

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 286 June/July 2007

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road testing a **1928 LANCIA**

INTERNATIONAL INTEREST
from Brooklands to Hershey

Rescuing a **1929 PANTHER**





This photo features the late CD Cochrane who lived around Deep Creek area in Waimate, South Canterbury, and his vehicle 1919-22 Model T believed to be call "The Red Terror".

Thanks to Trevor Holland for supplying this photograph.

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.

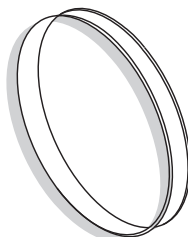
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management committee

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 instances.

THE VINTAGE CAR CLUB OF NEW ZEALAND INC
National Office
PO Box 2546, Christchurch 8140
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Email admin@vcc.org.nz

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- 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 286 June/July 2007



The great Essenkay mystery, page 26.



*We get behind the wheel of a 1928
Lancia this issue, page 28.*



*Mike Woods in the Buckler,
Waitemata Branch idle torque page 53.*



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COVER

Brendan Lamain, was the sole Austin entrant in a recent Waitemata Branch speed event held at Springhill. He turned in a creditable 73.11 seconds on the grass. Full report on this event in our next issue.

Photo John King



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president's message

The 2007 North and South Island National Easter Rallies are now a pleasant memory. Gaynor and I had the privilege of participating in the South Island event held this year in and around Otago. As Gaynor is from this district the chance to rally here provided an opportunity we haven't had previously. The Otago Branch can feel justifiably proud of the weekend they organised for our Club.

I understand the North Island Easter Rally hosted by the Gisborne Branch was also of the highest standard. Both events attracted entries numbering in the 160–170 region.

Over the past two-three years Bob Ballantyne has been steadily working away at manufacturing cases for the Club's trophies. Each one has been individually made to securely hold and protect the trophy while it is being transported or while it is in storage.

Another Branch milestone has been reached recently with the Bay of Plenty Branch opening their clubrooms. We were unable to partake in the full days activities, however when we arrived at the venue in the early afternoon the sight of the cars parked on the lawn in front and the harbour views behind created a picture postcard view.

I'm sure the Bay of Plenty Branch will get a lot of pleasure from their own club rooms in the years ahead.

The end of the financial year is upon us and I have pleasure in reporting that the Club is in a healthy financial position. As an organisation we are fortunate that with the profit share scheme from VERO, coupled with the interest generated from some investments, we are able to operate comfortably with our present fee structure. Without these we would be faced with an increase in subs to achieve a similar result.

Following suggestions at previous Executive and Annual General Meetings we held a training session close to the end of the Executive Meeting in March. Diane Quarrie was entrusted with the organisation. The Branch Manual was the basis of this and it was enlightening to hear where these are kept at the Branches and that some present had not even seen these documents. The Branch Manual is a document in ring binder form which has complete detail of all aspects of VCC operation. Regular updates are distributed and should be included immediately. Each branch has been issued with two copies of this document and they must be available for all members to access and consult if required. Have you seen your branch's copy, do you know where it is located?

A Notice of Motion regarding a change to Rule 6 "The Executive" is included in this issue of *Beaded Wheels*. This was discussed at the last Executive Meeting where the Management Committee advised that we did not support the proposed change as the positions of Branch Chairmen and Delegate are important positions on the Club Executive, only requiring the attendance at two meetings per year. We believe the present rule is sufficient and reflects the importance of the role of those accepting nominations. Please consider the practical implications before casting your vote.

Sadly it has been brought to our attention that some items have been removed from the archives at National Office. I take this opportunity to remind everyone that the archives are our Club's history and the removal of any items is not permitted. With the loss of any of these items, part of the Clubs history for future generations and members is missing.

