is a very interesting photograph of a signpost – why interesting?

Because I have stood right there in the whole of Ireland! My mother was born at a tiny village called Moone and believe it or not, the lady who used to do *The Mag* came from that tiny little corner of the world. She came from there too – it was not in our well known yellow and black Chrysler 77 but a hired car, Morris 1100, and we went on down to Waterford. I had asked my cousin is there any of your father's or my Mother's family left alive? Yes, there was working in a shoe shop in Dublin.

His mother lived in Waterford – we got the address everyone told us – “it is a lost cause going to see her - she is stone deaf and blind”. Well we found her sitting up in a brass bed, with the neighbour looking after her well. I stroked her hair and patted her arm and was very surprised when she said “You are Olive from New Zealand.” Yes I have inherited a gift like that too.

Olive Kilbey



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THE WAY WE WERE

Words Grant Hitchings

Photos Marilyn McKinlay



Eagle-eyed readers may have noticed the photograph in the previous issue of *Beaded Wheels* showing a dutchman, Harry de Boer, poring over a copy of this magazine that he had just received. The photograph was taken by Marilyn McKinlay when she and husband Ian were recently holidaying in Holland and staying with Harry and wife Nel in their home town of Lottum about 10km from the German border.

My curiosity was then aroused when I noticed Harry's name in the list of participants for the National Motorcycle Rally, and so during the event I managed to find the opportunity to interview him and Nel and learn about their interest in old bikes and a little about their life overseas.

My first surprise was when I found out that, measuring about 200km by 250km, Holland is about an eighth of the size of New Zealand and with a population of 17 million is a tad more crowded. Although this restricts rallying in Holland itself, to extend their range, participants can now cross international borders in Europe with ease. Evidently my picture of armed guards patrolling barbed wire barricades and up and down barrier arms is well out of date and Harry says that you can now travel through crossing points at 100mph if you want to. (Something to do with the European Union.)

Evidently, unlike many European countries, Holland's roads are to a high standard but as expected, congestion, especially near airports, can be horrendous.

Harry was born in Holland in 1947. After finishing his schooling he formed a partnership with his brother as farming contractors. Through a contact he learnt of the existence of a 1923 Indian Scout motorcycle (the same model as Burt Munros) and he purchased this in 1986. It has never been restored and was complete even to the original front tyre. He still owns this and regularly rallies it at home.

Nel and he married in 1973 and she unashamedly admits that she is not the slightest bit interested in old machinery but in turn Harry says that she is loyal to his interest and if not riding on the pillion, is on duty as back-up. They have two sons,

Mark and Geert, who from childhood were involved in the Vintage motorcycle scene. (At age 16 they were each given the use of a moped for club runs.) Both still live in Holland. The last issue of *Beaded Wheels* featured an article on a trip they did through New Zealand.

Harry became a member of our Vintage Car Club 12 years ago, the main reason being access to our *Beaded Wheels* which he rates as highly as any overseas publication both in content and quality of production.

The de Boers belong to the Vintage Motorcycle Club (VMC), one of three major organisations catering for the needs of old bikers in the Netherlands, and while it has a membership of about 1,500 it really only attracts about 250 riders regularly on club runs. These members are very keen on their rallying which occurs on most weekends, sometimes even twice over the two day break. It is usual for members to have two or more motorcycles in their collection. Bikes are mainly of British or European origin although, as expected, other makes do appear on the scene. Special separate events are held for pre-1913 and pre-1915 machines.

Harry comments he finds it disappointing that membership of the VMC and the other similar organisations in Holland is declining and thinks this is attributable to the reluctance of owners to part with their historic machines preventing prospective newcomers experiencing the joys of old-bike motoring.

Evidently Nel's brother emigrated to NZ in 1979 and settled in the North Island. Harry's brother (who had married Nel's sister) then came out too and commenced growing roses commercially in Invercargill.

With an interest gained from reading our *Beaded Wheels* magazine and with ready made accommodation on hand Harry and Nel first arrived here in 1984 to look around.

His first foray into VCC motorcycling though was participating in the 11th National Motorcycle Rally held in Auckland in 1989, riding a borrowed machine. Hooked on Kiwiland, he planned to return for the next National to be held

Top: The Hendelo Rally, Netherlands.

Above: A pair of his and hers Zehnder motorcycles in Canterbury in 1991. He managed to buy another Indian Scout in New Zealand and arriving here six weeks earlier than the start date, with the help of an Invercargill friend, Peter Jones, restored it and rode it in the event. He has ridden it in all subsequent Motorcycle Nationals, afterwards storing the bike with his brother in Invercargill.

He and Nel own a campervan in which they travel, staying in the country usually about two months at a time and if you have a second brother in New Zealand, then why not store it with him? This 2007 National Motorcycle Rally is the tenth time they have come out and Harry reckons he has put 16,500km on the van's clock over the years.

Because of our scenery, the after-rally tour is invariably the highlight of their trip and they like New Zealand, finding it relatively safe, not poor and with no obvious corruption.

I enjoyed chatting with Nel and Harry even though tinged with sadness. On the Saturday run he seized a piston on the Indian which meant the prospect of four wheel transport on the after-match tour. Surprisingly I found them both fluent in English but as they pointed out, reading *Beaded Wheels*, *Old Bike* and other similar publications over the years has made them familiar with the language.

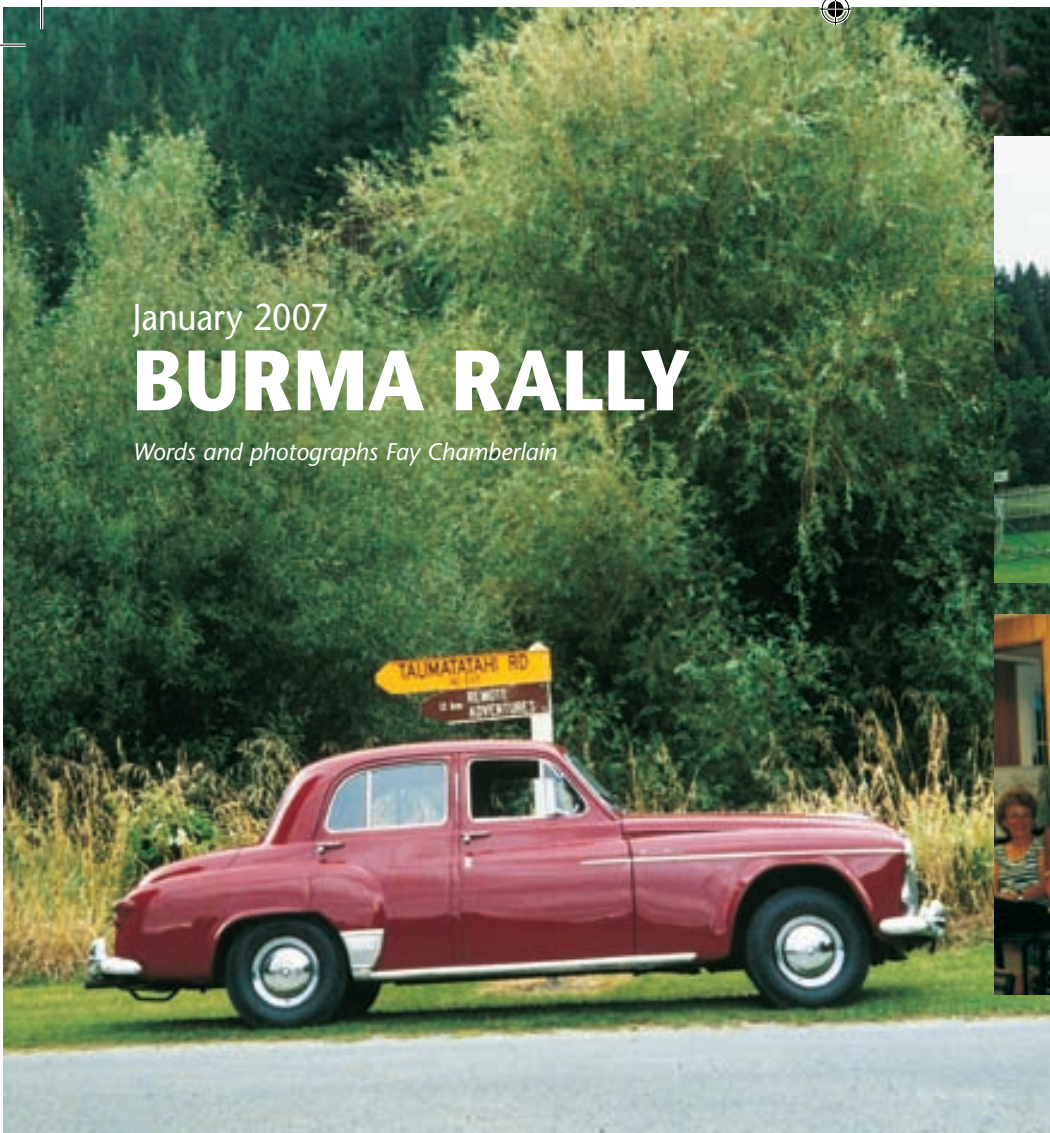
In conclusion I would like to congratulate Canterbury Branch for their efforts in staging the National Rally which was up to the usual high standard expected of these events—well done! Unfortunately a problem on the home front restricted my activities but what I did participate in I certainly enjoyed and am already looking forward to the next National. bw

Post Script: Harry eventually got the Indian motoring and rode it on the tour from Westport.

January 2007

BURMA RALLY

Words and photographs Fay Chamberlain



Left: Neil Farrer's Humber Super Snipe
Top: Lee Turner's 1960 Morris Minor, Peanut, outside St Hilda in the Woods, Upper Waitotara Valley
Above: Overall winners, Claudia-Anne & Stephen Voss

Forty-five vehicles this year ... ranging from a 1926 Standard to a 1976 Toyota Corolla!

All different sizes, shapes and ages of vehicles proceeded on their way from Trafalgar Square, Wanganui at one minute intervals from 9am.

This was a first-time rally for at least three of the entrants, and for those seasoned rallyists who have done the Burma many, many times over the years, it was a delight to watch the newcomers' faces full of expectation and enthusiasm.

Fine weather was enjoyed all day as the cars (no motorcycles this time) spread out through the back roads of Tayforth, Westmere, Rapanui, and on through the little townships of Kai Iwi, Maxwell and Waitotara. Apart from the usual questions and silent checks an added interest this year was the inclusion of short visits to various little country churches.

First on the list was St Mary's at Maxwell, an artist shop to visit too, then St Marks, Waitotara, before the cars proceeded up the Waitotara River Valley Road, the longest no-exit road in New Zealand! The hills still bear the scars of the huge floods that ravaged this area some years back, and in places the road was extremely narrow due to continued slips. Much native bush, some

pine plantations, even corn fields in the flat fertile sections, made for a very scenic drive with lots of variety for 59 kilometres.

The lunch stop was at the Ngamatapouri School/Hall complex, three classrooms, where country kids, with no cellphone coverage, took a healthy interest in the old vehicles. Their mums and dads provided a magnificent venison steak barbecue lunch with trimmings and the usual rural hospitality was very evident.

After lunch the tarseal gave way to gravel for 4-5 kilometres as the third church on the list was visited. A tiny one this time, St Hilda in the Woods, named after St Hilda 615-680AD. This church has delightful stained glass windows and is still used by the locals for special family occasions. With this being its centennial year, history was well displayed in the form of photographs, pictures, stories and historical dates etc well displayed in both the church and the school/hall.

After lunch cars proceeded back down the valley seeing this time, in reverse, the many suspension bridges, often the only means of access to farms/homes.

The journey home took in two more church visits, the first being St Oswalds Anglican, and then Westmere Presbyterian. At all five churches, little historical talks

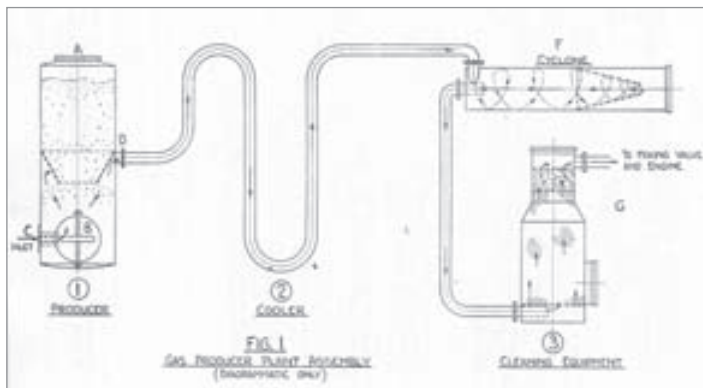
and information were presented by a local which proved to be very interesting.

One broken axle was the only casualty of the day – no one got lost – and for both experienced and beginners the day was equally enjoyable.

The overall winner of the Burma Rally, 2007 was the husband/wife combination of Stephen and Claudia-Anne Voss in their 1937 Austin 7.

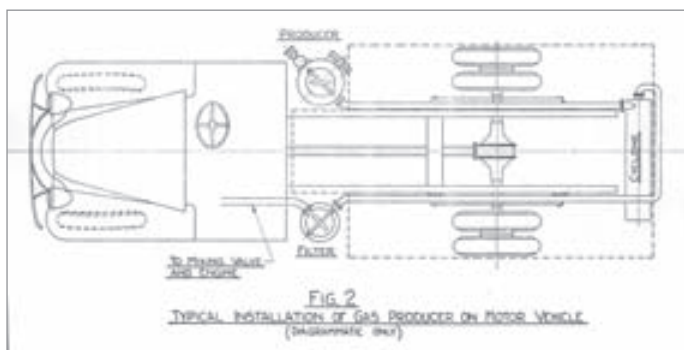
Stephen Voss, 1937 Austin 7 at St Marks historic church Waitotara





In refreshingly clear and straightforward language, the Committee writing the booklet explains what producer gas is and how the equipment to make it can be constructed to its recommended pattern out of materials readily available locally.

Essentially producer gas is carbon monoxide, formed here as a vehicle's engine draws air through the fuel in the bottom of the producer unit as that fuel 'burns' in an airtight chamber. The committee listed a number of suitable fuels including some types of coal and coke, but favouring charcoal because it produces the lowest level of ash and impurities such as dust and tar products. These were acknowledged as posing the most significant problems with the system because of the risk of damage to the engine. The other issue was that of cooling the gas, with the longest possible pipe route being recommended from producer unit to engine, as shown in figure 2.



The starting and running procedure set out in the booklet, taking "less than one minute" involved starting the engine from cold using petrol through the usual carburettor, mounted outside a mixer unit. The usual carburettor linkage to the butterfly valve is transferred to operate a similar valve controlling the producer gas flow to the engine (valve M, fig.5). To change to gas, the driver opens valve "M" slightly, keeping the air mixer valve A closed and then goes to the air intake of the 4' high 10" diameter producer drum, lighting the fuel through the water-cooled air intake or "tuyere" with asbestos cord wrapped around a piece of wire and soaked in kerosene. The air valve is opened towards making a 1:1 mix of air and producer gas as the petrol is turned off and carburettor butterfly closed—usually by the recommended Bowden cable modification, and the engine is running on gas, according to the committee.

The writers admit that the producer gas, because of its lower calorific value, reduces an engine's power by some 40% and they look at ways of improving power by advancing the ignition or increasing the compression ratio, but generally consider it best to keep the engine able to use petrol.

Comparative tests are quoted, using a truck, the most likely vehicle to have the system fitted, giving times to accelerate unladen from 0–30mph of 9.6 seconds with petrol and 40 seconds with gas. Maximum speed was similarly affected, the corresponding figures being 55mph against 45mph. The writers do point out however that the speed limit for a truck was then 25mph anyway.

Producer Gas

Emergency Use for Automotive Purposes

Words Robin Wells

Petrol supplies have been relatively expensive and worse still, scarce on a few occasions in the past, and may well become so again.

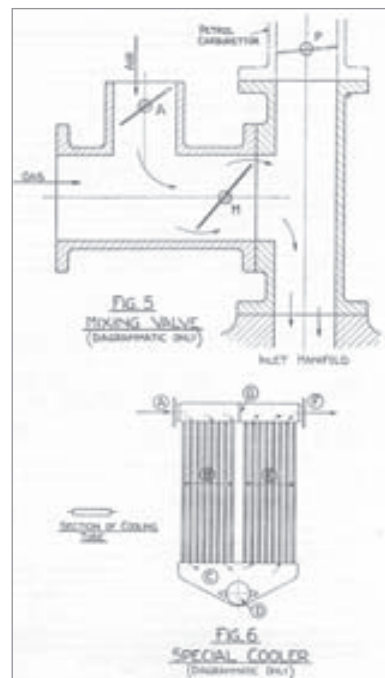
It is perhaps timely that **Peter Slocomb, Jim Alexander** and **Colin Westoby** have all sent us a copy of a Government booklet printed in 1940 by E V Paul, Government Printer of the day, of course, describing the making and use of producer gas for emergency use for automotive purposes.

The writers of the pamphlet recount the reliability testing of one of their gas units fitted to a Ford 50cwt. truck which was driven from Wellington to Palmerston North via Shannon and back through the Wairarapa in a day, with the driver alone doing the whole test including starting and refuelling with charcoal from unbarked rimu mill slabs. Five refuelling stops were made as well as one of half an hour for lunch. The 216 miles took six hours 42 minutes with the only petrol used being less than one pint for initial starting only. All other starts were straight on gas.

The Committee also makes some interesting observations about the formation of producer gas, with the carbon monoxide being not the only gas formed initially in the reactor or burner. Carbon dioxide is also produced as happens with burning in air, but in the chamber it further combines with the charcoal to be converted to carbon monoxide also as it passes through the hot charcoal. The chemical reaction to do that is endothermic, taking heat in, while the original oxygen/charcoal burning also taking place is heat producing (exothermic). The heat production in the unit is therefore balanced by the cooling effect of the endothermic reaction, keeping the producer drum from getting too hot for practicability. The writers also observe that hydrogen is also part of the gas and consider trying to increase its proportion of the mix to improve performance by spraying water into the producer intake, but they conclude that the negative cooling effect on the producer reaction is not worth the intended gain. The writers also point out that the comparatively inert gas nitrogen makes up almost 60% (or, it did in 1940) of the air taken in, with the result that the producer gas mixed with some hydrogen and methane is really only half of the volume of gas drawn from the producer to the engine, where it is mixed with an equal volume of air coming in through valve "A" in fig. 5 before going to combustion chambers.

All in all, it was a fiddly business, but in an emergency such as there was with petrol supplies at the time, producer gas could be made to work quite satisfactorily—a practice now consigned to history perhaps, but it did show there are more fuels than petroleum derivatives which can be made to drive a vehicle. Only thing is, the slab supply won't last long if everyone starts doing it. **bw**

Thanks also to Colin Westoby and Jim Alexander for copies of the same booklet. A copy of the original government publication is now available for download from the VCCNZ website: www.vcc.org.nz/html/int/intframe.html

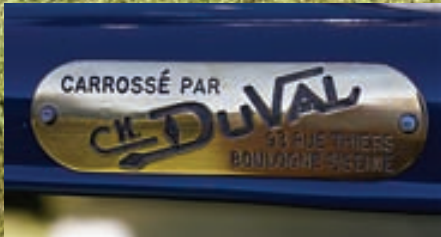




AMILCAR

1924 MODEL CS

Words Alex T McLennan, Photos Chris McLennan



12 Beaded Wheels

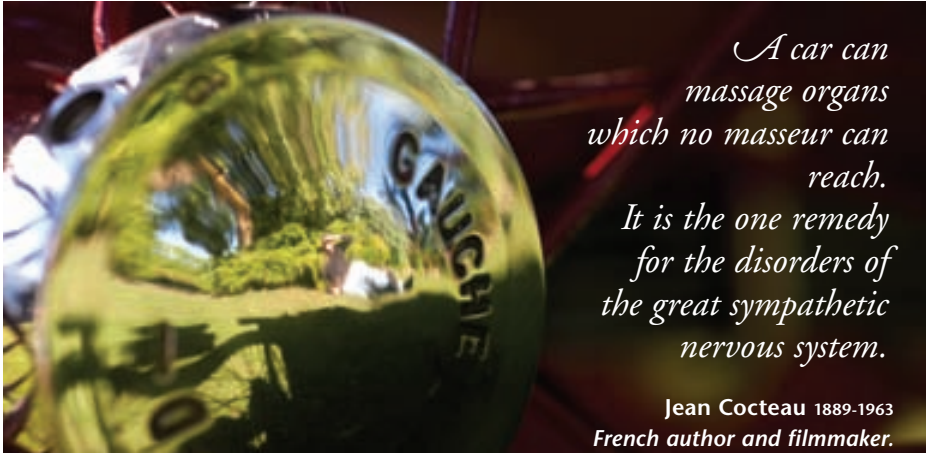
The Amilcar was a direct outgrowth of the uniquely French passion for tiny, light cars, prompted mainly by the French government's low tax of 100 francs on cars weighing less than 800lbs.