Over the years since the Club's formation there have been a number of changes made, primarily to keep the Club up to date with present requirements. One area has been the additional classes of vehicles acceptable for Club activities. i.e. the thirty year rule and the Post War and Post 1960 Vehicles. These changes have widened the range in the different types of vehicles we cater for, consequently we now see vehicles of greater performance, comfort and reliability. This now creates a situation that I have often thought about which relates generally to our major rallies that cater for all classes of vehicles, from Veterans through to Post 60 Vehicles. The question is, is the awarding of an overall rally winner still appropriate for our Club's activities today or should we have only class winners? Apart from the presentation of traditional trophies I find it hard to reason why we continue with this practice as there is little comparison or relationship between the classes of vehicles competing against each other. I hope this will create some interesting discussion and I would be interested in hearing your comments.

Greg Terrill



as we see it

From feedback Julie from National Office, and I, receive when a *Beaded Wheels* issue goes astray in the mail it would seem that each issue is eagerly awaited by members. We could take some credit for this, except that it appears that frequently the first pages that are turned to are the For Sale pages as members seek that elusive bargain! Not many of our editorial skills have come into play here so we can't take much credit at all. This first look at the For Sale pages is possibly just a male trait, or do our many female readers also make a beeline for this part of the magazine?

This raises the question in my mind about the content of the average issue. While the majority of our readers will be male there will be many female members. Do we cater enough for female readers?

We are thankfully receiving some excellent and well written articles from our membership and these are really appreciated so please keep them coming. We are, however, a bit light on contributions for *Behind The Wheel*. We want to know more about the vehicles in our club. We can't drive them all ourselves but we can enjoy reading about them! All it takes is a willing car owner who is happy for someone to have a short road test in their vehicle and the tester then to put pen to paper and submit a story on the vehicle. If you look at past *Behind The Wheel* stories you will get an idea about what is required. It is easy to do, we all enjoy reading about others' vehicles and, who knows, if the photos are good enough your pride and joy may even appear as a cover photo! We do need good photos though and if necessary we can arrange a photographer for the occasion, if needed. And don't worry; we can tidy up the text if that's your concern.

How about teaming up with someone who you think could put a bit of a story together about your vehicle and letting us all enjoy the fun?

Kevin Clarkson
Chairman, *Beaded Wheels*

IMPORTANT NOTICE FOR ALL BEADED WHEELS SUBSCRIBERS POSTAG & VCCNZ MEMBERS

Is your address postcode on your
Beaded Wheels delivery wrapper correct?

Please advise our subscriptions office on 03 366 4461 if there is an error. New postal regulations mean the club will start incurring additional postage costs from now on. This may, in turn, start to affect membership and subscription costs.



VCCNZ Inc
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national office news

John L Goddard Trophy

A call for nominations was made in the last issue of *Beaded Wheels* and nominations are due to close on the 30th June. Do you know anyone who you would like to nominate?

Membership Cards

Membership Cards have now been forwarded to all members who have paid their subscriptions. If you have not received your membership card, please contact your Branch Secretary in the first instance and they will notify the National Office.

Executive Meetings And Management Meetings

All Branch Secretaries are forwarded a copy of the Minutes from both Executive Meetings and Management Committee Meetings. Should you wish to read any of these, please contact your Secretaries.

Club Website

Don't forget we have a website. www.vcc.org.nz. A forum was set up in 2005 and can be accessed via our Website.

FIVA Vehicle Identity Card

If you are requiring a FIVA ID Card for FIVA sanctioned events, please allow at least 10 weeks for its acceptance. There

are charges involved. Please contact the National Office if you require further information.

VCC Speed Events

It is compulsory if you are entering any VCC speed event that you must hold current financial membership, a valid ID Card for the vehicle you are using and a valid VCC Historic Racing Licence.

Vero Insurance

You can obtain free quotes from Vero by phoning 0800 658 411. Have your membership card handy, as you will require your membership number.

Club Archives

The Club Archivist opens the Club Archive on Fridays for visitors. Betty can be contacted to make arrangements to visit the Archive outside of these times. Contact details provided on the calendar of events and branch and management office details, published and inserted each year in the October/November *Beaded Wheels*.