In 1922 Amilcar produced the 903cc CS Petit Sport which developed 23hp at 3200 revs. The engine was built in unit with a three speed box with the engine clutch and gearbox sharing the same oil. A sporty bordino-tailed coachwork with gutter guards was made by Charles Duval and Company, Paris.

For their competition debut Amilcar entered the world's first 24 hour race, a thoroughly dangerous affair on a triangular course in the St Germain forest near Paris. Only one driver was permitted for each

entry, but despite this insanity there was no lack of entries. All hoped to win a worn and peeling gilded bowl about a metre high that gave the race its name – the Bol d'Or or gold bowl. Driving a Petit Sport, Andre Morel won the race, covering 900 miles, averaging 37 mph and setting a world 24 hour record. Later that year a team of three Amilcars entered Le Mans with two cars taking third and fourth in their class behind a pair of very fast overhead cam Salmsons. In June Morel set a new record of 120kph for the flying kilometer in a 1000cc Amilcar then went on to victory after victory.

I believe there were two Amilcars in Southland, one owned by the Gould family in Otautau and one by Len McKenzie



*A car can
massage organs
which no masseur can
reach.
It is the one remedy
for the disorders of
the great sympathetic
nervous system.*

Jean Cocteau 1889-1963
French author and filmmaker.



in Invercargill. Len McKenzie was a prominent motor cycle racer, a contemporary of our Burt Munro, who decided to try four wheels instead of two with his eyes set on Oreti Beach races as well as local hillclimbs. However Mrs McKenzie considers all interest was lost when the little car, fully loaded to go on holiday, decided to demolish its diff. Bill Crosbie of Invercargill purchased what I believe to be the remains of this car and combined it with Austin Seven parts to make a special. Bill told me that he removed the body (like an upturned dinghy) and built a new body in the MG style with slabtank. The car ended its life in the late 1950s.

Alistair McIntosh recovered the motor, gearbox and sundry parts of the car in



1969 and he and Gavin Bain collected enough parts to make it a restorable proposition. Eventually the Amilcar passed on to Robert Grant in a deal over a Minerva. Robert knew that I had a longing for an Amilcar since seeing that little voiturette in the 1996 Rally in Christchurch. A deal was soon made.

Restoration or rebuilding of the car has been time consuming with parts patterns and details having to be sourced from Amilcar owners in Australia and the United Kingdom.

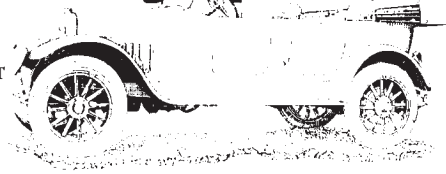
The chassis, wheels, axles, springs and steering were assembled then a body had to be scaled up. At this time I realised that many of the early illustrations were line drawings, not photographs and not necessarily to scale. However the body frame was built using Southland beech that I had drying for just such a project for about 10 years. A new crown wheel and pinion and that insanely complicated driveshaft were machined up by Pete Shaskey. Work on the motor was carried out by Barry Clearwater. The body was panelled by Leitch Motorsport, leaving me to carry on making up the guards, bonnet, upholstery, lighting and brackets, steps, windscreen frames, instruments, gearbox, steering wheel and column and all that trivia. Paul Herron made his usual superb job of the painting.

I am very much indebted to all those guys who helped me in so many ways and I am pleased to say that as of 5 February DST742 is back on the road.

bw

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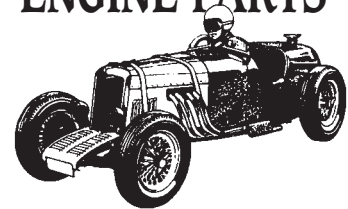
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24th NZ Gold Medal Motorcycle Trial

2-3 December, 2006

Words Glen Bull, Wairarapa Branch
Photos Rosemarie Hickland

This event was extremely well attended, with possibly the largest number of entrants in the history of the event. First-time entrants included Bruce Davidson, 1959 Matchless G3LS, and Dennis Young, 1936 Ariel NG, from New Plymouth, together with local 'new to motorcycling' member Neville Taylor, 1951 BSA B31.

Organiser Martin Hutchinson, together with Kevin Hickland as event secretary (both usually seen on four wheels), put together an excellent run encompassing several of our favourite riding areas, even finding some 'first time ever' roads that, in several decades of rallying in the Wairarapa, this scribe has never been over. To top it off, with inclement weather leading up to the event, Kevin even arranged a perfect day!

Martin approached the event in a different way from the usual style, entrants completing a 75 mile morning run with lunch back at the clubrooms, then a 48 mile afternoon run through the eastern Maungaraki area. Three good hill climbs taxed our 1923 AJS combination and the long low gear climb up the Kourau Hill had me a little concerned in case of chain failure and the inability of the brakes hold to the rig stationary. However, all was well and we motored in to the finish towards the end of our group.

The evening function was well attended as usual at our Clareville Clubrooms and a larger 'handout' of medals reflected the increased entry list.

The Trial concluded on Sunday morning with a Poker Run and lunch at the clubrooms.

This year, 2007, will mark our 25th event, and to help us celebrate this milestone, make sure to mark your motorcycle calendar for the first weekend in December.

bw



Will Holmes, 1937 Indian Scout.

Gold Medals

Bruce Hill	1938 Velocette MSS
Norman Hill	1954 BSA B33
Howard Sims	1927 Harley Davidson combination
Will Holmes	1937 Indian Scout.

Silver Medals

Peter Simpson	1952 Matchless G3LS Competition 350cc
Tony Bernstein	1938 Norton Model 18
Gerry Appel	1954 Velocette MSS
Barry & Linda Wells	1951 BSA Golden Flash combination

Bronze Medal

Wally & Rosaline Hunt	1937 BSA Empire Star combination
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As is the custom, the rally includes the annual motorcycling trophies. These were awarded to:

Best Veteran

John Appel, Upper Hutt	1914 Rover 500
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Best Post War

Norm Hill, Stokes Valley	1954 BSA B33
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Best Post Vintage

Will Holmes, Greytown	1937 Indian Scout.
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Best Side Car

Howard Sims, Mauriceville	1927 Harley-Davidson combination
---------------------------	----------------------------------

Best Post 60 vehicle

Jim Clark, Martinborough	1963 Jawa 250 C2
--------------------------	------------------

K L Bull Memorial Shield (oldest medal-winning rider)

Wally & Rosaline Hunt of New Plymouth	1937 BSA Empire Star combination
--	----------------------------------

Glen & Maureen Bull, 1923 AJS Combination.



Far left: Glen Bull holding the KL Bull Memorial Shield.

Left: Martin Hutchinson (organiser), Denis Young (r)

Below left: Martin Hutchinson presenting gold medal to Howard Sims (r).

Below: Barry & Linda Wells, 1951 BSA Golden Flash combination, winners of the Best Side Car.





Auckland, 6 – 10 February 2007

Words John Stokes Photos Mark Heaslip, John Stokes

National Veteran Rally 2007

With an entry of 40 Veterans, we were set up for a great rally. I felt that it was possible that the Horseless Carriage Club of NZ's re-enactment of the 1917 Parliamentary Tour of the North had accounted for a number of potential entrants, and Auckland is a long way from the South Island where much of the country's Veteran motoring is done. None-the-less our organising committee of Alan and Shaaran Price, Norm and Pat Dewhurst, Tony and Angela Forster, Barry Robert, Phil Jones and John Poole had worked very hard to ensure a good event and I feel they achieved their aim.

Tuesday 6 February I drove the Auckland Branch's 1915 Renault charabanc out to the start at the Counties Motor Inn, near Pukekohe, on Waitangi day and watched the other entrants arrive. Ian Vedder-Price was displaying an early moped, a bicycle powered by a 1902 Clement-Garrard clip-on motor, at the rally headquarters. There was also an early, around the 1903-05 period, Clement advertisement on display, showing soldiers in a Clement car and one on a Clement motorcycle.

Top: Geoff and Dianne Quarrie's 1915 GWK and the Knight's 1905 Alldays & Onions.

Top left: Roy Sharman's 1915 Perry.

Left: Slater's 1914 Overland Model 79T.

The rally proper commenced as soon as we had enjoyed the excellent lunch. Some of the starters were Barry Birchall with his 1905 8hp De Dion Bouton, the Bentons and the Knights, both with twin cylinder Alldays and Onions, Jim Francis with his 1910 Delage, Russell Hutchison and 1916 Overland, Ron Carey from Canada with a 1912 Stoddard Dayton, John and Judy Callensen with their 1915 Cadillac V8, and many other makes as well. Today's run took us out to Karaka and Hingaia and the home of Alf and Rosemeri Williams for afternoon tea and the opportunity to admire Alf's collection of Chevrolets, plus a visiting Sunbeam 16hp tourer. We travelled back to the headquarters through Runciman.

Wednesday 7 February We set off at about 9am and most cars seemed to be performing well. Our route took us to Patumahoe where we stopped for a look at Wrights Water Gardens. Next we did some motoring through the tracks of Arthur Houston's farm, just to remind us of real Veteran motoring, and looked over the remains of two 1918 Oldsmobiles while we were there. After that it was on to a tractor collection owned by the late John Kyd, followed by a brief stop at Lotus Cars NZ in Waiuku. Roger Phillips of Lotus Cars NZ described some of the latest Lotus models



16 Beaded Wheels

and other cars on display, including a very authentic looking Toyota-powered MG TD. Roy Sharman's was our next stop. Roy has a collection of lighter Vintage cars as well as his 1915 Perry which he had entered in the event, however Aaron Mawkes drove the Perry as Roy was busy with a large traction engine which was being prepared for a steam display at Glenbrook Vintage Railway on the weekend. Roy's cars include good examples of a 1925 Bullnose Morris, a 1927 Humber 9/20, a New Beauty Ford T and the recently acquired Fiat 505. Roy's museum is well laid out with each vehicle's history documented wherever possible. The Waiuku museum was also open for view and some took the opportunity for a look.

Thursday 8 February we travelled through Buckland and stopped for morning tea at the historic St Brides church before going on to Glenbrook Steel Mill for an organised tour. The Slaters from Greytown had joined us by now with the 1914 Overland Model 79 and Kevin Barbour and Shaun Gilchrist arrived in the 1910 Hupmobile. The charabanc was pressed into service to transport those interested, mainly women, to Gardenza, a garden complex. The charabanc had 14 adult passengers up, the biggest load it has carried in recent years. After the steel mill visit most people went back to headquarters where a bus took the entrants to the

Auckland clubrooms for a well prepared meal and a look at our library.

Friday 9 February was one of the tougher days. Entrants, including Geoff and Diane Quarrie who had joined us with the 1915 GWK, went to Alexandra Redoubt, a fortification built by the British during the land wars in 1863. After a stop at Pokeno for ice cream we carried on until we noticed some gesticulating from Laurie Cocker, who was following in the 1907 Cadillac single cylinder. I looked back and saw to my horror the charabanc's taillight bouncing down the road. Neil Bielecki picked it up and, to our amazement, there was no evidence of broken glass or damage anywhere, except for the mounting bracket which had fractured through age and vibration. After this little incident we travelled up Razorback Road, previously the main highway to Auckland before the original Bombay Deviation opened in the 1930s. The Razorback was respected by all motorists of the time and even feared by some. Barry and Nicola Birchall struggled with the little De Dion and I was grateful that the charabanc was carrying about six people and not 14 as we barely made it up in first gear. We passed through Bombay and then lunched at Tyburn Monastery, established by the Benedictine nuns during the 1990s. Mother Claudia, who is in charge of the establishment, spoke



Above: Summer motoring at its best.

Below: Bob Ballantyne's 1912 Model T van.



Top left: The Sisters and Birchall's de Dion.
 Top right: John & Jean Bayly, 1915 Ford T roadster.
 Centre left: Glen Brights 1913 Douglas.
 Centre right: Peter Cooper's 1914 Scott and Bob
 Marsters' 1914 Clyno.
 Lower: Ron Carey's Stoddard Dayton.

about the history of the Benedictine order, the name Tyburn being chosen because that is where the Benedictines' priory is in England. The nuns rescued a small historic church from near Mercer and have neatly refurbished it for their place of worship. After lunch we travelled to Rex and Raewyn Benn's museum where Monty Scarborough was seen imparting knowledge to new brass Model T owner Cedric Pegrum. The Stoddard-Dayton cracked an oil pipe on this day so John Callesen was kept busy with maintenance. His own V8 Cadillac seemed okay as was the very rare 1918 V8 Cadillac opera coupe of Frank Taliaferro and Alex Gonzales. We then travelled back through the Runciman area.

Saturday 10 February was the day for the competitive section of the rally and this followed an established Auckland practice of having entrants nominate their average speed. Gary and Glen Bright joined us with the 1913 Douglas, the only motorcycle to actually do a run. We went out towards Otawa and over some quite demanding hills to our morning tea stop at Castaways, a restaurant complex overlooking the popular Kariotahi surf beach. The climb out was the toughest part of the trip. Barry Birchall's De Dion couldn't cope and was towed up the last portion of the hill by Glen Bright's van. Interestingly, the Empsons in their slightly later and larger car seemed to make it without strain. The charabanc shed three male passengers who helped push it over the top. A stop was needed at the Kentish Tavern in Waiuku to ease the stress of the pushing. After that it was back through interesting roads to the Glenbrook Vintage Railway and the huge steam weekend which featured a Showman's engine and carousel brought out from England for the event. Entrants Peter Cooper's 1914 Scott and Bob Masters' 1914 Clyno motorcycles were on display here, as were three Locomobile steam cars and Mike and Lorraine Brown's White Stanhope steamer. MOTAT brought out their 1907 International Auto Buggy and Bill Troughton had his Model N Ford on display. There was something to suit every historic transport person, traction engines, two W class locos coupled together, a K loco, fire engines and military vehicles. Vintage cars were represented by Paul Hicks' Type 54 Bugatti and Ron Jacob's Lancia Lambda plus many more conventional cars. A Tiger Moth circled and banked and I believe there was a steam boat on a nearby lake.

The final dinner at the Counties Motor Inn was well attended, Barry Robert being



in fine storytelling form. Jim Francis and Dorothy McMillan scooped many of the prizes with the 1910 Delage. They took 1st overall, 1st car, Peoples Choice and one third of the teams prize. Ashley and Gwen Bell from Invercargill got a prize for furthest travelled in their twin cylinder Renault. John and Judy Callesen took the furthest motored prize and also the Achievement Award with their 1915 Cadillac. Gary and Glen Bright with 1913 Douglas got the motorcycle prize. Bob and Debbie Ballantyne took the commercial award with the 1912 Model T Ford bread van. The team prize was taken by Barry Robert and Bill Miller—1909 Rover, Barry and Nicola Birchall—1905 De Dion and Jim Francis and Dorothy McMillan—1910 Delage.

Sunday saw the parting of the ways with a tour through Franklin County to Rangariri with its historic pub and cemetery, thus concluding a successful and educational event.

Furthest Distance Motored to Rally

John & Judy Callesen 191 Cadillac

Furthest Distance Travelled from South Island

Ashley & Gwen Bell 1912 Renault

Travelled from USA & Canada

Frank Taliaferro & Alex Gonzalez 1918 Cadillac

Ron Carey & Billi Anton 1911 Stoddard-Dayton

First Car

Jim Francis & Dorothy McMillan 1910 Delage

First Motorcycle

Gary & Glen Bright 1913 Douglas

First Commercial

Bob & Debbie Ballantyne 1912 Ford T Van

Achievement Trophy

John Callesen

Peoples' Choice (William McLean Trophy)

1910 Delage owned by Jim Francis

Teams Trophy (McLean Motor Car Act Trophy)

Auckland's Lame Duck Team

Jim Francis & Dorothy McMillan 1910 Delage

Barry Robert & Bill Miller 1909 Rover

Barry & Nicola Birchall 1905 De Dion

Bouton

First Overall (Ian McLean Trophy)

Jim Francis & Dorothy McMillan 1910 Delage

bw

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Badge No. 7

Words Bob Ballantyne

Photo Kevin Clarkson



Although the Auckland Automobile Association had adopted from the very onset the three As intertwined within a badge as the official emblem, no metal badges for cars were supplied. In December 1910 it was decided, on the suggestion of the President, Mr James Hardie, to have a design prepared for a car badge.

The car badge is similar to a lapel badge from June 20, 1903, designed by an AA member and made by a Mr Adolph Kohn. The lapel badge consisted of three As intertwined in silver. These were either worn by ladies as a hatpin or by gentlemen as a cap badge or on their coat lapels.

The car badge order was placed with a Mr Allan Anderson, an engraver, who made brass nameplates, memorial brasses, inscriptions, raised letter signs, stencil cuts and engraved bowls. His business was at 44 Wyndham Street, Auckland City. The order was placed in December 1910 and the first batch was delivered 14 March, 1911, ready for issue to members on payment of twelve shillings and sixpence. This was later reduced to a hire fee of ten shillings and sixpence.

About 1997 I ran an advertisement for oil company items, in which I have had an interest since 1960. A Mr Barry Heavey contacted me with some items he had available. While I was visiting him to view the oil company items he showed me the Allan Anderson badge. I said it would be nice on my 1912 Ford, however the badge was put away. Mr Heavey used to work for the Papatoetoe Council many years ago. While working there in about 1965 he was moving rubbish in the tip when an old Hudson of about 1926 came in. The badge was found lying close by this car on the ground and caught the eye of Mr Heavey, who kept it until 1997. Some time after my visit to them, Mr and Mrs Heavey came over to my place and asked to see my 1912 Ford. Mr Heavey had an interest in and fond memories of Model T Fords from over the years. He was happy to do a deal on the badge, exchanging it for some stationary engines I had owned for many years, providing I put the badge on the Model T van I owned. He felt that it

was great for the badge to be back on a car again, especially one about the same age.

Some years later I was at an engraving company on the North Shore on VCC Branch business. I had known the owner for many years and was walking through his workshop where one of his employees was restoring a panel of a brass engraving, refilling the lower black parts of it. This panel was about 5ft 9 inches (1.75m) long and 2ft 6 inches (.76m) wide and was of Bishop Lenihans, from a tomb in Saint Patrick's Cathedral, Auckland. While looking at the brass panel I noticed the name Allan Anderson at the bottom and commented that he was an engraver in Auckland about 1912. The employee asked how I knew that and I told him of the AAA car badge I had. This surprised the employee who then asked me if I knew who he was. Even though I had known him for many years I didn't know him by name. He informed me he was Allan Anderson. He was about 60 years old so I said he couldn't be that Allan Anderson who had engraved the plaque. He was actually his son. I have since asked him for information about his dad for this article.

Allan Anderson Senior

Born 1886 in Wanganui
Died 1965 in Milford, North Shore, Auckland.
Served in the First World War - travelled on the troopship *Wylochra*.
Started his engraving business in about 1904.

When Mr Anderson left to go to the war he shut up his business and left his tools in the basement of another engraving company, Worrall & Sons. When he returned from the war with health problems he was unable to work and was on a war pension but helped out at Worrall and Sons on odd jobs. In 1954, Allan Anderson junior started an engraving apprenticeship at Worrall & Sons in Shortland Street, Auckland City, where his father's tool box was still in the basement. While Allan Anderson senior was away during WWI, the Auckland Automobile Association started importing the Royal Automobile badges from England. This badge contained a black centre with AAA. I know of one other Allan Anderson badge in New Zealand - No 10. Another was sold to someone in Australia about 1990. bw

Beaded Wheels 19



Peugeot Innovative designers since 1886

Words and photos Tony Haycock

As industrialists, the history of the Peugeot name stretches back to the early 18th Century. As cycle manufacturers, the company, led by Armand Peugeot, had the foresight to see that the automobile which had taken its first gasping breaths in the late 19th century, could possibly be more than just a noisy, smelly irrelevance.

In the mid 1880s and indeed even for another 30 years beyond, the internal combustion engine was by no means the first choice of automobile propulsion. Between 1886 and 1890 Peugeot experimented with vehicles powered by Serpollet steam engines. It was soon realised that the very limited range, coupled with the difficulty in operating them made this an impractical proposition to any would-be automobilist. Emile Levassor, a good friend of Armand, had obtained a license to build the V-twin Daimler engine in France, and in 1891 the first petrol-engined Peugeot

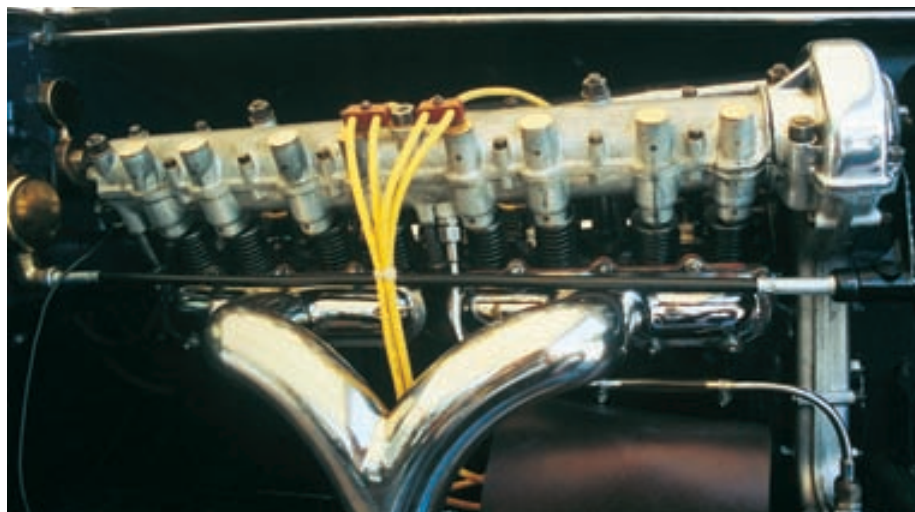
appeared, the two-seat type 2. Later that year it was joined by the four seat type 3, of which four examples were made. An argument can be made that this makes Peugeot the world's oldest automobile retailer. From then, Peugeot were established first and foremost as automobile makers.

With the motor car still being in its infancy the manufacturers were keen to demonstrate to the world at large that what they were making was not just a very expensive toy, but actually a practical means of transport. In 1894 *Le Petit Journal* hit upon a novel way to test these machines in their natural element, and so began motor sport. A 128km race from Paris to Rouen had to be covered in under 8½ hours with the winner being the entrant whose horseless carriage was considered to have displayed the best combination of safety, economy and ease of handling. First across the line was M. Bouton driving a

steam propelled de Dion. The prize was, however, awarded to the Peugeot type 5 as the de Dion required a crew of three to operate it whereas the Peugeot could be driven single-handed. In 1895 the first race to be decided on vehicle speed was the 1180km Paris-Bordeaux-Paris which was won by a 1300cc Peugeot type 8.

By the turn of the 19th century Europe, unlike Britain or America, had accepted that the car was here to stay, and in the early 1900s the first attempts were made to make the automobile accessible to the middle classes. In 1904 the Type 54, a single cylinder 650cc voiturette, was introduced as the first attempt at producing a car for the masses. In 1905 this was replaced by the more advanced-looking Type 69 "Bebe".

In 1906 the next generation of the family also went into the motor manufacturing industry, making small one and two cylinder cars as "Lion Peugeot", while the



20 Beaded Wheels



Top, left and below: 1916 Indianapolis 500 winning Peugeot, photographed at the 2003 Goodwood Festival of Speed.



Above: 1894 Paris–Rouen race winning Peugeot.

original “Automobiles Peugeot” continued with the higher end of the market. Keen to promote his new line of small cars, Eugene Peugeot ran Lion Peugeots in voiturette (light car) racing. In 1910 the formula for this was changed to include a restriction on engine bore size. Not deterred by this, the cars for this year and also 1911 had engines with such a long stroke that the driver and riding mechanic had to look around the bonnet rather than over it.

Not to be outdone by this, Automobiles Peugeot, inspired by a quartet known as “Les Charlatans”; Jules Goux, Georges Boillot, Paolo Zucarelli and Swiss engineer Ernest Henry entered the 1912 Grand Prix with what is universally recognised as the father of all modern performance engines. Previously the accepted notion was that to make a car go faster a bigger engine was needed. This had led to Grand Prix cars having engines of 12 litres and more. The Peugeot L76 had a 7.6 litre double-overhead-cam, 16-valve hemispherical-head, dry-sump engine, and was fitted with four wheel brakes and lightweight demountable wire wheels. Despite being half the capacity of its competitors it won comfortably, and from then on, engines rapidly reduced in capacity as efficiency was increased.

As well as leading the way on the track, the road cars were also making rapid progress. The usual layout for a small economy car had been a single or twin cylinder engine with a very basic body offering very little comfort or refinement. Realising that this was not going to convince the average peasant to part with his hard earned franc, Peugeot engaged

the services of a little-known Italian-born engineer who was based in Molsheim, near the Peugeot home town of Sochaux. Ettore Bugatti came up with the type BP1 “Bebe”. Rather than just providing basic transport, the second incarnation of the Bebe name was the first true rendition of a large car in miniature. With an 855cc four cylinder engine, windscreen and full weather protection, the cheapest car in the range for the first time actually looked like its larger brothers.

After WWI, the demand for private cars was enormous as hundreds of thousands of soldiers returned home having been exposed to, often, their first taste of motoring. This saw an explosion of entrepreneurs hoping to cash in by making hideous contraptions known as cyclecars.

The usual recipe for one of these awful things was a wooden chassis with an (unreliable) V-twin air cooled engine, rope or chain drive, wire and bobbin steering, and a plywood body.

The Peugeot answer to this was the Type 161 “Quadrilette”. In order to keep costs down, the car was so narrow that the passenger sat behind the driver, meaning that no differential was required. Unlike the cyclecar, the Quadrilette driver got a four cylinder engine, three speed gearbox, and something which would not disintegrate as soon as it hit a pothole.

Top right: Musee Peugeot, V twin Daimler engine built by Panhard.

Next: 1905 Peugeot type 69 Bebe.

Next: Unrestored 1908 Peugeot type 91.

Right: 1892 Peugeot type 4.





The 20th National Motorcycle Rally

16 February – 18 February 2007

Words Tony Craythorne

Photos Chris Leith, TJ Photos

The National Motorcycle Rally is an eagerly anticipated event, occurring, as it does, every second year. This, the 20th, was no exception.

Canterbury Branch had hosted the third of these in 1973 and the 12th in 1991 so had some experience in what was expected. The organising committee, under the able chairmanship of Philip Jeeves, had been meeting for over two years.

They came from near and far. Big, small, noisy, quiet, some showing their age, others well turned out. Then there were the motorcycles!

Two hundred and five entrants and a large number of supporters responded to the call and gathered at the Rally Headquarters on the Friday preceding the rally days. Eleven overseas riders had entered and as Rally Chairman Philip said: "That really made you concentrate on what was expected."

The Riccarton Club, a regular watering hole for some of the locals, proved to be an admirable choice of venue. An interesting display of motorcycles was on show with several very early veterans including two Clement Garrards; Brian Walker from Dunedin owned the 1904 model and the 1902 version belonged to Ian Vedder-Price from Thames. Local 50-year member Neil Sutton displayed his Altoona Indian. There was a selection of historic racing

machines including David Chamber's GP Triumph.

An informal run for the very keen, to Akaroa (or part way) was held during Friday afternoon.

BSAs topped the entries, with 32, closely followed by the 30 Triumphs. All the usual well-known names were there and a few not so well-known. The Japanese with Hondas moved into double figures for the first time.

The rally itself began on Saturday near Kaiapoi with three routes and with choices of roads within two of the routes. In the Canterbury way, the competitive aspect of the rally was secondary to ensuring that the motorcyclists just enjoyed their day. There was a time-trial following the start, and field tests, as well as questions at the lunch stop. The eventual prize-winners would have well earned their accolades.

Two of the routes gave the option of riding the old New Zealand Grand Prix circuit at Cust. You can appreciate the skill of the riders of the past who circuited the 6¹/₁₀ miles of unsealed roads at the speeds they did. Some of the entrants had raced here in the past. The rest of us were given a bit of an understanding of the course by Bob Entwistle's account of his 1940s experiences there in the rally handbook.

Picture for yourself the flat green surface of a small airfield, a calm sunny day with

Paul and Jodi Tomlin on their 1925 Harley-Davidson Combination lead out Neville and Christine Ridd, 1922 Henderson. Rally start Swannanoa.

a huge blue sky, the hazy blue backdrop of the Southern Alps, a marquee for shade, near full size Tiger Moth and Mustang replicas sitting outside a hangar and the glint of chrome, nickel and paint from 200-plus old bikes – Ahh, marvellous! We spent about two hours there as guests of Ivan and Sandy Campbell who built these aircraft and others, before heading home at our leisure, either on official or our own routes.

Sunday continued the aviation aspect, with the start at the Air Force Museum at Wigram. Free admission was arranged to this wonderful establishment. For those visiting Christchurch, this is a great place to go – and it's not just for plane spotting blokes either! The early fog dispersed to another glorious day and the two morning routes, that either crossed or ran along the base of the Port Hills, converged on Cutler Park, the home of the Canterbury Branch.

As a Canterbury member, it was gratifying to see our facilities used to the full, with library, parts department, bar, kitchen, hall and grounds all open for the enjoyment of our guests.

A couple more field tests were held here, followed in the afternoon by the Inter-branch competition that was a
Below: Aerial photography Tiger Moth style, Chris Leith snaps the lunch stop.



22 Beaded Wheels

Top left: Bill Munro, 1951 Ambassador does his stuff at the Saturday lunch field tests at Ivan and Sandy Campbell's air strip, Ohoka.

Lower left: Raw power from Graeme Sword on his 1914 Triumph, Saturday lunch field tests.

Right: Southlanders Peter Hilston and Colin Fleet, 1951 and 1958 Matchless respectively, enroute Saturday morning.

team water transporting process, an idea hatched by field tests organiser Terry Cole. Just as well it was a hot day, as there were some wet people! Teams were entered by Marlborough, Canterbury (two), Otago and Southland. Southland showed great initiative (or sheer outright cheating, depending on where you come from) by using a hand held third wheel as their "sidecar" entrant. However, justice was served when Doug Willis was deposited off the pillion onto his backside while attempting to control this device. Modesty prevents my mentioning the eventual winning branch, however it is reported elsewhere.

The social side was well catered for on the Friday and Saturday nights at the headquarters, and then on Sunday evening came the prize-giving dinner at Twiggers, Addington Raceway, where we took in the appropriate short speeches, prize giving and entertainment. Russell Dale (South Canterbury) was the well-deserved recipient of the Montagu Trophy for overall winner. South Island Club Captain Diane Ross spoke on behalf of the VCC National President. Guest speaker Kevin McCleary spoke of his involvement with the motorcycle movement and past days before we all eventually trundled off for some badly needed shut-eye. And so as the sun sank slowly in the west, as they say, the 20th National drew to a close.

Well done, organisers and all the many helpers. Thanks to the Aussies, the Poms (their description), the Dutch and the Canadian, as well as their supporters/passengers for coming to share our Rally. We look forward to seeing you again.

Oh well – two more years – that's about 730 sleeps – hope to see you all again at the twenty-first.

The After Rally Tour

Barrie Grant's article in the Rally Handbook described how Hawke's Bay and Tokoroa members organised a one-week thousand-mile tour in 1976 that developed into the tour that follows each National Motorcycle Rally.

Centre: Stuart Skurr's immaculate 1928 Harley-Davidson basks in the Ohoka sunshine.

Lower left: Murray Schwass, 1950 BSA, negotiates his field test results with two impartial Canterbury marshalls.

Lower right: Mindy Chowdry leaves the start on her 1947 BSA C10.





Left: Wally and Rosalene Hunt, 1937 BSA Empire Star at Otira Lookout



Lower: Jack Kennington's 1922 Douglas chained to post below Denniston while Jack gets a lift to the top.

This time, on the Monday following the 20th National Motorcycle Rally, 90 riders, 27 pillion or sidecar passengers and nine supporters assembled at Canterbury Branch's Cutler Park complex before embarking on a journey of around 600 miles (old 'bikes generally travel "miles").

The route took riders on a circuit of some of the South Island's best alpine highways. There was no time schedule, just a place to be each night. Places of interest to stop at were detailed on the instructions and for those a bit more adventurous, there were opportunities to get off the tar seal and get the old 'bike thoroughly dirty!

Overnight stops were at Hanmer Springs, Westport, Greymouth (two nights) either Arthur's Pass, Bealey or Springfield and finally Ashburton.

Stories of the social activities undertaken would be difficult to document (and some best left to the imagination!)

Each of us will have had different experiences. Some will recall a sunny lunch break under the trees at Hawarden, North Canterbury, a thermal soak in Hanmer's pools with VCC heads only visible above the water, spectacular alpine scenery with good sealed winding roads and towering mountains. Some of the Auckland team managed their usual round of golf. Then there was the spectacular climb up to the old Denniston coal mine, Punakaiki blowholes, a great evening at Shantytown, and crossing the Otira viaduct. All these preceded a great final dinner at Ashburton. It all finished seven days later where it began, at Cutler Park, where complimentary lunch was taken before farewelling old and new friends.

All the overseas rally visitors took part in the tour.

Wally and Rosalene Hunt from New Plymouth completed their 14th tour, an outstanding achievement. Their 1937 BSA Empire Star combination just goes so well. The bike is a credit to them.

And while on the subject of great achievements, Jack Kennington from Whakatane, who's not exactly a young bloke, rode his 1922 belt-drive Douglas all the way. Good on you Jack.

Marilyn and Ian McKinlay, who arranged the tour (a major undertaking) had an organization that ran like a well-oiled machine. Breakfasts were provided, luggage collected and deposited where required, back ups provided for the few unfortunate breakdowns and accommodation sorted out despite the problems with changing establishment ownerships. The supporters enjoyed a mini-bus tour with much hilarity along the way.

It was a memorable tour, for all the right reasons.

bw

Patrick Mackle from Canada was an entrant in the recent VCC National Motorcycle Rally and After Rally Tour. When he got home he sent us his thoughts about motorcycling on old bikes in New Zealand.

The bikes, the roads and the people are reason enough for me to return to New Zealand. But there is one more attraction, an invitation to ride a '64 BSA in the VCC National Motorcycle rally.

In a way, my return trip started two years earlier while visiting the Southward museum. I commented to a passer-by that while it is rare to see all these Vintage cars and bikes in one location it was a shame that they are lifeless. His advice - go to the Art Deco Rally in Napier and see some old vehicles in action! On the way there I chanced upon a VCC motorcycle rally while sitting in a park in Coromandel. At first I could hear them coming, one after another, rumbling down the road. Then I could hear the sound of exposed valves clattering and then the smell of burnt oil. Well this got my attention! These bikes had life in them. It wasn't long before I spied a group of bikers in the park so I approached them and said: "You must be part of that Vintage group of bikers eh". One thing led to another and now I am riding with the Vintage club on one of their runs and mixed up with a favourite pastime of theirs, shed raids. Here you show up to see some of the best of the best and rummage through boxes of obscure parts stashed away in people's garages. A few beers, a few laughs later and then someone fires up an old Norton that has been sitting for at least six months. The sump is full of oil so after a couple of minutes we're outside sputtering and cussing as the garage fills up with smoke.

It's time to go on the road again. We're on the After-Rally Tour and this takes us through some of the finest roads in the world. Roads that weave through the mountains and wind along the ocean shoreline, roads that remind me of British Columbia. There are few rules, and there is a freedom. Where else would you go to dinners put on by the organizers of the rally where everyone was treated like a dignitary at a function and you could wear a leather jacket? And where else can you enjoy a freedom that comes with riding with other bikers in another country? Now I have more stories to tell and tell them I will, to my friends back home who were knee deep in snow in February.

bw

20th NATIONAL MOTORCYCLE RALLY TROPHY WINNERS

Montagu Trophy (Overall Winner)	Russell Dale	1911 Abingdon King Dick
Canterbury Cup (Best Performance Vintage)	Joseph McClintock	1927 AJS
Waikato Cup (Best Performance PVV)	Stewart Russell	1939 Triumph
Otago Cup (Best Performance P60V)	Bruce Fergusson	1966 BSA
PPG Concours d'elegance Cup (Best Presented Vehicle)	Paul Ainsworth	1937 Triumph
Geoff Hockley Trophy (Best Harley-Davidson Overall)	Peter Alderdice	1924 Harley-Davidson
Helen Lane Memorial Plate (Best Performance By Lady Rider)	Louise Pearce	1955 AJS
National Motorcycle Inter-branch Shield	Canterbury	
Tim's Trophy (Best Performance Twin Cylinder)	Murray Hamilton	1955 Ariel

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Model 'A's of Aranui

A son remembers

Words and photos Wayne Tomlins

My earliest years were spent near the Aranui Speedway in Christchurch during the 1950s. My first car memories are of the Model A Ford owned by neighbours and by my father Max Tomlins. I could quickly recognize the distinctive widows peak radiator shell on an approaching Model A. The Model A was popular as a strong, reliable workhorse that could be easily fixed. They had had a long working life through the Great Depression, during WWII and through the era of car import restrictions. Government policies during the 1950s helped old cars to retain their value and use.

Dad had been doing up and selling many motorbikes and had owned a 1928 Bianchi roadster, which the next owner raced at Aranui Speedway, and an F.N. car that took four days to do Christchurch to Murchison return because of breakdowns. He also owned a 1934 Riley 9 Monaco that proved its worth.

He bought his first Model A about 1957, a 1930 deluxe sedan with later Ford

Mercury wheels. These wheels did not perfectly mate to the A's drums and the studs would sometimes break off. New ones were bought from J Chambers in St Asaph Street who stocked new Ford parts left over from the 1930s until they were all dumped. By "dumped", the owner meant written off for taxation purposes. These studs would be fitted by grandfather Len Smart in his workshop.

Friends further up the road had a Model A pickup, a commercial chassis with wooden cab and deck, on which we kids were sometimes lucky enough to get a ride to New Brighton Beach. The truck was later replaced with a 1929 Tudor which, after a differential repair, acquired one forward speed and three reverse gears.

By the early 1960s Dad had another Model A Sedan, a green and black standard Fordor bought for £95. Sometimes I would be allowed to steer his car sitting alongside him on a return trip from the beach. Homemade surfboards were carried in the back sticking out of the windows.

Top left: Max's second and third A sedan at McLeans Island, Christchurch, Mid '70s.