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 has 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

VCC Events

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

JUNE

10	Canterbury	Restoration of the Year Run
16	Manawatu	Brass Monkey Rally
17	Horowhenua	Sunday Run to Manawatu
24	Akl./Nth Shore	Combined Run
24	Taranaki	Mid-winter Run to Stratford
24	Wellington	Colonial Cup
24	Ashburton	Solstice Run
24	Gisborne	Club Run
30	Far North	End of Registration Run
30	Otago	Dunedin Autospectacular

JULY

1	Wairarapa	Margaret Gee Memorial Rally
7-8	Wellsford/Warkworth	Winter Woollies Run
8	Rotorua	Swapmeet
13-15	Marlborough	Snow Run to Lake Rototoi
14-15	Canterbury	Motorcycle Mid-winter Run to Hanmer
22	Banks Peninsula	Balcairn Trial
29	Auckland	Club Run
29	Gisborne	Club Run
30	Otago	AutoSpectacular

AUGUST

19	Otago	P60V Rally
19	North Shore	Triple Combined Run

SEPTEMBER

8	Otago	GM Night Rally
8	Canterbury	Women Drivers Rally
16	Manawatu	Vintage Rally
22-23	Marlborough	Swapmeet and Car Show
22	Central Otago	Alexandra Blossom Festival Rally
23	Central Otago	Biennial Swap meet

OCTOBER

6-8	Canterbury	Swapmeet
13-14	Nelson	Commercial Weekend Rally
19-21	Southland	1st National Moped Rally
20-22	Nelson	Biennial Rally

OTHER EVENTS OF INTEREST TO OUR READERS

- August 10-12 Inaugural Winter Challenge Coast and Passes
- November 11 Canterbury USA Car Day

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.

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.

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,

Most interested to read the article about W & G Du Cros in the Feb/March *Beaded Wheels*.

This company was one of the foremost taxi companies in London and ran a large fleet of Napier taxis. I am currently restoring one of these vehicles — identical to the central picture in the article except it has wire wheels.

Their factory was directly across the road from the Napier factory and it seems likely that this company built the taxicab bodies for Napiers and also Panhards, as shown in the right hand picture.

W & G were also involved in truck production (Dorman engined) and charabancs, buses, ambulances on MAB and Talbot chassis.

The Du Cros family seemed to have their fingers in all sorts of pies, especially when they became involved with the STD complex.

Surprisingly few of their products seem to exist now. If you are interested in more detailed history, John Gray in the UK has produced a most informative booklet on the company which any historian of commercial vehicles would find most fascinating.

Paul Hicks



Dear Sir

The above photograph is from the album of Mrs Win Hamilton of Waimate who agreed that I could send a copy to *Beaded Wheels*. It struck me that this photograph gives a feel for the difficulties in the early days of motoring and was probably taken in the Maniototo/Lauder area where the Hamiltons lived at the time. Despite the print not being of great quality, it was a relatively easy task to copy using a digital camera.

It strikes me that VCC members should take the opportunity to collect copies of similar photographs before they are lost to posterity.

Alex Dempster

Dear Sir

Does anybody have the technical information as to how wire wheels with welded in spokes were manufactured? If so could they please forward it to *Beaded Wheels* for publication as this could be of great interest to members other than myself.

Barrie Grant

Dear Sir

The demolition of an old building (a motorcycle rental shop) on Gloucester St, Christchurch has revealed an old sign painted on the wall of an adjoining

building. It says "Motor Car Painting - Duco Spraying - General Repairs - Dents Removed". I thought it might make an interesting photo for *Beaded Wheels*, especially as it will soon be covered up again by the new building going up on the site. You can see the council building on Tuam St just behind.