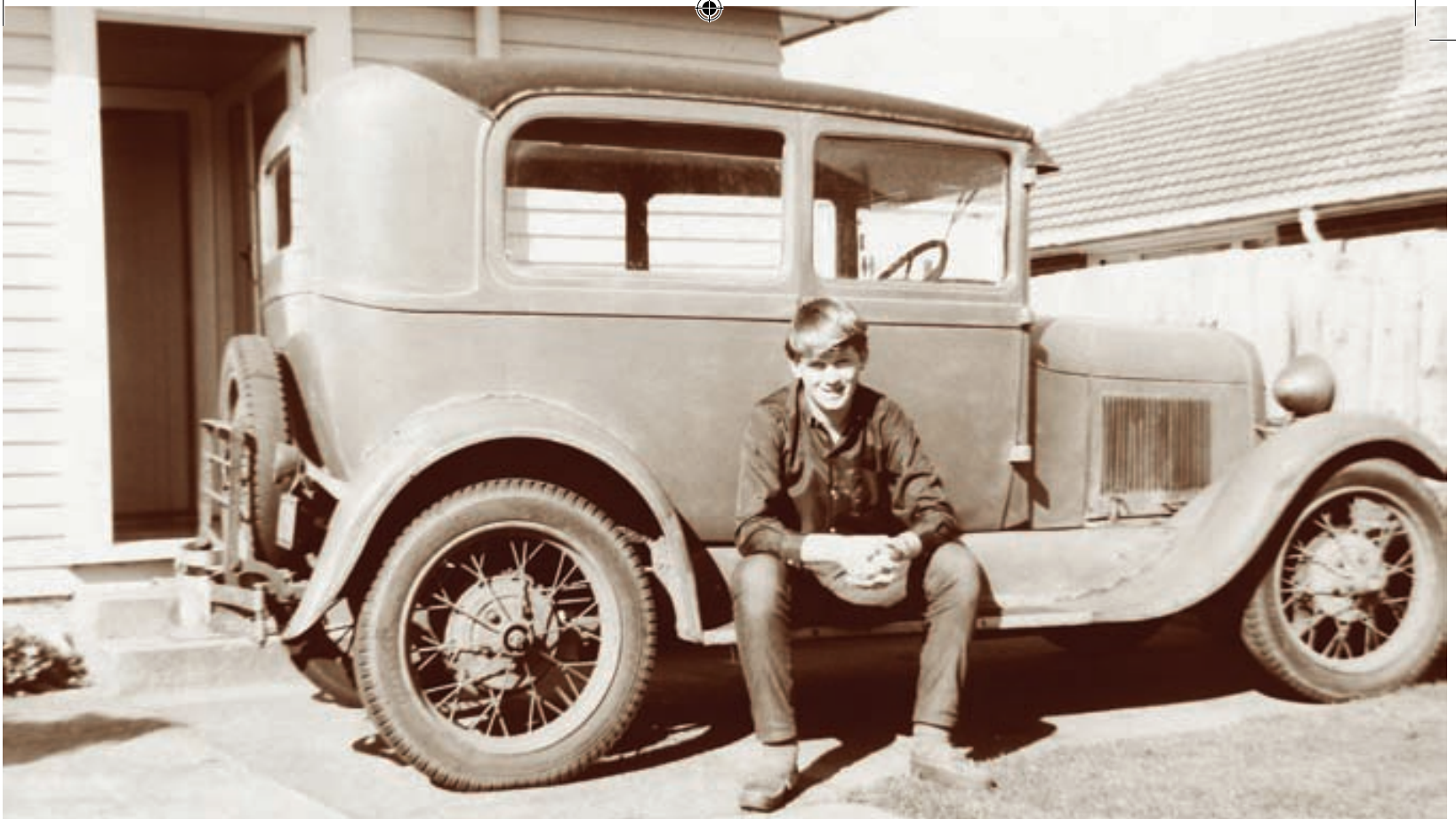
Above: 1931 sedan as bought in 1971. Later ran well but no WOF.

Model As were used as workhorses in our area. A builder had a 1928 sedan with a trailer, a gardener-landscaper had a 1930 roadster pickup and other locals had tourers and roadsters for everyday use. A retired mechanic had a black deluxe sedan with a sidemounted spare wheel but the cowl lamps and hubcaps were later stolen from this ungaraged car. A rougher Model A would, every evening, cough and splutter its way down our street to its home on Wainoni Road, a little like 5 o'clock Charlie in the MASH television show. Another interesting local identity was a 1930 sport coupe with a tin roof replacing the original fabric. A really outstanding local was a blue-grey 1930 sedan with many period extras. These included mudguard flaps, blinds on all windows, aials and a truck drivers' swivel indicator arm with attached metal hand. This really was King of the Road amongst the old Fords of Aranui.

Model As were not interesting enough to register with old car enthusiasts at this time. About 1964 my sister refused to ride in or to acknowledge the Model A as our car and Dad was pressured into buying a sleek 1955 Studebaker. He had briefly owned a couple of Chevs and a 1939 Plymouth 2-door but the Studebaker was the most modern car yet up our driveway.

Max's first Model A on a camping holiday near Kirwee, Canterbury, late '50s.





15 years old and a Model A Tudor in 1969 — I still have it.

The retired Model A was bought by a well-known enthusiast who some years later moved his collection into our locality.

The Studebaker was a fine looking car but had a troublesome and underpowered sidevalve six engine. This car was sold and another Model A sedan purchased for \$120. To Mum's disgust it had to be towed home from a warehouse in Lyttelton. This car had 18" B4 wheels and newish pleated red vinyl upholstery, all done by a previous USA serviceman owner at the Deep Freeze Base at Christchurch airport.

During the 1960s a number of good Fords and other old cars were loaded into Hercules aircraft at Deep Freeze and taken to the US.

Over the next few years Dad restored every piece of this car while keeping it on the road. He attended Polytech to learn panel beating and painted the car himself with borrowed equipment. What could not be found he made such as the two small terminal box brass wingnuts and the brackets for the accessory windwings.

Performance was always important and this car's engine eventually featured a Model B 1932 head and water pump, a high-lift camshaft, lightened flywheel and the factory counterweighted B crankshaft. This crankshaft was turned down to fit the A block mains rather than using a B block. For better braking the front drums came from a V8.

By the time I was 14 I wanted my own Model A. I was impressed with what the surfies at New Brighton and Sumner had done to their cars and the local Rod

Benders Club members had some hotted up versions, but I also just liked the look of these old Fords and their distinctive four-cylinder exhaust note.

For my 15th birthday, Dad bought for \$90 a scruffy but complete and original 1929 Tudor. I learnt to drive in this car and, today 36 years later, I still own it.

Petrol then cost 36c a regular gallon and a new Firestone 21" tyre was \$13 from Cooks Service Station on Wainoni Road. Now in the VCC and Model A Clubs, Dad was collecting a large stock of A parts and he wrecked three very rough cars, discarding nothing.

When I started work I purchased a 1931 deluxe sedan for \$150 and with a workmate got it running. I tried to tidy it up a bit to use and took another windscreen with a VCC sticker on it but was refused a WOF test. The garage mechanic, a club member, thought both the car and I a bit suspicious. With my long, fashionable hair I was definitely not in the VCC and not worth the trouble of testing. I easily sold this car without WOF for \$420.

My next purchase was an unusual 1934 Chrysler Kew 6 sedan. This car was assembled in England and brought to New Zealand in 1938. It differed in many details from the Plymouth Model it was based on. It was smooth and powerful and we towed a heavy derelict model AA truck from Springfield across the Canterbury Plains to Christchurch. Dad had bought this truck just to get the original petrol cap as the owner would not sell any parts off it. However it was soon on-sold for about

\$110. It had a wood and metal cab built by Colonial Motor Company and a large wooden deck.

For a year my father looked after a 1930 roadster which was a firebreather with a hot B4 engine capable of about 75 mph and with impressive acceleration.

When in the late 1970s I had left for overseas, my parents reassembled my Tudor which had been stripped for a running gear check and engine reconditioning. Time to move on from Aranui, Dad sold his own restored sedan for \$2,500 which, like most of our vehicles, is now in the North Island. All the Model A parts in the garage were sold in one big sale.

Retirement has seen new interests; fabricating a scale model working steam traction engine has been an interest for 15 years on and off, and a recent restoration of a 1930 Triumph. There has not been a Model A in Dad's garage since Aranui days.

bw

Max Tomlins with the hot 1932 B4 powered '30 A roadster in 1975.



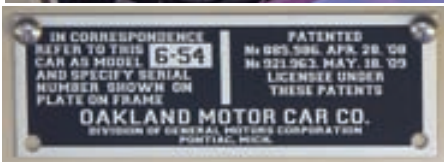


BEHIND THE WHEEL

1927 OAKLAND



Words Mark Dawber Photos Bert Geerkens



The formation of the Oakland Motor Company 100 years ago in the city of Pontiac, Oakland County, Michigan, USA, resulted from a meeting between Edward Murphy of the Pontiac Buggy Company and Alanson Brush. Murphy had founded his buggy company in 1893, but by the early years of the twentieth century, could see the writing on the wall for horse-drawn vehicles and was receptive to the idea of the new horseless carriage. Alanson Brush had been with Henry Lealand of the Cadillac Motor Company and had had a hand in the design of their early models. He held the patents for the 'variable lift inlet valve design' and the 'hydraulic governor'. His specialty was reverse rotation engines and his latest design - a 16hp, 4½"x 5" vertical twin with a 360 degree crankshaft, along with a balance shaft and a planetary transmission using clutch packs running in oil instead of braking bands - had been rejected by Lealand so he took the idea elsewhere. Murphy accepted the idea and put it into production and the first cars were sold in early 1908.

To quote en.wikipedia.com "... Brush's idea, in those days before the invention of the electric starter, was to make the engine safer for a right-handed person to crank

start, as many injuries were sustained, including dislocated thumbs and broken forearms, when the engine kicked back, usually due to the person cranking not following the correct procedure, including keeping the thumb alongside the fingers instead of around the crank and also retarding the spark."

Meanwhile Alanson Brush had left Oakland after meeting Frank Briscoe who financed him into his next venture – one using Brush's own name – a basic single-cylinder chain-driven car with wooden frame and axles. (This car was cheap and popular but the company foundered in 1912 when the United States Motor Company, Frank's brother Ben Briscoe's GM-like empire-building attempt, failed.) Brush went on to serve as a consulting engineer to General Motors particularly during the years William C Durant – who regarded him as a sort of protégé – was in control.

The 1908 Oaklands proved to be slow sellers. Murphy came to realise that maybe Henry Lealand had been right to reject Brush's design. After only about 200 had been sold the company introduced a more conventional 40hp four with sliding gear transmission and sales took off. Edward Murphy died suddenly in September of

1908 aged 44. A few months earlier he had met William C Durant (another former buggy man – he had founded the Durant-Dort Buggy Company) and Oakland had become part of Durant's new empire – General Motors.

Oakland continued to produce conventional medium sized four-cylinder cars, adopting new technology as it became available. Electric starting and lighting began in 1913 along with Oakland's first six - of 380 cu.in. on a 130" wheelbase - and by 1915 production was up to 12,000 cars per year. Like many companies, Oakland produced a V8, beginning in 1916, but with the United States' entry to WWI in April of 1917, the range was reduced to a single model. This was the 34-B, a medium sized overhead valve six of 177 cu in which began its run in 1916, continuing through to 1923 with very little change.

Oakland had a very good sales year in 1919 (over 50,000) when there was a brief post-war boom but the economy went through a short recession in 1920 and '21 and sales slipped to 34,000 in 1920 and less than 12,000 in 1921. The slump in sales was not due entirely to the recession as the company had problems with the quality of its products and with its production and marketing. Oakland was competing directly with another GM division (Oldsmobile) and its cars were becoming obsolete.

Amongst all of the corporate shenanigans at General Motors, with the loss then re-takeover and then loss again by William Durant, Oakland had been neglected to some extent and quality had suffered. A promised new manufacturing plant had not materialised and no new designs were ready. After Alfred P Sloan took over at GM in 1920, all of the GM divisions were given a new look and each was allotted a slot in the 'price ladder'. Oakland was given the position above Chevrolet and below the forth-coming four-cylinder Buick. (Oakland prices at that time began at just below \$1000 whereas Chevrolet prices ran from just below \$700.)

Much effort was expended on some quite radical new designs for several of the GM divisions, particularly the air-cooled models, but all proved unworkable.

This may explain why, when a new model was unveiled for the 1924 model year, it was a conventional side-valve six of 177 cu in, the same size as the old motor. It proved to be a much more robust unit even though it was still a 'small bore, long stroke' ($2\frac{13}{16}$ " x $4\frac{3}{4}$ ") design. Also new was four-wheel braking.

The big news for 1924 was the new quick-drying nitro-cellulose laquer paint

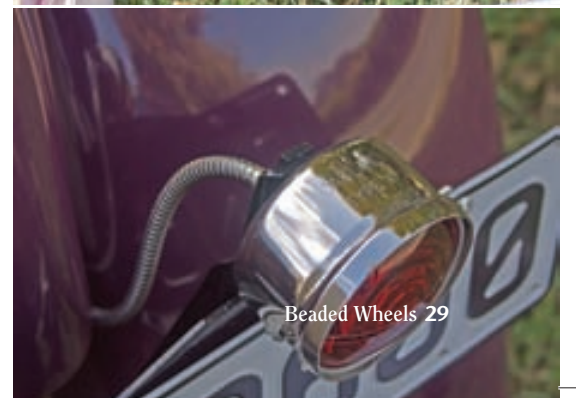
– DUCO Satin Finish - developed by DuPont in 1920. For the first year it was available only in blue and the car was advertised as the "True Blue Oakland Six". This new paint cut the time required to finish an Oakland body from 336 hours to just $13\frac{1}{2}$ hours. DUCO revolutionised the automotive industry, solving the logistical problems of storing partly finished bodies.

There were numerous detail improvements to Oakland cars over the next few years but the basic side-valve six remained little changed through to the 1927 models except for a small increase in bore size for 1925 to $2\frac{7}{8}$ " giving 185 cu in.

Meanwhile, major changes had been occurring at the Oakland Motor Company with the introduction in 1926 of its new 'companion car' the Pontiac. Built in a brand new \$15 million plant (to which the Oakland production also moved) the Pontiac was based on an extended Chevrolet chassis fitted with a newly designed light-duty six-cylinder engine. Prices began at \$825 and it was an immediate sales success with more than 76,000 sold in the first twelve months. The new car filled the price gap which had developed between Chevrolet and Oakland.

The success of the new Pontiac caused Oakland to rethink its position and even though a totally new Oakland car was introduced for 1928, it was becoming obvious to management that the sales in its price bracket were slowing and consideration was given to discontinuing Oakland production at the end of 1929. However, in 1929 Alfred Sloan thought he could see future growth in the eight-cylinder market and ordered a new V8 model for 1930. Unfortunately for Oakland the stock market crashed on October 24 1929 barely a month before the new V8 was due to go into production and by the end of the year Pontiac's sales had dropped 60% and Oakland's by more than 30%. Sales continued to slide as the depression worsened and the trend which would soon bring an end to Oakland began at this time. An increasing share of an ever-contracting market was in sales of lower priced cars. Middle-of-the-road bracket priced models like Oakland suffered the most and many makes went to the wall in this period. The last Oakland V8 was assembled on 8 October 1931.

During 1932 the Oakland Motor Car Company became the Pontiac Motor Company which survives to this day as the Pontiac Division of General Motors. Pontiac has remained one of the more popular makes in the US market climbing



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as high as No. 3 in sales in its heyday in the 1960s.

For the 1927 model year Oaklands were officially called the model 6-54D, but were commonly referred to as "Greater Oakland Sixes" or GO/6. Oakland offered six body styles:- Model 7080 Landau Sedan at \$1295, the Model 7060 4 door Sedan at \$1195, the Model 7090 Landau Coupe at \$1125, the Model 7070 Coach (2 door sedan) at \$1095, the Model SPHAE Sport Phaeton at \$1095 and the Model SPROA Sport Roadster at \$1195. It is one of these Sport Roadsters, owned by Mark Morrison of Christchurch that is the subject of this article.

Detailed production figures for Oaklands of this period are unavailable but contemporary literature suggests that approximately 8% of 1927 cars were roadsters. In Oakland's case, this would be much less. Whereas most makers produced a price-leading roadster at about 25% below the price of a four-door sedan, the Oakland roadster was a more upmarket model priced almost the same as the sedan. Total Oakland production for 1927 was about 44,500. It is reasonable to speculate that maybe fewer than 2,000 roadsters

were produced this year and very few of them would have been right-hand-drive export models.

Little is known of the history of this car. It wasn't supplied through General Motors' Petone operation even though they had begun New Zealand assembly of cars a few months earlier. At this time individual dealers could source cars direct from GM Export in the US and it is assumed that this car arrived through this channel, fully built up. It was first registered 10 February 1927 to George McIlraith of 78 Glandovey Rd Christchurch (does anyone know anything of him?) and was sold to Amuri Motors (who sold it originally?) on 21 December 1932. They sold it to Leonard Granger (any info on him?) on 14 January 1933 and from there the trail goes cold until the car turned up in Nelson a few years ago where it had been in storage since the 1960s. Like many of its contemporaries it was 'trucked' at some stage (possibly in the '50s). Apparently, in the early '60s, it was owned by a young man who drove it around with no body but soon tired of getting cold and wet and fitted the coupe body from a pre-war Ford. It later became part of the collection of Gordon Dacombe and it was from him that Mark bought the 'restoration project'. Even though on disassembly it proved to be almost totally worn out, the Oakland was able to be started after many years of inactivity and driven onto the trailer for the trip to Christchurch.

Mark had previously restored a 1934 Chevrolet Master sedan which had won him the Canterbury Branch Restoration of the Year award. The Oakland proved to be much more of a challenge but, as the pictures show, the restoration is of at least

as high a standard as that of the Chevrolet. Apart from the engine machining, Mark did all of the work himself. He was fortunate to purchase an accumulation of 1924 to 1927 Oakland parts at a clearing sale at about the same time so was able to choose from several motors, gearboxes and diffs. He was fortunate in this as the original cylinder block had many cracks in it as did some of the spares. Fortunately one was good, even though it was a 1924 part. It still needed to be bored to almost 3" to clean it up so new aluminium pistons of 3" bore were fitted. This has given a useful increase in displacement, bringing the engine up to 201 cu.in., no doubt with a corresponding increase in useable torque. The major part of the job was building a body from scratch but help came from Oakland owners in Australia who were able to supply a copy of an original body blueprint (not a Holden body normally seen on Aussie models, this was quite different). Mark was fortunate that the original cowl and fenders survived even though the rear ones had had the Ford body welded to them. He was able to make use of some 1929 Chevrolet rear fenders, which had the same curvature, to repair the Oakland ones. He has had many discussions with various Oakland 'experts' who say that according to the known literature, all of the later open bodied Oaklands had Stewart bodies. Mark's car has a Fisher-built body – the section of wooden floorboard with the details stamped in it has survived as proof. Thoughts are, that for some unknown reason, Fisher supplied the open bodies for the export cars.

All of the mechanicals were completely stripped and every moving part repaired or replaced. Along with the new higher compression alloy pistons, stainless steel

valves and hardened seats, a mildly reground camshaft, conversion to shell bearings and a full balance were just some of the tasks done to the motor. The motor has several unusual features. The block is in two parts – the cylinders bolt down to the crankcase, which is cast iron and very heavy. Even though the original cylinder block had to be replaced this feature allowed Mark to retain the original engine number stamped on the crankcase. Many cars of this era had progressed to a one piece block – in fact the four cylinder Oaklands of ten years earlier had this feature, complete with detachable head. These early Oaklands used engines supplied by



Northway – another General Motors company – but GM had its own foundry by 1923 and it is assumed that this Oakland has a GM supplied motor. (The early Pontiacs, of 1926-27, were fitted with engines built by Ferro.) The motor has three main bearings and full pressure lubrication and instead of a harmonic balancer on the front of the crankshaft has a spring-mounted weight mounted adjacent to the No.2 rod journal. This was the first year that Oakland engines were fitted with an oil filter. Unusually, the starter motor mounts on the back of the bell housing beside the gearbox. The generator is driven by the timing chain at the front. An interesting modification is the carburettor. The original was a brass Marvel, known to be inefficient and difficult to tune. Mark decided to look for a suitable replacement and found that new updraft carburettors for petrol Massey-Ferguson tractors were available in the US. The catalogue was checked to find one suitable for an engine of about three litres, some money changed hands and a new carb arrived in the post. It has no accelerator pump and the main jet is non-adjustable but it seems to work just fine.