Hugh Hanna



Dear Sir

The Bedford Register, now in its 30th year, wishes to make contact with owners of all vehicles which carry this classic British name in order to record the details of their vehicle as a survivor. Contact us by email at info@bedford-world.com or by mail to David Griffiths, Registrar, Zamek Borec, 41002 Borec, Czech Republic. Visit our website www.bedford-world.com

David Griffiths

Dear Sir

Re: Page 2 pictures *Beaded Wheels* 285

As a collector of NZ number plates I can date these photos as between July 1926–June 1927 by the style of plates on the front of the motorcycles. This was the only year that the hyphen was not included between the numbers, also by the lowness of the numbers (one is 84?) is from upper



NOTICE OF MOTION

To change the Constitution of the Vintage Car Club of NZ (Inc.)

Change to Rule 6 "The Executive"

Replace 6.2 with:

The Executive consists of; The Chairman of each duly established Branch of the Club and a delegate from each duly established Branch of the Club or a substitute Branch Committee member for either Chairman and/or delegate appointed by the branch (all of whom must be financial members of the branch they represent who have been elected by such branch in accordance with their Constitution or rules) and members of the Management Committee.

The Reason for Change:

This is to enable the Chairman or delegate to have the support of another branch member if the Chairman or delegate cannot attend and to allow the branch to still have two votes. It is not intended to lessen the responsibilities the Chairman and delegate have in regard to The Executive.

Add to 15.9

In the event of either Chairman or delegate being unable to attend, a branch committee member authorised by the Branch Committee may attend and vote as a member of The Executive in their place.

Reason for Addition:

The addition to 15.9 is to comply with the changes made in 6.2 There has been an addition of "Branch Committee" following the word substitute as requested verbally at the March Executive Meeting and in Letters of Submission from Bay of Plenty and Nelson Branches.

Proposed: Ernest George, Chairman,
North Otago Branch of the VCC of NZ Inc.

Seconded: Kathleen M Perry,
Secretary/delegate, North Otago Branch of the VCC of NZ Inc.

Date: 12th April 2007

New Zealand and that can be confirmed by Devonport on the scoreboard.

Graham Freeman



Dear Sir

Re: Page 2 pictures *Beaded Wheels* 285

I have had until last year or so several photos taken of these football fans, Rugby League I think, taken at Carlaw Park in 1927.

My father Walter (Wally) Sheridan is riding a Douglas motorcycle (circled in photo). I mentioned these photos on Merv Smith's Radio Pacific programme to which there was an instant response by several interested persons. After some consideration I finally settled on sending them to the Rugby League headquarters in Auckland for display at their museum. It seems to me that Merv Smith and others had never heard of such goings-on so to speak so I thought that the museum was the appropriate place for them. I think there were about eight photos in all. I asked my father once many years go to mention the names of other motorcycles but the only one I now recall is a Chater Lea(?). I am quite sure the league people will assist others to view these photos as I thought that it was a most unusual sport to be playing in those days. It would be much more fun today with light bikes and younger participants.

John Sheridan



Dear Sir

The above image is of Robert Griffin of California and his Austin Healey 100S s/n. 3802 and was taken in Italy during the 2006 running of the Millie Miglia. There is a Kiwi connection with this vehicle as it was imported into New Zealand in 1958 by a United States Naval Officer who was

attached to the Otago Dental School here in Dunedin. Fred Losee, a naval dentist, competed in various local speed events in the 100S with some degree of success. The vehicle went through several subsequent owners over the next two decades. One of these owners was Roger White of the Wellington Branch. In 1981 the car was sold to another owner who lived in NSW Australia and in 2000 the 100S changed ownership once more being purchased by Dr. Robert Griffin of Belvedere in California.

The vehicle has undergone a full restoration and has picked up some very prestigious awards since. The 2006 running of the Millie Miglia saw the 100S placed 207th out of 375 entries and placed 10th out of 29 American entries. In total Robert Griffin has participated in three Mille Miglia. The Austin Healey still displays its NZ Number plate GH9426. Also the photograph shows the American owner reading a copy of *Beaded Wheels* No. 279 whilst waiting for a start.

John Noble

Dear Sir

I am researching the history of the Edelbrock Special, raced by Frank Shuter of Christchurch between 1951 and 1956 and now being restored by Rob Boulton.