The car has a single plate clutch, a three-speed transmission with a key-operated lock which locks the transmission in neutral, a rubber silencer in the driveline and semi-floating rear axles. The brakes have 12^{3/8}" drums with external contracting bands on all four wheels. It is fitted with Remy electrical equipment and uses Tilray headlamps. A floor mounted dip switch was used by Oakland for the first time in 1927.

To quote the original sales brochure "the body, hood and fenders are in beautifully contrasting Devonshire Maroon and El Paso Tan Duco finish, strikingly set off by raised color mouldings and appropriate striping. Wheels are finished in maroon, with attractive striping." There was an optional colour choice of "St James Grey and black".

I drove the Oakland on a typically superb warm late-summer Canterbury afternoon. The roadster body is roomy



and getting in is easy – I found it easier to climb on to the running board and then slip into the seat, unlike the Vintage Plymouth I often drive where I find it easier to climb straight in. The seats, although upholstered in modern material, are done in the original style which the brochure calls 'pillow type'. The seats are comfortable but are not very supportive. Mark is a little taller than me and has built the body to suit himself. I found I had to stretch a little to push the clutch fully home. The car starts easily, first switch on the modern battery-isolator switch, then turn the ignition switch on the dash one click to the right. The button is on the floor in the middle immediately in front of the seat, where it is reached with the left hand as easily as it is with the left heel. After a short warm-up it settles to an even idle. The clutch is very light and when cold first gear engages with just the slightest

crunch. Mark has had the gearbox out several times, attempting to sort out the clutch, and now has it just about right. Once warmed it became much easier to slip it into gear at rest. As with many cars of this era, the throttle pedal is in the centre with a depression in the floor for the driver's heel. Although it is a long time since I drove a car with this arrangement I found it easy to adapt. The clutch takes up smoothly and with its abundance of low-end torque the Oakland accelerates smoothly and easily. The engine has done less than 1,000 miles since being rebuilt so I didn't push it very hard. Like most of its contemporaries, there is no need to rev it out in the lower gears – better to get it into top by 25mph. It will cruise easily at 45mph on a minimum of throttle and with a little more effort will maintain 50 mph with more in reserve. Quick calculation reveals that with the 4.6:1 gear ratio fitted, 60mph equates to 2900 rpm – just a little above the factory quoted power peak (45hp @ 2600 – although

with the extra displacement and minor modifications I would guess Mark's Oakland will produce nearer to 60hp when run in). That 45mph 'easy cruise' means just less than 2200rpm, which with a stroke of 4^{3/4}", gives a piston speed of a little over 1700ft/min. Using the theory of 2500ft/min being a safe maximum, the Oakland roadster should be able to reach almost 70mph when fully run in.

The only disappointment with the car was the steering. It is a non-adjustable worm and peg type and tends to get stiff as more lock is applied. It just means the driver needs to apply more effort to get around corners. On the straight-ahead it feels very good.

The brakes are worthy of comment. The four-wheel-braking system on the 1927 Oakland is the first type used by the company, being used first on the 1924 models. There is no bias towards the front, so that in an emergency the rears tend to lock first. This means that, as with most Vintage cars, some anticipation is useful. The 1928 models gained a much improved system.

It was good to drive an 'as-new' Vintage roadster and I extend my thanks to Mark for the opportunity.

bw

testing times down south

Words and photos Glenys McKenzie



'Challenging' was the best word to describe the recent Southland Branch Vintage / Post Vintage Rally.

Ray Tressler easing up slowly in a valiant effort to avoid sounding the horn.

Organiser Brian Dunick certainly challenged navigators who not only had to chart their driver along the correct route to Otatau's Holt Park for a picnic lunch, but were also required to answer a series of questions enroute, whilst also counting the number of compulsory stops and give ways travelled through! I was lucky enough to have four boys aged 8 to 14 years of age and all equally keen to be of assistance. Suffice to say they all ended up with a task.

After lunch in the picturesque and very sheltered grounds Brian had us undertake two field tests. Again, plenty of young volunteers to try and throw the golf ball through three targets, each with a hole of decreasing diameter and consequently increasing difficulty. The second test required the driver to, in a change of tactic, back up to the light board and try and light the light without sounding the horn. Watching hapless drivers undertake these tasks provided excellent spectator value for my team who were mesmerised by the

driver's efforts, and delighted by their noisy failure. One day when they have driver's licences we shall see just how good they are at the same task.

My congratulations to Jim and Margaret Taylor on an excellent effort in being overall winners. bw

Results

Road Test

First	Ray Tressler	1928 Austin Seven
Second	Tom McDonald	1937 Austin Seven Special

Field Test

First	Jim Taylor	1924 Nash
Second	Kevern Cummings	1937 Oldsmobile

Overall Winners

Best Junior Navigator	The Adamson Family
Best Senior Navigator	Mrs Margaret Taylor
Overall Winner of Rally	Jim and Margaret Taylor



Left: From within the Ford Model A Pickup Norma Wilkey eyeing up the target, to no avail.

Inset: Jim Taylor reversing up to the light board in his Nash

Below left: Neil Kidd in action in his 1927 Austin 7 Chummy with the golf ball.

Below: Southland members enjoying their picnic lunch.



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Sounding the Brass

Words Rob Knight

Nigel Webber's Stanley.

Steam cars are in the limelight again. A quartet comprising Ross Jones's 1901 Locomobile which we haven't seen out for a while, Ray Officer's nearly completed Locomobile looking very splendid and up to the usual Ray Officer standard, Nigel Webber's 1898 Stanley and Mike Brown's 1901 White were gathered with their owners at the Glenbrook Steam Festival in February. Nigel was still embroiled in a tangle of red-tape in trying to get the Stanley registered but he was hopeful that a letter from the previous owner in Perth might convince bureaucracy that the car had not been dubiously acquired and satisfy whatever else was bothering them. The White was creating much interest steaming up and down among the crowd.

With Mike and Lorraine suitably attired, the White was always a crowd pleaser throughout the Parliamentary Tour. The little car admirably handled the hills and the long days on the tour but a broken valve on the last day meant it could not literally finish under its own steam.

There were many other memorable performances on the Horseless Carriage Club's Parliamentary Tour Re-enactment. Dale Conlon motoring doggedly on in the little Brush to nearly always be last in each day; James Welch having to finally put the 1905 Riley on the trailer when, "for the sake of a 10 cent screw" which broke and could not be readily extracted, the timer gave up emitting sparks in the correct order. The hills and distances, which the larger cars handled without much fuss, were always a challenge for the other one and two cylinder cars. Of course there was always some fettling going on, while the attrition rate due to failure of carburettors, magnetos and tyres kept the cheerful OTS team with the back up vehicles very busy. Martin Ferner's Minerva became a steam car somewhere before National Park on the journey north to the start and had to be shipped home, while Michael Curry's Humber failed to leave home due to last minute clutch problems; to the great disappointment of both owners. With minor mechanical repairs completed just in time for the tour, Grant Stott's 1918 Westcott was still wearing its original body and paint. The inadequate substitute radiator fitted after a crash early in its life is thought to have put the car out of service which, along with good dry storage, contributed to its preservation. Grant would love to find a more suitable radiator.

The ensuing National Veteran Rally provided entrants with a variety of relaxed motoring on scenic rural roads, some interesting venues to visit and the opportunity to continue the fellowship of the week before.

Some interesting Veterans and related items were encountered here and there while touring in the north. What looks to be a very original 1902 Albion with rear entrance tonneau body, now in the Compter collection, was on display at Whangarei. Hans wisely realises that it would be a crime to restore any part of the bodywork but the seat covering appears to be of more modern material. Thought to be the second oldest Albion in existence, it was keeping company with an equally original 1863 Micheau (of France) velocipede and the Whangarei Branch Lacre bus. Peter O'Dell's fine museum at Kerikeri featured a large Alldays & Onions bellows in a blacksmith shop display. Many years ago Bruce Gillies had built for his amusement, and that of visitors to the Kaikohe Pioneer Museum, a ¾ scale replica of a 1901 Grout. Powered by a lawnmower motor and using other modern mechanicals it had a fair turn of speed around the complex and, while the sounds were somewhat non-veteran, it looked the part. A 1910

1863 Micheau velocipede



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30hp Paterson on display at the motorshow at Takapuna had been imported in a parlous state from USA. Said to be owned by Henry Rheinbeck, it was immaculately restored and very close to being ready for the road. Also on show at Glenbrook was an unidentified and unregistered Brush, Bill Troughton's lovely 1906 Model N Ford and a brace of motorcycles, a 1914 Clyno V twin and a 1914 Scott. A very pretty Ford T milk delivery van formed part of the collection of ex VCC member Rex Benn, whom we visited the previous day.

Among other restorations on the go, Wilbur Brown found some rather pitted cylinder bores in the Metz which require some serious attention. Graham McElroy has reported good progress on yet another steam car, his 1909 Stanley. The engine is completed and the woodwork is on the go. Doug Wilton is hopeful that the 1910 Buick Model 10 will make its debut at the Triangular Veteran Rally in Levin at the end of March. The VIC he has applied

for should smooth the way for a WOF and Registration.

It appears that demand for good Veterans is pushing up the prices? Just as the last issue was to go to press news reached us that a 1915 Buick roadster ex Mark Ball sold at Te Puke Autobarn auction for \$54,500. A 2 cylinder Reo project in New Zealand is listed in an Australian magazine for a price that appears to be unacceptable to us Kiwis? It is to be hoped that prices remain within the reach of locals so that cars can stay in New Zealand? However a choice of other veterans continue to come on the market.

bw

book review



VINTAGE GOLD

The First 50 years of the Canterbury Branch of the Vintage Car Club of NZ (Inc)

Compiled and written by Colin Rae

Published by the Canterbury Branch of the Vintage Car Club of N Z (Inc)

Limited Edition with a print run of 1,100 copies.

Hard covered A4 size, 324 pages

\$45.00 includes postage (within New Zealand)

Reviewed by Kevin Clarkson

This book is a wonderful record of the history of the first 50 years of the Canterbury Branch and I congratulate Colin for the excellence of the work. Congratulations also to the Canterbury Branch for authorising such a work. The job has obviously been immense but the end result is well worth all the effort that has gone into it. While there is the inevitable odd mistake this does not detract from the enjoyment at all.

The format of the book works very well and makes it really easy to read and digest the many happenings that went on in the branch over those years. From a personal point of view I became quite absorbed in the contents and found it easy to flick from chapter to chapter while following the progress of the various projects/rallies the branch was involved in.

I found the many photos of vehicles and members to be of much interest and I'm sure that many readers will have noticed the relative youthfulness of many of the members in early days, thus proving, of course, that the old-vehicle hobby is one that can be a lifelong passion.

The book has been made free to Canterbury Branch members (as at October 2006) but there is a limited number of copies available for sale and I suggest that ex-Canterbury Branch members would find much to enjoy therein. Others would also get much value from the book as many non-Canterbury members have come from far and wide to join in Canterbury Branch events over the years and these people also would enjoy reading of these early events of the branch.

Purchase enquiries can be made to VCC Canterbury Branch P O Box 11082, Sockburn Christchurch 8443



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We can accept articles in handwriting, typed or completed on a computer (any common word-processing program is okay) and they can be posted to:

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High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

The lucky winners of the Beaded Wheels caps for this issue are Wayne Tomlins and Bruce Anderson. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

Please contact me if you wish to discuss an idea for an article.

Kevin Clarkson,
Chairman Beaded Wheels Editorial Committee

hm 03 385 9821, wk 029 236 3796
(leave your name/number if engaged)
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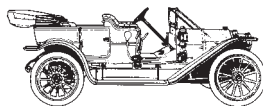
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We can alter or make driveshafts with fabric components to take modern universal joints and yokes, as well as performing dynamic balancing. We also carry a large range of driveshaft components for car, trucks, industrial and marine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 66 7462, Email: mscoombesltd@clear.net.nz

1934 AUSTIN SEVEN SPECIAL PROJECT Phoenix crank, Renault rods and pistons, five new tyres, three wide wheels painted, new close ratio gearbox all good parts for a special. Enquiries to Garry, phone 03 578 6677, email: redwing@actrix.co.nz MEM

1963 CITROEN ID19, Reg & WOF, runs well but needs some work. Original condition, good restoration project. Must go to make room for another car. \$1,250 ono. Alex Davidson, phone 09 817 1157 or email alexda@odyssey.org.nz MEM

FOR SALE TYRES 8-600x12 1-550x12 new crossply car tyres \$50 each. Phone Gavin Davey 03 768 7149.

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MY 1930 for sale New personalised plates. Own message can be added ie, VINTAGE, CHEV, MODEL A FORD etc. This is a one off chance to buy these never used plates. Offers wanted. To C. Walker, 3083 Gt Nth Rd, New Lynn, Auckland. Or phone 09 826 0444 (bus.), 021 232 6653 (cell), 09 817 7712 (a/h).

FORD COUPE 1936 Dickey rear seat, reconditioned motor, gear box, converted 12 volt. Body painted, needs assembling. Stored 35 years. \$20,000 firm. Phone 027 604 0848 or PO Box 67 185, Mt Eden, Auckland.

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PEUGEOT 505 GTI LWB. 2.2 Litre 1988. 147,000 miles. Two owners. Phone 03 365 1561. Tony Julian. MEM

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6 – 12 VOLT INVERTERS, run any 12 volt accessory in your original 6 volt vehicle. Very simple three wire installation. J. Hibbs, 12 Grace Nicholls Grove, Riverstone Terraces, Upper Hutt, Phone 04 528 4621 or email hibbspekay@xtra.co.nz

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1934 MORRIS 10/4 TOURER Newly restored throughout. MG Lookalike (Replica). Reg & WOF, genuine enquiries \$35,000 ono. Phone 09 413 8059, 027 483 6236. MEM



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VINTAGE TRUNKS as seen in Issue 201, page 17. Leather trim, waterproof, stock size or made to your measurements. Phone/Fax Allan on 06 844 3959 or 025 469 331 to discuss your requirements. Allan Jones Joinery, Napier. Member.



1925 INDIAN PRINCE VV235 daylight warrant, reg on hold, spare motor with generator, drive gear \$10,000. Bonniksen speedo head \$300. Gearbox ex Ariel late '30s all shafts and gears, no end cover \$450. Phone Keith Prentice 03 216 7777. MEM



1928 MODEL A HILLCLIMB SPECIAL with VCC VIC and MANZ logbook. Ran ten events in 2006, parts easily available. 12v electrics, twin Strombergs, good entry to VCC speed events and hillclimbs. \$10,000 ono incl many spares. Phone Doug 09 266 9593, 021 292 8972. MEM



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1959 HISTORIC RACE CAR, BRIGGS MERCURY. Recently restored and ready to race. Engine spares, tyres, manuals, history scrap book and photos. Phone Warner Mauger 03 382 1711. Email rookwood@xtra.co.nz MEM



1929 CHEVROLET ROADSTER This is a very well presented and desirable 1929 Chev Roadster never been totally restored but well maintained on show at the new small shed of the Te Puke Vintage Auto Barn, 226 No 1 Road, Te Puke. \$26,000. Phone 07 573 6547. MEM



1966 SERIES V HUMBER SUPER SNIPE. Top mechanical cond. from stem to stern. Excellent road car, Reg & WOF, and always, fully serviced. Owned by only 2 families since new. Also spare undamaged 1965 Series V Humber Super Snipe, two sep. engines, sep. auto transmission, reground crankshaft plus boxes & spares of all sorts. Ph/fax 03 5248 385, clemona@xtra.co.nz



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Payment must accompany your advert. Cheques should be made payable to Beaded Wheels. Post payment & advertisement to marketplace, P O Box 13-140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive discount rate. Deadline for receipt of advertisements and payment for June/July issue 10 May 2007.

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Deadline for June/July issue 10 May



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WANTED TO BUY

1925 DODGE TOURER 20" split rims to take tyre size 4.75 – 5.00 – 20". Phone 04 569 1227 or 0276 360 198 or email shaun@pcml.co.nz MEM

BSA C10 MOTORCYCLE wanted to buy. Please phone Auckland 09 836 4870.

BSA SLOPER; Any parts or whole machine considered. Have one semi mobile but desperately need parts for restoration. Phone John 03 217 7987. MEM

CRESCENT MOPEDS, 1955 two speed to 1960 3 speed, or parts to suit either. Exterior sun visor to suit Mk 1 Zephyr, and any Model toy of same. Phone 03 332 4636.

ENGLISH MAGAZINES *Vintage Roadscene* (commercial vehicles), and the *Vintage Commercial Vehicle*. Also *Veteran* and *Vintage*. Interested in all issues. Reasonable prices paid for good copies phone 06 374 6645 Ian Howell (mem) email crossley@callsouth.net.nz MEM

LEVIS POPULAR 211cc two stroke parts needed, 1918s to early 1920s frame and lightweight druid forks particularly needed. Any other parts considered and appreciated no matter how small. Very interested in contact with other 2 stroke Levis owners. Phone Craig 021 389 384. Email handylandy_65@hotmail.com

MG OR SIMILAR SPORTS CAR in good condition. As trade 1991 Mazda Astina 93,000km plus up to \$10,000. Phone 07 886 4087.

NASH METROPOLITAN, would prefer unrestored convertible 1500cc but willing to consider all options. Email chev52@xtra.co.nz or phone 03 325 2774

SET OF HEAVY 23" WOODEN SPOKE WHEELS, mainly need felloes and rims etc. But consider complete wheels including spokes and or tyres etc. Please contact Roy King 06 764 6266 anytime. MEM.

SIDECAR WANTED Complete or chassis only to suit 1941 741B Indian also need rockers for 1936 W/NG Ariel 350cc. Phone Dennis at 06 757 5216 or email den-jude@xtra.co.nz MEM

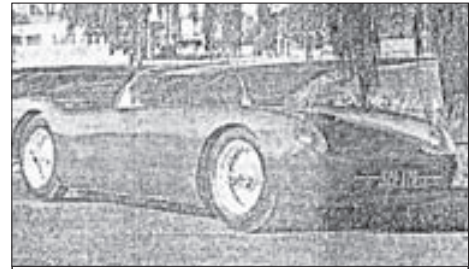
STEERING BOX FOR '36 CHEVROLET or good parts to rebuild mine! Phone 068 769 321 or 027 452 7949. MEM

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Don't forget to notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our June/July issue closes 10 May 2007.



HRG/SINGER SPECIAL – INFORMATION WANTED Rebodyed by Barry Walker, this car was broken up in the Gisborne area (mid to late 1960s). If you remember the car or can help with missing parts please contact me. Any information welcomed. Phone 03 3578215 or email owen.davies@wmk.govt.nz MEM



FOOT OPERATED BELL FOR FIRE ENGINE. Generally mounted at floor level beside the passenger. Contact Frank in Townsville, Australia on 07 4775 7885, or cerutfa@ozemail.com.au

Mem

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Ashburton Branch Vintage Car Club of New Zealand Inc

SWAP MEET

Saturday May 5 2007

Held on the Club grounds, Maronan Road, Tinwald, Ashburton

Gates open 7.30am. Note: No Dogs

Site bookings. Ashburton VCC, PO Box 382, Ashburton 7740 or contact

Swap Meet coordinator Rod Begbie Ph 03 308 4402 • Branch Secretary: Milner Jacob. Ph/fax 03 308 3392



ROTORUA VINTAGE & VETERAN CAR CLUB INC

27th Annual Central North Island Swap Meet Rotorua Racecourse on SUNDAY July 8 2007

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Selling 7.00am till 3.00pm FREE PARKING. Food, cooked breakfast and refreshments available.