It seems to have originated with George Smith as a Chev chassis/Ford V8 two seater roadster and was raced by Smith in this form at Ohakea in 1950, before sale to Shuter. Was this the only competition appearance of the car in Smith's hands? Was it built specifically for this race?

The best known photo of it seems to show a stripped car that could well have been a road-going special, with or without previous competition history. Some sources credit Smith with winning the 1950 NZ Beach racing championship (when? where? other competitors?) Others give the completion of the car as 1948, but I have no record of Smith racing it in the 1948-50 period.

This is not as easy as it sounds, because George Smith frequently put his initials on various cars. The most important of these was undoubtedly the single seat Gee Cee Ess which was based on an earlier midge rear and is still alive and well. As far as I can make out, this car first appeared at Dunedin late in 1950 for the NZ Sprint (standing kilometre) championship.

Another problem is that one-event championships were awarded for the summer season (eg 1950/51) whereas most people quote the date of the actual event (eg 21 March 1951).

Any leads, information, photos details of engine work carried out by Smith or

Shuter on the Edelbrock or minor successes would be greatly appreciated by Rob and myself. We are fairly sure of the Edelbrock's formidable record in major events. I understand Shuter took part in the 1950 Ohakea meeting, winning a saloon race with a Ford V8 coupe. Any information on Frank's pre-Edelbrock racing is also of interest.

We are also interested in any fresh information on Rob's ex-Smith Allard J2 or the 4 CLT Maserati imported by Pat Hoare.

Any information will be acknowledged.

Scott Thomson

PO Box 101, Masterton

bjtandjst@xtra.co.nz

phone 06 377 0805



Dear Sir

I am writing the story of my grandparents, Lionel and Connie Abraham, who lived in Palmerston North from 1890 to 1942. They had one of the first cars in Palmerston North. This photo of my grandparents and three of their children was taken in 1904.

The car was shipped to Wellington, and railed to Palmerston North. It was loaded on to a dray and taken to the family home at Park Road. With man power the big box was slid to the ground and the packing case slowly removed to reveal the car in the photo. Question — what is the make of the car? Is there anything else that you can tell me about the car?

David Abraham

dta@infogen.net.nz

Dear Sir

Further to your article on page 19 of the April/May issue regarding the Triple A, Auckland Automobile Association brass badge. I was lucky enough to purchase one at the Pukekohe Swap Meet some 25-30 years ago, when I was living in Tauranga. I have had a good look at the badge and I am unable to locate a number.

I would be interested to know if any other triple A's come to light. Keep up the good work on this mag, it must be the best in the world.

Ted Jones

THE WAY WE WERE

Words Grant Hitchings

Photos Graham Wallace

My first contact with Ron Townshend was in 1992 when the Canterbury Branch held its annual competition for the most meritorious vehicle restoration completed in the preceding year. Previously, in a rash moment, I had bought the bones of an old decrepit two stroke motorcycle and had spent a couple of busy years re-building it. It had seemed a good idea at the time and I had it on display at Branch HQ and felt quite proud of my effort although now it all seems rather trivial. Actually I felt like a young mum showing off her first new-born child and I suppose one could say we had experienced the same painful experience although mine was financial compared to her physical. Oddly enough, just as a parent would never sell a child, so I would never sell my child although I must admit suffering extreme frustration at its refusal to fire-up has often caused me to consider giving the thing away

But back to the display. New to the Club, I felt rather alone standing by my bike, until a kindly elderly member approached, admired my restoration, welcomed me there and generally made me feel part of the Club. I later found that this samaritan was known among all the two-wheel fraternity and most of the car people as simply Uncle Ron. I learnt a lot more about him in time and value him as a friend as do many others in the Club. He had been mainly a motorcyclist although possessing an interest in Studebaker cars. At the time of our meeting he no longer participated in rallies, being happy to assist in marshalling or carrying out other duties, frequently riding to the venues on his beloved motorcycle – an LE Velocette. Christened Veronica, it is an interesting machine, sedate and quiet and very suited to one of slight stature and mature age such as Ron. It is original and has the nice appearance of a bike that had been used and looked after, and Ron's walking-stick fits nicely across the handlebars. (I am not sure whether he smokes his ever-present pipe when riding Veronica though.) At the suggestion of some members I met with Ron at his son's residence where he has lived since the death of his second wife last year, and spent some very happy and



Uncle Ron Townshend and Veronica.

profitable hours talking to him about his life and the Vintage Car Club.