All catering and refreshments supplied by Rotorua Caterers. **No other food or refreshment stalls permitted.**

FURTHER DETAILS PHONE 07 333 2807 FAX 07 333 1651 Denis Burr email dpburr@xtra.co.nz

Admission Seller's vehicle & driver \$10 • All others \$5 per person (accompanied children FREE)

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At Brayshaw Park

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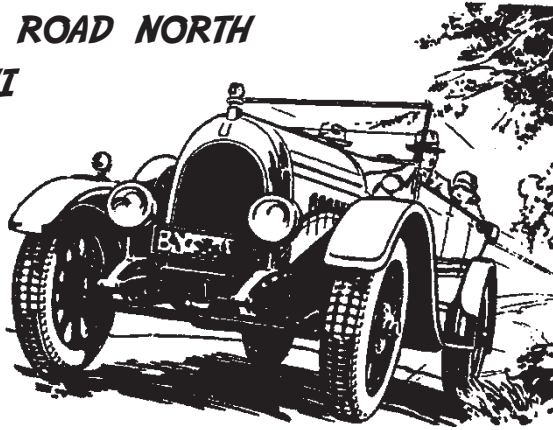
Looking forward to seeing you on 22-23rd September •

A VCC Marlborough Branch project to raise funds for increasing the size of our museum.

BAY OF PLENTY VINTAGE CAR CLUB

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TRIG ROAD NORTH
WAIHI



SUNDAY 20 MAY 2007

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- Henry Ford Museum-Greenfield Village / Buick and Chrysler Museums
- Harley Davidson Assembly Plant / Smithsonian Museums / Arlington Cemetery
- Motorsport Hall of Fame / Niagara Falls / Corning Glass Museum
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- Hershey Gardens and Chocolate World / George Washington's home at Mt Vernon



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LONDON TO BRIGHTON RALLY

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- Portsmouth – H.M.S. Victory
- Salisbury – Stonehenge
- Wales – Tintern Abbey
- Beaulieu Motor Museum
- Cotswold Motoring Museum
- Haynes Motor Museum
- National Motorcycle Museum
- Coventry Motor Museum
- Sammy Miller Motorcycle Museum
- Heritage Motor Centre
- Manchester – Granada Studios and Coronation St
- Nottingham – Lace Centre
- Biggleswade – Shuttleworth collection, cars/aircraft
- Brooklands Vehicle Museum
- Departure of London to Brighton Rally
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OVERSEAS EVENTS

A small selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. Readers are urged to check the date of any event with organisers before making plans to attend.

A much more extensive list is available by country and period from Rob Knight, 48 Fairview Avenue, Feilding. Tel 06 323 3104 or fax 06 323 3102.

2007

- | | | | |
|-------------------|--|---------------|---|
| April 20-22 | Creepy Crawly Veteran Run, Mid East England, Stephen Curry 020 8574 5880 | July 1 | Shelsey Walsh Hill Climb, Worcestershire, VSCC |
| April 29-4 May | National High Wheeler Rally, Berri, South Australia | July 6-8 | Alvis International 2007, Audley End House, Essex, England |
| May 27 | 30th Boulogne Bicycle Rally, www.theoldbicycle.co.uk | July 9-13 | Cotswold tour Holiday, Motorcycles, Colin Seaton 01684 27510 |
| May 10-12 | AACA Spring National, Newbern, North Carolina. | July 13-16 | Canefields Tour for Veterans, Mackay, Qld, Australia email sydnorman@matilda.net.nz |
| May 11-14 | To The Manor Born, Veteran event, south west England. Email peaktor@freenet.co.uk | July 14-15 | VMCC, Festival of 100 Bikes, Mallory Park, email: hq@vmcc.net |
| May 17-20 | the Slievenamon Rally, pre 1931 motorcycles, Ireland. Sean White, 43 St Assam's Park, Dublin 5. | July 20-22 | Historical Machinery Rally, Biloela, Qld |
| May 18-20 | The Brighton of the North, Hull to Scarborough Veteran Car Run. Email: veterancars@orange.net | July 22-27 | AACA Vintage Tour, Frederick, Maryland |
| May 19-27 | Federation Tour - pre 1960 vehicles, Great Ocean Road, Victoria. Kevin, Box 1154, Mail Centre Ballarat 3354 Vic. | August | Veteran Car Club Grand-Ducal annual rally, Luxembourg, pre WWII cars, two day event. www.vcc.gd.lu |
| May 28 | 100 Years of Motorcycle TT re-enactment, Isle of Man, email Dick@banbury-run.co.uk | August 4-5 | Wroughton Classic, Wroughton Airfield, Swindon, up to 900 older vehicles |
| Summer | Techno Classic - Essen Germany | August 4-5 | Prescott Hill Climb, Gotherington, Gloucester VSCC |
| June | Centenary Meeting Brooklands, Tony Hutchings, Tel 01 344 844 287 www.brooklands.org.uk | Aug 26-Sept 1 | VMCC Manx Rally, email hq@vmcc.net |
| June 1-10 | International TT 2007 Rally | Aug 31-Sept 2 | Snail Trail, Veteran run South West England, Bob Smith 01803 292 775 |
| June 2-7 | AACA Founders Tour, Vermont/New York | Sept 7-10 | 31st Chevrolet Festival, QLD Chev CC, Caloundra, Charles 0421 089 000, Australia. |
| June 2-10 | 30th Anniversary Riley Club of Holland Tour, NZ Contact Ramon Farmer 03 339 6048 | Sept 15-16 | VSCC SeeRed Race Meeting, Donington Park, Leicester |
| June 10 - 31 July | Peking to Paris, A re-enactment of the original 1907 event for Veterans, daniel.ward@threadneedle.co.uk | Sept 20-30 | VSCC Tour of Ireland |
| June 22-29 | Scarborough Festival, VMCC, UK email: hq@vmcc.net | Sept 20-24 | HCCA 1 & 2 Rally, New Jersey, oldcarfudd@aol.com |
| June 24-29 | New England Brass & Gas Tour, Warwick, Rhode Island, Horseless Carriage Club, Skip Carpenter, 265 Boylston St, Shrewsbury, MA01545 | Sept 23-29 | Scottish Veteran run, James & Catherine Gray 01 346 541 292 |
| June 24-30 | Tour of Burgundy - VSCC | Sept 30-Oct 5 | 6th National Veteran Motorcycl Rally, Ulverston, Tasmania email: flattank@bigpond.com |
| June/July | Peking to Paris, Special news for Austin 7 Chummy owners, kipcarwaistell@hotmail.com mail@endurorally.com., www.pekingparis.com | Sept 30-Oct 6 | National HCCA Tour, Strasburg, PA. Cheryl Vaughn, 14 Clearview Rd, Willow St, PA 17584 |
| | | October | Riley Rendezvous - South Africa, Mike Jones, 14 Chelmsford Ave, Essexville 6070, Port Elizabeth, South Africa |
| | | October 12-22 | RALLY WEST 2007. Veteran Car Club of WA National Rally www.veterancarclubofwa.asn.au Open to pre December 31, 1930 vehicles. Contact John McLean 08 9448 2120 |
| | | October 10-13 | Hershey Swap Meet, Pennsylvania |

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Ashburton

Les Bennett.

On New Year's Day 65 vehicles assembled at the Clubrooms for a run to Alford Forest and Staveley where we were able to visit a small but very interesting Museum.

After a chat and a look at the cars etc we returned to Ashburton via Greenstreet to meet at the Ashburton Domain for a barbeque tea, cooked by Master Chef Ian Harrison, the day turned out quite warm and made for a pleasant evening.

Our Annual rally held on 27 January attracted 90 entries, which included 40 from other branches, organised by Percy and Heather Ralston assisted by a band of willing assistants. This was a well organised run which took us through the Westerfield, Valleta, Winchmore and Methven districts to a lunch stop at the Lyndhurst school grounds where some devious field tests soon sorted out the winners from the losers it was surprising how many vehicle owners didn't know what size tyres were fitted to their cars, or where their driver's licence was.

The return run took us to Mayfield for afternoon tea and a look at a second hand shop and thence to the clubrooms for the prizegiving and meal etc.

It was pleasing to see some recently purchased vehicles on the run, first time out for Peter Vincent's Series E Morris 8, Roger Jopling's Triumph TR3 and Trevor Coulter's beautifully restored 1926 Harley-Davidson single out on its first rally.

Club night on 15 February was an interesting night where new members and those who had recently acquired new vehicles were encouraged to bring them along for display.

Vern Ellis with his Veteran Renault and Rob Ross with his 1902 Oldsmobile were busy giving members rides up and down the club grounds, some interesting cars were on display, one which took my eye was a nice E H Holden recently restored by Alan Begg.

David Body has purchased George Aitken's Morris Minor convertible, George without a Morris! I do not believe it! My spies have just informed me he is well on the way with another Morris minor restoration.

Ian Nichol森 is well on the way with another restoration too, a 1933 Austin 7, having finished the chassis and is working towards getting the body up to painting stage. Charlie Eaden has forsaken his Morris Minor and is working on a 1957 Vauxhall velox, Tom Pethic has recently sold his Vauxhall 14/6 which he has owned for many years.

Auckland

John Stokes

Motorcycles: The New Years Day Run which started and finished at the Albany Pub was very well attended. Keith Williams won the Bert Cuthbertson Run, held on 28 January, on his 1942 Indian 741B. The Cecil Light motorcycle restoration award was presented to Peter Alderdice for a just finished 1924 Harley Davidson. Our members played their usual part in organising the Red Eye Rooster Rally, this is run in conjunction with the Pukekohe Classic Races. Recent speakers at Motorcycle section meetings have included Paul Pavlotich, CEO of Motorcycling NZ, and Bruce Anderson who displayed a large collection of old spark plugs. A new motorcycle member is James Dexter with a 1948 Velocette.

Veteran: Seven vehicles attended the "Coast to Coast" run on 2 January. Later in the month many Auckland Veteran owners were involved with the HCCNZ's Parliamentary Tour of the North Reenactment, the VCCNZ's National Veteran Rally immediately followed.

Vintage: I understand Clive Butler has purchased Clive Taylor's Alvis 12/40, this may make up for the loss of the Derek Dixon's 12/50 last year. New Vintage members are Peter Rees and Tricia Sexton with a 1930 Model A coupe.

PV PW P60V: Don Munro has joined with a 1933 Austin Seven. Tom Brough has finished the engine rebuild on his 1934 Nash and will be running it in on the Art Deco Rally. John and Janice Gardner won the Bay of Plenty Anniversary Weekend Rally in their just finished 1949 Ford Anglia tourer. Ken Carly has sold his 1934 Chevrolet to Rob Webster, a Singer Gazelle looks like the next project.

Commercial: The section informs me that if you own a heavy vehicle of

John and Janice Gardner's 1949 Ford Anglia tourer



more than 6000kg GVM you will need a Transport Service Licence before you can get a COF. Details of how to get this can be found at LTNZ agencies. New laws relating to trailers and towing capacities are in place and these could affect people who trailer Vintage vehicles with their modern, check with LTNZ.

General: The Mid Week Tourers had the pleasure of seeing Ted and Molly Fawcett who started the idea, appearing at the January tour. The library goes from strength to strength and the dedicated spare parts crew still beaver away.

Bay of Plenty

Jack Hoven

December is always a busy month, especially for scribes who get involved with barbershop singing and putting up Christmas lights, consequently no notes in the last *Beaded Wheels*.

Since our last notes, we had a Posh Picnic in the beautiful gardens of John and Adele Lamb, attended by 50 members in period dress.

Next a half day run organised by Martin Carey, followed by a barbecue at the clubrooms which 29 cars attended, a good chance to get to know some of our new members

A Christmas lights trail took 20 cars to see the festive illuminations finishing at Jack and Jenni Hoven's place where Father Christmas was waiting for us in a brightly lit Studebaker, before a pot luck supper was enjoyed by all.

Derek Winterbottom organised a Fish and Chip run to Maketu, 41 members enjoyed an excellent meal while watching the sun sink into the sea, some of us who had never watched this before got a bit worried but, someone must have fished it up again because the sun was back again next morning.

As usual our Christmas do was a great success, this time in our own clubrooms, drinks, ham and chickens supplied by our branch, pot luck salads and desserts, the best of everything, no wonder it attracts the biggest turnout of the year.

The official opening of the Athenree homestead by our member/Mayor Graham Weld, attracted 20 cars, it was good to see some of our Veteran cars there, Ivan Allen's 1918 Wolseley, Bob Taylor's Veteran Reo and your truly's 1918 Studebaker.

Most people turned up in period dress and there was lots of entertainment. The prize for the best dressed lady went to Ruth Taylor, best dressed grandparents, Ivan and Yvonne Allen,

while their granddaughter was judged best dressed schoolgirl, didn't they do well.

Then there was our Anniversary Rally, our annual event, well supported by 48 entrants from other branches but only ten from our own branch, many of our members are involved in running the Rally even so,.... a bit disappointing. Well, those who should have been there missed out on a great weekend. The venue, Katikati Hot Springs is very well suited for those who like to tent or caravan while the grounds and swimming pool provide plenty to do for families.

Congratulations to the organizers, wonderful scenery, no clever tricks, everybody happy, some of the silent checks went into hiding apart from that, well done, many thanks to all the workers.

Many members have contributed to the well-being of our clubrooms it is so handy to have willing experts among our members, such as: an electrician Paul Beck, a plumber Brian Dobson, a painter Snow Greaves, a glazier Gary Linkhorn and a handyman Jack Anderson. The Clubrooms have created a new kind of comradery and purpose that is very encouraging.

Many thanks to all of you who have contributed in so many different ways.

Results of the Anniversary Rally

P60

- 1 Owen & Margaret Goldsmith, Bay of Plenty
- 2 Murray & Jan Burt, Bay of Plenty
- 3 Arnold & Dulcie Mortinsen, Bay of Plenty

PW

- 1 John & Janice Gardiner, Auckland
- 2 J Scott, North Shore
- 3 P Fussy, Auckland

PV

- 1 Chris Railton & son, Bay of Plenty
- 2 Bob & Betty Ballantyne, Auckland
- 3 Paul & Suzanne Chapman, Bay of Plenty

Veteran and Vintage

- 1 Norm & Pat Dewhurst, Auckland
- 2 S Winterbottom, Auckland
- 3 Kelvin Davis, Waikato

Overall Winner

John & Janice Gardiner, Auckland

Canterbury

Tony Becker

A busy start to 2007. Two Annual Rallies and a National Rally, all before the end of February. The Branch Annual Rally looked a bit thin in the entry stakes until members realised it was a month early due to the 20th National Motorcycle Rally in February.

Late entries were sensibly encouraged and resulted in 123, 117 of whom took part. Overall winners were Kay and Graeme Shaskey in their 1920 Essex. Though the weather was mixed on Saturday, the fine Sunday made up for that. Well organised and much enjoyed!

Another winner was Don Alexander's 9-90s February cruise on the Canterbury Coastguard ship "Rescue One" to Quail

Island; a perfect Wednesday morning on glassy calm water for more than 40 members who went along. A leisurely drive over Evans Pass followed the boat cruise with a sunny picnic at Scarborough.

The popular Annual Picnic Run to Southbridge drew a good turnout on a mostly warm January day, as did the two wheeled New Year Motorcycle and Moped Runs.

The damp December ran on into part of January, followed by some warmth, so it was not surprising for Ken Whitaker to find his McLeans Island holiday interrupted by lots of time on the mower. The big ex-City Care mower moves quickly over our large grassy grounds.

Those quiet librarian achievers, Owen Genet and Kay Shaskey listed a large catalogue of 'new acquisitions' in February's *Hub* newsletter. It is hoped members will seek out and make good use of this windfall of fresh information now in the branch library.

The Parts Shed Boys have been busy with new acquisitions too in recent weeks and have the new engine shed up and running.

Notably too, the clubrooms interior has been spruced up with a fresh coat of paint. A big part of our membership attended the February and March 'Noggin and Natter' evenings.

Many new members and visitors were there to witness Club Captain Graham Sword present trophies to winners of the Annual Rally and Annual Motorcycle Rally.

Canterbury Branch members on one their 9-90's Coastguard outing on the harbour.



Phil Jeeves took on the overall responsibility of February's National Motorcycle Rally 2007. The 200 entrants who turned up enjoyed hot Canterbury sunshine and hospitality. A relaxed time was the aim and that was very well achieved. All the 'hard yards' were over by lunchtime on Day One leaving the pleasures of the hot afternoon free of leather. The session at Loburn Abbey private airfield was particularly enjoyed. Flights in 7/8th Tiger Moths plus a fantastic flying display by a V6 powered Mustang replica which was awesome!

Eastern Bay of Plenty Elaine Proffit

Three cars from our branch attended the Bay of Plenty Anniversary Rally at the end of January. No placings came our way, however, Steve and Joy Growden won a prize for spotting two silent checks hidden on the straight line section. Well done!! First branch event for the year was a breakfast run in early February organised by Paul Lett and Sandy Piercy from their home near Te Puke. Approximately 32 people in 16 cars turned out to partake of a delicious breakfast of bacon, eggs, tomatoes, mushrooms, potatoes, buns and toast. Starting the run, the first instruction saw us head for the beach to collect 150gms of sand. Then we started straight line navigation with not only answers to questions to find, but also had to pick as many flowering weeds as we could find. The winner of this was again Steve and Joy Growden who managed to find 31. Yours truly with driver Ken were the closest with the sand and overall winners. Visits to two private homes followed the run to view various cars and auto memorabilia with lunch stop at the second one in Te Puke. A very enjoyable and different run. The Art Deco weekend in Napier attracted four cars from our branch and it would seem all had a great time. February club night saw the men go in one direction to a panel beater and car painter to look at early American cars being worked on while the women went in another direction to a small owner operated ladies fashion shop. Owner Sandra Holmes, a fashion designer of some 25 years, outlined the designing, making and marketing of her own labels which she supplies to 30 fashion shops around New Zealand.

Far North

Dave Duirs

2007 is all go with a full programme and a good few new members and it is great to see some different vehicles join our runs.

Summer Retreat was a quick run from the clubrooms to Tokerau Beach via the kauri gum holes. Vince & Naomi Mason had us well entertained after instructing us to "bring beach gear and gumboots". With a good selection of cars sheltering under



Far North Branch from left: Kearns' Kapers organisers Lorraine & Dave Kearns. Center: Kearns' Kapers Rawene lunch stop. Right: Summer Retreat filling radiator with bucket!

the Norfolk pines for a picnic smoko and lunch the fun began! A catwalk was set out on the grass, the gumboots donned and some hilarious antics were performed while showing the wares. The same boots were then used for a throwing contest with many an interesting, and in one case, dangerous trajectory being achieved! Then an old radiator had to be filled from a bucket and the flow measured.....not easy with much concentration and varying techniques tried. A fun day was concluded by driving out past the "coca cola" lake, so nicknamed from its green colour.

Half a dozen vehicles attended the Kaikohe A&P Show but the pouring rain spoilt the day and kept others away.

The Horseless Carriage Club re-enactment of the 1917 Parliamentary Tour brought near to fifty magnificent examples of beautifully prepared vehicles to luncheon in Mangonui where the public had a great opportunity to look them over and Branch members acted as marshalls and provided security. They had come from Kerikeri where they were entertained at Branch members' Pete and Cecilia Odell's Pioneer Museum. The following evening the crews wined and dined at Win and Lyn Matthews' museum with spit roast lamb prepared by Branch members. No doubt, the tour was a great success and some politicians participated in sections of the run, but up here, they were not taken on the original road which may have pre-empted some decent road maintenance had they done so!

The Kearns' Kapers run to the Hokianga was postponed by a day to allow for the seventieth birthday celebration for our illustrious chairman Gordon Matthews..... well done old chap! It was a relaxed run starting with a picnic lunch at Rawene and then motoring to Opononi, the peninsula look out, Waimamaku garage and crafts and a cuppa at Labarinth Woodcraft where many a tricky wooden puzzle challenged. One crew misplaced their ignition keys and another their picnic basket, but a good day was had by all.

A small team attended the Dargaville group's twenty-fifth birthday celebrations. As usual, these folks put on a great day with some great challenges, with our Murray and June Baird bringing home the bacon.