Ron was born in 1917 in the country settlement of Leeston about 28 miles south-west of Christchurch, and being brought up in a farming area soon developed an interest in the maintenance and repair of old cars, agricultural vehicles and machinery, and steam engines. In this era all major farm machinery was worked by steam traction engines and, going to school on steam trains, Ron developed an appreciation for this form of power, still enjoying the lovely smell of steam-oil today. Stationary engines were also common and Ron says he is always surprised and gladdened at the number saved and still working.

On leaving Southbridge High School he entered the electrical trade working for the local power board as an electrician. In 1939 the main trunk railway north from Christchurch ended 80 miles north of the city at the Parnassus township. A government decision to continue the line to Picton called for the creation of a project work force to be set up at Oaro, a small coastal settlement south of Kaikoura, and feeling it was time for a change of scenery, Ron joined the construction team as a sparky.

The outbreak of WWII in September of that year saw the Government asking for volunteers to enter the services and Ron obliged, electing to be on the Air

Force Reserve. At this time boredom was affecting Ron again and with no immediate callup from the authorities he headed northwards with his trusty toolkit and motorcycle to work as an electrical contractor at Waipawa in Hawke's Bay. He still remembers that the trip from Lyttleton to Wellington on the ferry steamer *SS Maori* cost the princely sum of £1 in steerage. He then returned to Leeston and in 1941 was called up for training as air crew at the Air Force bases at Wigram, and Taieri near Dunedin, flying mainly Tiger Moth and twin-engine Airspeed Oxford aircraft. His flying ability must have impressed the Air Force as he was made a flying instructor for day and night training flights, remaining at Wigram for the war's duration.

At the end of hostilities he returned to his job as an electrician, eventually taking over the management of the Black and Decker Branch in Christchurch until in 1979, with two dodgy knees replaced, he retired.

With an interest in old vehicles gained from his farming background Ron joined the Vintage Car Club in June 1965, along with his brother Philip, and the two seemed inseparable, both supporting Club functions and entering rallies. Of the two, Phil was the keener motorist, having a bent towards Studebaker cars while Ron was at his happiest cavorting around the countryside on some high powered motor-

cycle. (Phil passed away in 2000 and his 1929 and 1935 Studebakers are now with his son Barry who, incidentally, is the long-time Treasurer of the Canterbury Branch Motorcycle Section.) At the time of joining, Ron was riding a restored 1929 sv BSA sloper and he progressed to other bikes in time. He actually listed ten bikes he had owned including a 1951 Norton which he described as a grand old lady. Ron admitted his favourite Club machine though was a 1932 Matchless — a single cylinder 500cc OHV, two port, sloper which he bought in 1938 and rode for many years. Of his cars, the first he used on Club runs was the family 1930 Austin 16/6 which his son now has. He has a high regard for Austin cars and has found the ones he owned to be of good appearance, reliable and well-made. He has owned three Austin Sevens and his last car, reluctantly parted with last year, was a 1938 Austin 10 Cambridge.

Ron served on the Canterbury Branch Committee for some years and was on the Rally Committee for the 1991 National Motorcycle rally in Canterbury and was back-up for the International Rally in 1972. Early in 1980, Ron and the late Norm Skevington, Les Humm and Syd They were involved in planning the routes for the 1986 Pan-Pacific Rally to be centred on Nelson. He commented that working with these mates proved to be one of the

happiest periods of his life. In 1982, with Norm Skevington and Bruce Halligan, he created an outing for those members who were retired, shift workers or others just wanting a mid-week run. It proved to be a successful venture and is still running today, simply called 9 to 90s.