Keep up the good motoring.....there's a full calendar ahead.

Gisborne

Rodney Clague

Our last event for 2006 was to a float parade at Tolaga Bay, held on 31 December. We had 16 vehicles from all classes in the club attending, with the weather being fine during the parade, but turning extremely cold while having lunch at the beach, causing everyone to pack up and head back home instead of having a lazy afternoon enjoying the entertainment put on by the parade organizers. Unfortunately Mark and Sue Dunn's Model T Pickup broke a crankshaft on the way home, causing them to make the rest of the journey on a towrope.

As I write these notes our next run is 25 February to Wairoa where Gail Menzies is putting on another of her interesting and sometimes intriguing runs around her patch. Should be a goodie.

We were saddened to learn of the death of Mick Sheridan who had been a member of this branch for a number of years. He had a collection of motor-cycles, many of which he restored himself. Our sympathies go out to his wife Janice and family.

Entries for our Easter Rally are still coming in with over 100 registered so far, and two more weeks to go to close of entries. The rally committee is meeting regularly now crossing their eyes and dotting their tees, and everything is coming together nicely. All we need now is for the weather gods to treat us kindly for the weekend.

Terry Wood has been burning the midnight oil on the branch's Morris commercial truck, overhauling the radiator and seeking a solution to some of the clonks and clatters emanating from the engine. It is now running sweet, has a new warrant of fitness and is ready to do her bit promoting the rally leading up to Easter.

Comings and goings: Brian Butler has purchased a very nice 1960 Mark II Ford Consul to go with the 1930 Model A Ford van which he has just about completed. However, his 1929 De Soto sedan may have to leave the property to make way for the newcomer. Ivan English has his 1924 Overland for sale (see the last issue of *Beaded Wheels*). This car was restored in time for the 1980 International Rally at Rotorua and hasn't done a lot of work since.

Gore

Raewyn Dodds

The weekend following the Canterbury Branch Swap Meet had us joining with Southland and South Otago for a Combined Run and overnight stay at Pounewea, in the Catlins Area. Thirty cars and their minders enjoyed a beautiful sunny day on Saturday to amble down there. Branch members were mixed up for a fun quiz after tea enabling everyone to get to know someone new. A final Field Test was held on Sunday morning before the rain set in. Gore is the proud recipient of the 'Trophy' again. A very successful weekend, not because we won but because we all got to mix and mingle with lots of different cars other than our normal club runs (well that was one of the comments I heard and if bonnet lifting is any indication...)

The last weekend in October was our 'Opening Run' to the Wyndham area to visit a place of amazing memorabilia. Places like that make our 'Vintage' homes look empty.

Our Inaugural Hillclimb was held at the end of November and very successfully thanks to some very thorough work by a band of very enthusiastic hillclimb enthusiasts. Ten entrants enjoyed a beautiful day and put up some very good times on a great piece of tarseal which has been fenced off from normal traffic since a new piece of road was constructed in recent years. A very supportive owner of the land helped to make this into a smooth running event for competitors and organizers. All those who attended are sure we could fit in a few

more entrants and still have just as good a day as 2006. We look forward to running it again in 2007 on the same weekend as the Southland Hillclimb so that anyone wishing to travel may enter both or one and be a spectator at the other. You are guaranteed to be made welcome.

December and January were the usual club runs and our position enables our members to take part in any South Otago or Southland runs that also take their fancy.

As I write this Keith is busy in the garage preparing the mighty Austin (7) for our annual Festival Rally – I hope he is just polishing but probably he is dealing to one of those ‘British’ leaks! We had 57 entries at last count so we can look forward to a varied array of cars to browse and an equally varied array of people to chat with. More on that next time.

March will be our annual Frank Robson run for Veteran and Vintage cars and the Clearwater Capers for other cars that feel left out.

Hawke's Bay Rod McKenzie

There have been numerous activities on the New Year calendar for Hawke's Bay members to be involved with, both from a motoring perspective and from a social one. Some of the activities have been in our area and several members have ventured away to neighbouring branches to see some new country.

The New Year kicked off with several members attending the Hastings races on New Year's day with another successful venture being organised by Graeme and Colleen Newrick. Many members were away on holiday for the New Year, but there were still enough about to make the day a lot of fun.

A day out at Patmoy's lavender farm near Eskdale was reported to be a pleasant social picnic event in mid-January.

In late January, Richard and Hilary Anderson arranged a quiz night at the clubrooms, which was, again, a quite well supported social evening which began with a barbeque. Eight teams competed with a good range of subjects to test the minds of our members. Club captain, Derek Gordon and his team, took the honours.

The big one for Hawke's Bay has been and gone in February with the annual "Art Deco" rally in Napier. This event continues to grow and is becoming a real issue to manage. Imagine an entry of over 300 pre-1945 vehicles with all the entrants making an effort to dress accordingly, it is quite a spectacle. One of the local schools supplied morning teas and coffee for the participants with 827 cups being distributed, along with eats which included cakes, sandwiches and savouries, all put on with a smile and

pizzazz. The parade through the centre of Napier was attended by over 10,000 public to watch in awe as the cars drifted slowly by an arms length away. The weather was equally awesome to match.

A number of our Veteran owners attended a "Lake-to-lake" run for Veteran vehicles in early January and travelled roads through the back-blocks of northern Wanganui, "Tiger Country" without the tigers!

Other members have been to out of the district rallies, too. Over the summer. John and Margaret Cleland took their 1913 Ford T on the re-enactment of the "Parliamentary Tour" in Northland in late January. They report having a superb trip seeing some great parts of the country. It surprises me that the modern "Pollies" attending only wanted to travel by Rolls-Royce or Cadillac and not the more lowly Ford T given the supposed "working-class" background of the present administration.

The National Veteran Rally was attended by Geoff and Diane Quarrie with their 1915 GWK and they report a well-run, lightly attended event which travelled over quiet roads in the south Auckland area.

Harley and Juliette Cadwallader took their 1924 Ford T Pick-up to the Annual Ford Model T rally which was held this year in Greymouth and joined the other 52 entrants touring that area. Beautiful weather and easy drives through the bush to the nearby Lake Brunner and Lake Kaniere were enjoyed by all participants.

We look forward now to a couple of "camp-out" type gatherings put on for the hardy souls among us in March, which will, no matter what, be pleasant social occasions for our members to enjoy.

Horowhenua Peter Nightingale

After a wet and windy holiday period we are now experiencing 26 plus degrees and open car motoring is the answer

It was great to see so many members at our first club night for the year and a chance to have a good look at our new building. This is all on track in all respects and the roof is on. Shelving has been purchased for the library and parts.

On the agenda was a trip with Manawatu to a Scottish day recently.

We arrived in Palmerston North and drove to Alan and Suzanne Hardacre's house for morning tea and a great welcome.

Members of Manawatu branch also met there and after our cuppa we left for Feilding to meet up with another group in the square by the clock tower.

In all 20 cars left and followed an Essex out to motor on the back road to Rata. A short stop to muster and on our way again to the Merchiston Homestead. A great



First footing Matilda under cover in the club captains room

welcome at the homestead with the pipe band lined up and the cars piped through.

We all parked lined up around the drive in front of the house. The garden party was in full swing with tasty food and stalls all around. The band was raising funds for new kilts.

After lunch the Haggis was piped in and the appropriate speech made. We all left for home at 2.45 pm. The furthest travelled was Horowhenua member who travelled 170 miles.

Some of our members attended the Dannevirke Wheels swap meet and car display. This is a good little meet and I collected some nice treasures. Merv Ludlow has a radiator to fix before the Regal is on the road. The Maxwell upholstery is close to finished so when it gets home I will try and find time to work on it to finish a few final bits.

Mike Khull is working on a Dodge from Manawatu branch. Geoff Fox has completed more aircraft propellers and is now looking hard at his Argentinian Ford "A" tourer.

Ken Hall's Cadillac is close to being finished and Brendan Fox is working on the Oakland. Bruce Scott's 1930 Model A Tudor sedan has been stripped down and is in the process of being rebuilt. Our Balloon ride raffle prize is scheduled for this Friday and the flight will be from our club rooms site. Sunday runs continue and a number of members attended Art Deco week end.

Manawatu Robyn Corpe

Several members supported Settlers' Day in Feilding on January 20th. Their cars were a great attraction and blended in well with the coach rides and the traction engine. Settlers' Day commemorates the arrival of the first settlers to Feilding in 1874.

The Chairman Allan Hardacre reported in the *Tourer* about the aeroplanes at Wings over Wairarapa in January. He was so busy looking at the sky that he didn't see our think alike members of the Military Vehicles Collector's Club. They put on a large military display and rides were available for the public. The planes and army vehicles staged a mock battle

both days which was a great attraction for the crowd. Army Personnel Carriers, Jeeps, tanks, GMC's and a Dodge WC52 were covered with smoke and along with the sound of gunfire the planes flew low over the battle ground.

Members who went over to Danniverke to Wheels with Attitude on 4 February enjoyed the day. This was a vehicle show and swap meet even bigger and better than last year. There was a good gathering at our parts shed on the way home where there are plenty of bargains to be had.

At the February meeting Doug Dickson entertained the members with Alvis tales and memorabilia. On his trip to the UK he also visited several museums including a large war museum and a steam train museum.

Marlborough

John White

On Boxing Day many of our members enjoyed the hospitality of Trev and Doreen Harris at their batch located at the Grove in Queen Charlotte Sound. The motorcycle section enjoyed great weather and there was a reasonable turnout for a run to the Trout Hotel for lunch on 21 January. On Wednesday, 31 January, members were invited to attend a demonstration of a new Portable Defibrillator which proved very interesting. It was thought that it would be a good idea to have one of these machines located within Brayshaw Park against the possibility of someone having a heart attack during a display day. Waitangi day was celebrated as Heritage day at Brayshaw park where all clubs operating within the grounds are expected to open up for the public with the object of the proceeds from the days take being put back to improving the park. It was a nice day and despite so many other activities going on in Blenheim at the time I think we had a good share of the public attendance.

11 February—We were invited to attend and display our cars and bikes in support of fundraising on behalf of the Stroke and Alzheimers society which resulted in a good turnout and well run day full of entertainment and stalls. This display was based at Woodend Gardens, a privately owned establishment of gardens and lawns beautifully laid out and maintained. Altogether a most enjoyable way to spend the day

Actually I had planned to do a bit of a write up on Bruce's acquisition as he is usually seen at club dos driving a Rolls-Royce and wanted to enclose a pic of the large and small cars. I was thwarted in this desire due to the Roller being on blocks for some overdue maintenance. I think Bruce plans to carry the A30 in the Roller boot in future? In late December I finished a tidy-up of my newly acquired A35 which has



Above: Two Austins in the Rainbow valley

Below: A30 1954 Austin recently acquired by member Bruce Mant-Old taken parked next to John White's own 1958 Austin A35



spent all its life in Blenheim. At the end of January when I was attending a field days display in Wakefield at Pigeon Valley Steam museum, Gordon Routledge paid me a visit and invited me to join a group of Austins from Nelson club planning to travel through the Rainbow Valley to Hanmer, overnight and return via the Molesworth. As I had not previously had an opportunity to travel these routes, I jumped at the chance and so joined them in my A35 with my daughter as navigator a couple of days later. We all navigated both routes OK with a couple of minor hiccups but sadly one of the 7s had a mechanical misadventure just short of the main highway near Seddon and had to be towed home. My thanks to Nelson Austin group for their invite to join them. Don Hall, branch member, Treasurer and Chairperson of our branch's New Building Extension committee, a busy person indeed, is also involved in arranging a Mega car show planned to be executed on the 23 September, preceded by a swap meet on the 22 September. I suggest members include these dates in their calendar for an activity to attend at this time of the year.

Nelson

Pat Kennedy

We welcome to our branch Rob Gall and Clair Newcombe who have recently moved down from Auckland.

Our summer motoring has been in full swing with a great turn out for our February Club Run to Motueka Airport for a combined event with the Motueka Aero Club. The Aero Club with the use of its plane provided cheap flights to many of our members; also the more adventurous took to the sky in the Pits Special.

It's pleasing to see some new owners to some special vehicles. John Hurley recently purchased a well motored and well

known 1914 Unic restored by the late Alec Shadbolt. Others to also purchase vehicles are: Lee Joblin-Graham Paige; Jim and Kyra Wareing-1926 Hupmobile; and Des and Beryl Plumber-Morris 1000 'Woody'.

Over a two day period in January a very successful Antiques and Extravaganza Road Show was held at Nelson's Founders Park. Club members' cars were displayed in front of our club room while a continuous showing of archival films provided many of the public with an insight to motoring in the early days.

It is with great sadness that I report the passing of one of our old timers. Jim Anderson was in his 91st year, and along with his dog Jasper, had been a regular on our club outings in his 1937 Terraplane.

A wee reminder to all Veteran owners, don't forget to put in for some annual leave for February 2008 when the Nelson Branch will be hosting the National Veteran Rally here in the sunny climes of Motueka, and this will be followed by an optional rally in Golden Bay. All this will be preceded by the Prince Henry Tour.

Northland

Pots 38

Its been a while since I have reported on what is happening in the North, so I'll start with the Gymnic held in December last year. Lawrence Hillier and Rex Graham put on a quite different kind of gymkhana giving everyone the chance to drive the club trucks and Austin 7. Thirty-two of our members enjoyed a pot-luck dinner to follow.

The next big event was the re-enactment of the 1917 Parliamentary Tour that we hosted while on their way through Whangarei. They made it to the clubrooms in good time and in high spirits and after a quick cuppa headed off for their motels. The next morning was full-on getting the 50 pre-1917 vehicles on show at Heritage Park for the public to view. We also had quite a number of our members' cars on display. While we didn't get the numbers we had hoped for through the gate the day was thoroughly enjoyed by the tour party and everyone else involved. Roy London who spent the whole day giving Model T driving lessons was a popular person on the park. The Lacre bus was brought out of the shed and dusted off for the parade through the town, luckily it achieved its target to get up Maunu hill with a load on. Thanks to Lawrence Hillier and his team for the work they did to get it on the road once more. They also invited some of the people who had a hand in its restoration to ride in it on the street parade, this was a great sight to see. The day was followed by a barbeque in the evening that was well received by

all and the farewells were made in brilliant sunshine the next day.

On Sunday 25 February we had our Posh Picnic and Ladies Run. Fourteen cars and their drivers arrived at the clubrooms ready for their rally instructions. Everyone had made the effort to dress in the era of their cars and as "poshly" as possible. Unfortunately it had been raining steadily all morning so we couldn't finish at the gardens that we had planned too, however we all set up our posh picnics in the clubrooms for afternoon tea. What a display there was from lace table cloths, china cups and saucers, silver tea services, to cucumber sandwiches, and scones etc, It was a great run thanks to Sheryl Carppe, followed by a great social afternoon. Ron and Raewyn Hughes were the winners of the rally and we are looking forward to what they are going to organize for next year.

Otago Arthur Bennett

One can now relax in a warmer atmosphere at our Clubrooms. We have just had our main hall and entrance way carpeted and tiled. It looks great and will certainly take the chill off what could be termed our Arrival Hall, as one prepares to enter our "snug" for a noggin and natter with their motoring mates. Members should at least be inquisitive enough to come and have a look

on Friday nights. The bulk of the money for the improvements was raised by the Ladies Committee over several years of cake stalls, catering etc. You will very much appreciate the effort the ladies put into their fundraising to improve the Clubrooms.

Our calendar year started with the Jackson Peninsula Run. Twenty-one cars entered and made their way down to the Harwood Township Domain Hall, where field tests were held outside, then fun and party games were enjoyably held inside. The Jackson Run is confined to the Otago Peninsula and environs. At the end of January we held our Dunedin to Brighton Veteran Rally. A good turnout of Veterans was much appreciated by a large crowd at Brighton.

Trophy Results

Concours D'Elegance (Cars)

Peter & Esme Fletcher 1913 Model T Roadster

Best Overall Performance

Ian Chittock (Gore) 1917 Model TT Truck

Field Tests (cars)

Colin & Judy Winter 1900 Wolseley

Age Mileage

Peter & Esme Fletcher 1913 Model T Roadster

Best Dressed to Era of Vehicle

Colin & Judy Winter 1900 Wolseley

Concours d'Elegance (motorbikes)

Tony McArthur 1913 Indian Motorcycle

Entrants Choice

Tony McArthur 1913 Indian Motorcycle

1st equal

Gary & Leonie Young 1917 Model T Pickup

Our February run was the Vintage and Post Vintage Rally. Disappointing numbers attended this - five Vintage and two post Vintage plus PWV and moderns. It was great weather, 26°C. Ray Hall, the organiser, had prepared a good run around town filling in the paper spaces with what earlier firms used to be located at this vacant spot. Then off to the open spaces of North East Valley and over Mt Cargill, the former State Highway 1, and the highest point between Picton and Bluff. Then cutting back to Port Chalmers with a harbourside drive down to Aramoana Domain where it was time to laze around and admire our cars. Due to the Domain being overbooked it was decided to forgo the field tests and pick the winners off the interest sheets. Winner of the Vintage section was Dinny Shrimpton in his 1928 Chev Sedan and the PV. Winner was Arthur Bennett in his 1938 Austin 10 Cambridge.

It must be something in a motorcyclists water but did you notice 'Hec Browett' at the Armistic Day celebrations standing beside the Queen. Hec was lucky enough to win a balloted place in the NZ contingent

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Top Left: Otago Vintage and Post Vintage Rally: Vehicles from left to right Barry Longstaffe's 55 Vauxhall Velox, Bill Partels '38 Chevrolet, Ron Harper's Daimler conquest. Lorraine Matthews (standing), Bill Partel & John Paramor (seated), Estelle Longstaffe (standing), Dulcie Harpe (seated).

Left: Organiser Ray Hall speaking to Maureen Bennet and Trish White.

Above: John Cunningham's 1923 Model T tourer, Ray Hall's Model T, Kevin White's Buick.

that attended. Hec served in the Malayan campaign. John White of Blenheim a Douglas man previously won a place on the 'Casino' celebrations.

Rotorua **Doug Green**

Christmas is over and now we can get back into some serious rallying. There is a lot coming up and some of our members are getting their cars ready for trips away.

Our club hosted a car show at the Rotorua lake-front to raise funds for our local St John's Ambulance. Around thirty cars turned out and everybody had a great day out.

Rotorua branch have raided the piggy bank and built a new library onto the clubrooms and it is looking good and only waiting for carpet etc.

Our patron has just bought another car for his stable so as to be in the thirty year rule for out of town rallies — a beautiful 1978 Rolls-Royce. Bob and Jackie Mowbray just love to tour in the Roller — who wouldn't.

Our club run this month with a turn out of 10 cars was an enjoyable drive out to Lake Okataina for afternoon tea of course it was such a beautiful day, this lake is very popular for boaties, swimmers, fishermen and great walking tracks and just for people for a day out.

Okataina is seven kms inland, off Rotorua – Whakatane state highway and you travel through native bush and arrive at the lake which is also surrounded by bush in the middle of nowhere.

Everyone here is getting ready for Gisborne's Easter Rally and are all looking forward to another great weekend. If it is anything like the last Easter Rally at Gisborne it should be great.

50 Beaded Wheels

Southland **Paul Rodmell**

The Southland Rally got the new-year rally season away to a good start with a brilliant sunny day. Competing attractions and holidays meant that numbers were only moderate, but everyone enjoyed the various runs that ended at the Limehills Football Club grounds. Most navigators had difficulty throwing the balls through the various sized holes in targets, but it was all a lot of fun. The overall winner was Ian Scobie in a 1948 Fordson.

On the first of the mid-week runs 25 members and friends travelled to Edendale, while avoiding going through any cross roads, to visit a rose nursery. Everyone enjoyed the lovely perfume while strolling round the large area of lovely flowers, and while the day started off cloudy, the sun coming out for the lunch stop at the nursery helped make a very pleasant day.

There was another beautiful sunny day for the popular annual Vickery Venture where residents from Vickery Court — a local old peoples home toured around the city. The route included Invercargill's first million dollar property sale. The afternoon tea for over 70 people was held at The Cabbage Tree at Otatara and was provided for by the Invercargill East Rotary Club who also provided volunteers to assist with the loading and unloading of the less mobile residents.

Competition from other attractions meant that the annual Open Day had lower numbers of both visitors and cars than usual. Those that did attend had a very pleasant day out in the sun.

Money raising for the inaugural Moped Run is going along nicely with two successful raffles. Doug Willis assures me that everything is going along very well.

South Canterbury **Bill Weir**

The annual Fairlie Parade on New Years Day was well supported by South Canterbury VCC members with their vehicles and took the form of lunch in the Domain by most participants. The parade was followed by a public display on the Fairlie Village Green. The day was pleasant with some sunshine in the afternoon, most unusual in the current winter climate over Xmas and New Year.

Irvin Black can always be relied on to come up with something unusual and this was the case at the Parade with his Horseman built in the 1920s in Bath,



Grant Jones with his rosebowl for the best VCC vehicle on parade. Newly restored 1941 Indian Scout V twin motorcycle restored not in usual army khaki but in civilian garb.



The Morrison Bros of Geraldine Bull Nose Morris Cowley, Irvin Blacks Early 1920 Horseman, Dave Diamond's 1937 Chev Coupe and Ray Gudex's 1939 Chevrolet Tudor

England, recognized by its V-shaped and fluted aluminium radiator.

The other club event in January was our Annual Ladies Rally. A dozen or so vehicles participated in an enjoyable run organised by the the Days. The run took us to the Shearing Quarters at Seadown for morning coffee and then to the Burdon's Homestead near Geraldine for the men to lay out the lunch. Barry Goodman won the Pinny again. How could he miss when he served Jenny the wine in a gold rimmed glass! Pat Don won the Lady Driver of the Day award. After lunch we were shown around the homestead grounds then the rally concluded with a couple of visits to craft businesses in Geraldine.

Taranaki Colin Johnston

Another very successful Waitara Mini Vin Tour has been held with a very good array of club vehicles ranging from cars and trucks and motor cycles including a rare 1959 Zephyr ute owned by Peter Janaway. This was the 34th year that this club branch rally has been held and it has always started in Waitara and rallies around the north Taranaki countryside. This year the rally took entrants over the newly restored Bertrand Road Suspension Bridge and allowed time to gather information about the bridge and view the restoration of which our branch donated money to "buy a plank" for their fund raising venture and now have the branch name permanently inscribed on the deck. The bridge was first built in 1897 and cost £695 and is an important link for

the Hurangi and Tikorangi areas as it saves a 15km drive around. The bridge was closed to all vehicles for about 10 years and a trust was set up to restore it. It is the only one like it in New Zealand. The Waitara Mini Vin Tour was won by Brian Gernhoefer in his 1948 Morris series E. second placing went to Wally and Rosalane Hunt in their MG B and third placing went to Pat and David McDowell in a Singer Hunter. First Motor cycle was won by Jim Watson on his Matchless.

We have been watching, over two club nights, the re-enactment of a tour that was held back in 1907 in which six Veteran cars drove through from Peking to Paris. This had been recorded on DVD and shows the trials and tribulations that they had in making this trip.

Our branch is host for the popular 42nd Maunga-Moana Rally on 21 April and entries are now being received. This year it is being held in Hawera in South Taranaki and there are all types of accommodation available. Entries are now being received by the rally secretary David Moore and the rally organizer this year is Brian Morris. We look forward to being your hosts for this weekend.

Taupo Graham Mock

Our 40th Anniversary Rally has come and gone by the time this is published and monthly local activity has been at a minimum over our wintry summer period. Snow at Christmas on our mountains would you believe!

The A1 GP Race Meeting involved the whole of Taupo and our members were keen to participate. Organising and acting as parking marshals, grand stand ushering and one member from Wanganui Branch, Shane Hobman, was roped in as a Starting Grid Marshall. Seeing and hearing three Classic G P Cars of a by-gone era was a highlight for some of us. The only disappointment was the refusal to allow our Vintage cars, at very short notice, in the pre-race parade.

Our February meeting was a barbeque get together with BYO refreshments and an update on the 40th Anniversary Rally in March. Please note the Branch was formerly constituted at a public meeting in September 1967 after some months of negotiation and approval. This occasion will be properly celebrated with an evening function closer to this foundation date, both formal and informal invitations will be sent out.

Membership is steadily on the increase and we welcome Chris Cole, 1963 MG B, Brian & Joy Rooke, 1951 Rover and Gary and Coraline Skinner, 1936 V8 Coupe, 1958 Zephyr, 1977 Pontiac and a nice 1972 Mustang.

Lester Strawbridge is having problems with the UK suppliers of spare parts for the motor of his Jaguar and he is really upset by not having it running in the Anniversary Rally. Rex Tindall had problems with a new clutch plate sent from UK but hopes to have the ground up restoration of his MG B "soft top" ready in time. Think of buying a Yank Tank, fellows, no problems with spare parts they are seldom needed and easily obtained.

The Mocks attended the Annual Meeting of the Durant Motors Automobile Club in Toronto, Canada late last year and received a very warm welcome. Graham published a book to celebrate this event and called it "JIMMIE Durant, A Golden Jubilee of Vintage Motoring with the Mock Family". Similar to establishing the Taupo Branch in 1967 Graham bought the Durant in the winter of 1957 and became a member of the then Auckland Vintage and Veteran Car Club (Inc). The book records the history of "JIMMIE" from his sale by Campbell Motors in Auckland in March 1925 through to 1957 and his subsequent 50 years as a member of the Mock family.

May I take this opportunity to pass on my compliments to the staff of *Beaded Wheels*; the magazine is getting better and better and is great value for what it costs us.

Waikato Jeremy Brook

Summer has arrived at last. Perfect weather for driving old cars!

I have just returned from the Art Deco weekend in Napier (in its 19th year) which was a fantastic event with over 300 pre-1946 cars attending. The people of Napier really get into the spirit of the event and provide a wonderful weekend. Vintage cars are very much appreciated and are given special parking privileges.

The December Club run was a family day at McLaren Falls with picnicking, egg and spoon races, cricket and the arrival of Santa.

The December Club night, with a great turn out of members, was most interesting with Allan Wolfe showing us the Ralph Watson valve engine. This is a rotary engine with 7 cylinders turning around the crankshaft, no exhaust system as we know it and the induction system through the crankshaft. A work of art.

Our club events have included our annual 'Blue Smoke and Pedals' which took place in Taupiri and was enjoyed by all who participated. 30 odd machines turned up. Tests of skill were offered in 3 events; the Bone Shaker, the Compulsory Stop and the Wiggle Waggle. Thanks to organizers Des Harvey and Keith Davis.

Over 20 vehicles with their drivers and passengers enjoyed the Steam and Vintage Festival at Glenbrook Vintage Railway. This



Winner of the Waitara Mini-Vin Tour 2007 Brian and Marilyn Gernhoefer with the trophy and their 1948 Morris series E.

Below: Ian Bleakley in his 1936 Morris 8 at the final check of the Waitara Mini-vin Tour 2007.



was a real steam celebration with traction engines, steam trains and steam boats.

Coming up are the Heritage run as a Club event on 17 March with the annual Vintage Venture on Sunday 18 March.

The motorcycle section of the Club is going well with events taking place on a regular basis.

Thanks to everyone who gave up their time for the recent Club working bee.

Waitemata Keith Humphreys

Our final event for the year was a Gymkana held in a farm paddock near Kumeu and organised by Martin Cooper. A lot of fun was enjoyed by a good turn-out, further helped by good weather.

With some doubt about the scoring method, your scribe was declared winner in the Daimler SP250.

As is the usual case, Vintage activities are a bit quiet post-Christmas in the Waitemata Branch, but a well-promoted event at the Izards' Springhill private landing strip near Wellsford attracted a good entry, with Nigel Russell in the FMZ BMC-engined Formula Junior getting FTD in the standing quarter (14.64 secs) and Peter Bruin in the Jaguar XK120C getting FTD for the two laps of the bent sprint.

Organiser/Club President Alan Kerr's report follows:

The early starters for this event encountered some unseasonal rain and winds at The Top of the Dome and things looked quite gloomy. As soon as scrutineering commenced the weather lifted and became better and better as the day progressed. Scrutineering was completed, drivers briefing completed and all we needed was an accurate track measurer. This soon arrived in the form of our Secretary with a magic measuring wheel.

Assuming that we would have some visiting aircraft, an appropriate 4WD vehicle was provided with a large "Follow Me" sign to lead aircraft to the aircraft park. It was soon discovered that this 4WD was the same as the property owner's own vehicle. Lively discussion followed about the "real" performance of these monsters. The runs went without a hitch and the luncheon break followed with really hearty fare provided by the local model aero club who also treated us to a wonderful display of flying.

Rob McNair and Steve Aldersley arrived in a magnificent Tiger Moth, soon to be followed by a homebuilt Thorp, a Beagle Pup, Piper Cub, Piper Tomahawk, Robin and Graeme Woods Tiger Moth.

In a very leisurely fashion we all strolled over to the wonderfully-prepared GP circuit where another interesting series of timed runs took place. The beautiful "Cooper Copse" had been bedecked with flags and

was an ideal spectator venue to escape the brilliant sun.

At the end of the day we were treated to another flying display whilst we had a few drinks at the clubhouse. We must thank the Izard family for their hospitality as well as the Warkworth Model Aero Club.

The Rally to Springhill, organised by Ellenor Kerr, was intended as a simple run over the nor-west area to get viewers to the venue.

It WAS simple but some competitors went all the way to Point Wells and arrived about lunch time.

The whole event was interesting inasmuch as it attracted club members who had not been to one of our events for a long time and some of the visiting spectators' cars were truly mouth-watering, from Bentley MK V to Bugatti Type 44—even a Daimler Dart!

I guess that the day proved that we can run a truly magnificent event on this gem of a venue.

Wanganui Fay Chamberlain

2007 and Wanganui (as usual) via the northern division up Taihape way there were probably one of the first branches to see the New Year in with the Gumboot Run on New Years Day. Another successful day it was, with many participating.

Hot on its heels the Chamberlains took their turn at organizing the Coast to Coast tour for Veterans, Lake to Lake it was for a change, and that too, proved a great success.

Then came the annual Burma, this time up the Waitotara Valley on a beautifully hot day with true country hospitality and venison steaks for lunch!

The Don Simpson Memorial Moped rally will be held on 24 February and the annual gymkhana in April.

Community too, has had a share of the club vehicles, with the Teddy Bears Picnic on 25 February and after that, the Central business district will hum with Vintage rides for the St Mary's Gala day. Photos next time.

Membership continues to grow including a mainlander transferring north to us.

Despite the purchase of a large shipping container to take the excess, spare parts still continue to bulge at the seams. If anyone's passing through come and investigate—we might have just what you're looking for.

Wellington Elisabeth Smits-Brouwer

Wellington Anniversary Day saw Mike and Jane Curry, Martin and Joan Ferner and three other couples with their Veteran cars starting the re-enactment of the 1917 Far North Parliamentary Tour from the Parliament building in Wellington, where Minister Harry Duynhoven welcomed and farewelled the participants. Before leaving parliament grounds the entrants



and a number of other Wellington branch members enjoyed a shared picnic on the lawns. Unfortunately Mike and Jane had to bring their Veteran home as it experienced problems and they followed the tour with a modern car to the Far North.

In January we had our Novelty Run; an interesting affair. The rally gave the participants the choice of either an easy ("Wimps") or a difficult set of instructions ("Bravehearts"), loosely based on straight-line navigation around the local Petone streets, with the objective of collecting streets names to be used in a world puzzle back at the clubrooms. We traversed some little streets that we did not know existed. What an indictment on all of us who pride ourselves on following navigation instructions, we didn't follow instructions when it came to the puzzle/riddle. Congratulations to Richard Davies who won the Wimps division, but no winners in the Bravehearts as we all got it wrong and there had to be a draw. Kate and Stan Garmonsway got the prize.

On 27 January we enjoyed a barbeque evening at the Wellington Zoo, which was well attended by 59 adults and 15 children; most of us came with our Vintage cars. After the barbeque we were split in three groups and had a guided twilight walk through the zoo on a beautiful Wellington summer evening.

The weekend of 10 and 11 February was busy with some of us going to the National Motorcycle Rally in Canterbury. Bill Munro had participated in this rally since 1967 and has not missed one year! A large Wellington contingent went to the Art Deco Weekend in Napier, which was a great success. For many it was the first time they had participated in this extravagant experience and all are keen to go back

next year. Many thanks to the Hawkes Bay Branch for organising this event. The Wellington branch took the Best Dressed Group prize home; a good reward for all our efforts of making the correct attire during the Ladies Sewing and Hat Days. We also won the First Vintage prize during the rally.

On Saturday, 24 February we held our annual Gymkhana and Posh Picnic during the Upper Hutt Summer Carnival, with fourteen cars attending. Most people were dressed up for the occasion and we sheltered from the sun under gazebos and parasols. The Gymkhana included some challenging and hilarious events such as the Ball and Broom Race, Musical Cars, Limited Space Serpentine and the Blind Garage Parking, whereby the blindfolded driver had to park the car forwards and backwards into garages following the instruction of the navigator.

Wellington VCC 50th Celebrations

The official start of the 50th Celebrations will be during the 2007 November Rally, and among the entry will be many of the original Veteran and Vintage Cars that attended the very first 1957 November Rally. If you have been a member of the Wellington Branch during the last 50 years and would like to attend or contribute to our celebrations, please contact Rodger and Diane White at phone number (04) 563 6236.

WellsfordWarkworth

Rita Jorgensen

The first big event for the year for our branch was the chance to display our vehicles at the Warkworth A & P Show. There were several motor cycles on display



Ray Betteridge and Emily Latham's attempt to the Ball and Broom Race.

and a row of stationary engines which when fired up draw a lot of interest. Among a good variety of makes of vehicles was Paul Hicks Blue 1931 Bugatti. Jeff McCarten brought in a 1923 Itala on a trailer. He had bought it from Hans Kompter up north and was taking it home to Wellington. Mike Brown was seen taking people for rides at a cracking pace in his 1901 White steamcar. On Sunday 21 January several of our members met up with the Dargaville Branch at Kaiwaka on a picnic run out to Oneriri on the Kaipara Harbour. A great turn-out of Vintage vehicles and some

moderns. A long drive over tarseal then metal roads to a very picturesque inlet for lunch and to socialize and a safe place for some to take a dip. A fine day except for a strong breeze at our backs.

A home-made video of the Trojan car was shown on our January club night.

There was much interest taken in the Veteran vehicles lined up at the Warkworth men's Bowling Club on Friday 26 January before they made their way north by, as much as possible, the same route taken by the 1917 Parliamentary tour of the North. Fellow club member Alma Henson picked me up in her camper bus as I am recovering from a knee op. We parked up highway 16 on Friday 2 February to see the cars returning south. What a grand sight on a nice fine day with toots and waves as they spotted our cameras. Some putting on a fine turn of speed up the hill with metalwork shining in the sun and occupants decked out in their period costumes. Our branch member Grant Stott was among them in his 1918 Westcott. There was also a 1907 Silver Ghost from up north and the 1915 Renault Charabanc from Auckland. A truly grand sight to be remembered for a long time and hopefully to be repeated in the future.

Margaret and Martin Howsen set up our monthly run which entailed straight-line navigation and tulip diagrams to keep everyone on their toes with afternoon tea at their house in Sandspit.

Please note Wellsford-Warkworth Swap Meet Saturday 12 May not Monday 14 as previously listed in VCC events.



OBITUARIES



C. Bayard Sheldon

Waikato Branch

7 July 1921 – 7 Feb 2007

Bayard attended the TAFT School in Watertown Connecticut, USA, on a scholarship, graduating in 1939, moving on to Yale University he graduated in 1943. He then served in the United States Navy as an officer in the Pacific theatre on a minesweeper until late in 1945.

After six years at Pullman Manufacturing Company he joined the Harris Trust and Savings Bank in Chicago, Illinois for another six years. He found his true calling reorganising family-owned businesses which led him across the United States and to England, Europe and Australia.

His work saw him involved in amateur sports car racing and setting up circuits. Purchasing his first car at the age of twelve for five dollars, the love of beautiful antique cars brought him new diverse friendships and an additional reason for touring the world with his wife Sylvia and his son Dunstan. This first brought him to New Zealand in 1965, and his itinerary coincided with the Haast Rally at Mount Cook. As an enthusiast with his own restoration shop, he was very interested in the Vintage movement in New Zealand.

He bought land at Whitianga and settled permanently in 1977, bringing with him a 1904 Maxwell two cylinder car, that he and Dunstan had driven across the United States and over the Rockies. The Maxwell was also driven in the London-Brighton in England. Bayard, Sylvia and Dunstan toured New Zealand in the

Maxwell at 20mph. Bayard and Sylvia with friends from the States attended the 1972 International Rally in Nelson, winning their class.

Bayard also had a 1929 Ford Model A woody wagon with which they motored extensively around the country.

Bayard had three cars in the 1980 International Rally, the Maxwell, the Ford and an as yet unrestored 1912 American La France raceabout. Bayard himself was a start marshal. After the rally he restored the 9½ litre, three ton, chain drive monster as a four seater tourer.

To many old car enthusiasts around New Zealand the La France is known as Mr Toad, complete with a quotation from *The Wind in the Willows!* In 1989 he took the car to America and attended rallies there. He took Mr Toad to Australia to attend the 1988 Cook Bi-Centennial International Rally. Mr Toad was rallied and toured the length and breadth of New Zealand, including the Vero Rally in 2006 in Invercargill. Bayard attended most AGMs. His life's experiences enabled him to offer his considered opinion on most subjects. He was interested in people, especially children and their education. He was a generous friend with a great sense of humour. Every day was a new adventure. Bayard was optimistic, opinionated, vocal, generous, fun and if life got dull – a devil's advocate.

John Bayly



Vero VCCNZ Diamond Jubilee Rally Results

Dates: 15 - 27 January 2006 Base: Invercargill, South Island New Zealand

Veteran

1	Michael & Jane Curry	1914	Humber 14HP
2	Alister & Denise McKenzie	1915	Ford Model T
3	John & Barbarba Barker	1911	Sunbeam 12/16HP

Vintage

1	Harold & Mary Smith	1931	Austin Seven
2	Selwyn Cox & Lorraine Stewart	1923	Essex Roadster
3	Peter & Eleanor Clemence	1930	Chrysler 66

Post Vintage

1	Bruce Marshall	1938	Morris 18/6
2	Bruce & Lynne Hutchinson	1936	Jaguar SS90
3	John & Jenny Thomson	1939	Buick Model 41

Post War

1	Barry & Betty Clearwater	1953	Austin-Healey 100
2	Michael & Sherryn Lavender	1954	Alvis
3	Owen & Mavis Davies	1947	Buick Super

Post 60

1	Robert & Eileen Smyth	1969	Jaguar
2	Greg & Kirsty Walker	1967	Chrysler Valiant
3	Phil & Kay Thomas	1970	Peugeot

Commercial

1	Ivan & Rosamund Scobie	1960	Bedford
2	Ian & Doreen Nicholson	1929	Ford Model A

The Montagu of Beaulieu Trophy

1	Barry Deeth	1958	Matchless Motorcycle
2	Catrina Sargent	1927	'AJS

Hillclimb Pre 1940

1	Lawrie Poolman	1931	MG
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Hillclimb Post 1940

1	Bob Hyslop	1957	Austin-Healey 3000
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Sun Alliance Plate

1	Gore Branch
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Overall Winner

1	Robert & Eileen Smyth	1969	Jaguar
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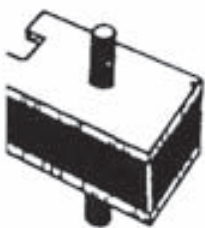
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