Perhaps his most notable contribution to Branch affairs though is his recording of the minutes for the bikers' (motorcycle section) AGM. He has been doing this for the last 15 years and I consider putting up with them for this long deserves recognition.

He first married in May 1942 and has a daughter and three sons who are all interested in the historic vehicle movement.

As is the case with interviews such as this, our conversation lasted many hours and covered much ground, reminiscing about the good old days and what was wrong with the world today. I found he, like myself, thinks true bliss is the smell of hot oil at the end of a Vintage motorcycle run or the hearing of the tick, tick, ticking as hot motors cool.

Veronica was bought in February 1960, then three years old, and to celebrate her 40th birthday, Ron bought a bottle of whisky and, downing a tippie for himself, poured a dram into her tank. He said he remembers the celebratory birthday ride after was thoroughly enjoyed by both.

In conclusion I must say that Ron is very well-spoken, well presented and always comes across as the ultimate gentleman, but then I suppose that is why he is Uncle Ron. I always have difficulty imagining him throwing himself around on some monstrous motorcycle or, even worse, covered in grease or oil.

And for those interested, the LE Velocette is a flat twin, side valve, water-cooled motorcycle of 192cc capacity. Shaft driven, it is quite attractive being fully enclosed, and has many desirable features such as handle starting, comfortable riding position and relative quietness but is definitely not for those wanting a white-knuckle experience. As most will know, they achieved prominence as mounts for the London Metropolitan Police where they were called Noddy Bikes as, instead of the customary hand salute to their superiors, riders were only required to nod their head.

Earlier this year Ron was invited down to an air show at the Ashburton Airport and was taken aloft in a light aircraft. His cup of happiness overflowed when he was given the controls of the plane and the 91 year old found he could still remember how to fly. Evidently it is something you never forget like cycling or something else that I can't quite remember. [ww]



THE BILL RICHARDSON MEMORIAL CLASSIC COMMERCIAL TRUCK RALLY

PROPOSED WEEKEND FORMAT

Friday 19 Oct	7pm	Welcome & Museum Opening
Saturday 20 Oct	8.30am	Organised Rally
Sunday 21 Oct	9am	Museum open
	1pm	Truck Parade
	6.30pm	Dinner & Prize Giving

INVERCARGILL—LABOUR WEEKEND 2007

The family of the late Bill Richardson cordially invite Commercial Vehicle enthusiasts to attend a Vintage Commercial Rally. This is to honour Bill's dedication, enthusiasm and the wonderful legacy he left us with this world renowned collection of trucks.

In conjunction with the rally we will be having the official opening of the new library and entrance hall of the museum. This 10,000 square foot addition to the museum will highlight the history of road transport in the southern region of New Zealand.

To register your interest or for an information pack please contact Carolyn Hannah by one of the following means

Mail PO Box 1104, Invercargill Phone 03 2171 600

Email carolyn.hannah@hwr.co.nz

Numbers will be limited so an early indication of interest would be appreciated.



SOUTH ISLAND EASTER RALLY 2007, DUNEDIN

All but one of the South Island branches were represented amongst the 160 cars which attended, as well as three cars from the North Island and one expatriate motorcyclist from Queensland. National President Greg Terrill and his wife Gaynor were guests for the weekend while South Island Club Captain Diane Ross and husband Rob were present in their 1930 Chrysler 77 convertible.

Rally route convenor George Martin (he of the fiendish T intersections) had laid out five routes from which to choose, ranging in length from 70 to 180 miles to cater for the full range of vehicles. Routes began at the A&P Show grounds at Mosgiel on Saturday morning and headed in a generally southerly direction. Coastal routes travelled through some unsealed but scenic forestry roads while inland routes dipped into Central Otago via Waipori on the way to Lawrence. There were two lunch venues depending on the route chosen. At Lawrence, rallyists were able to explore the gold mining heritage of the town as well as enjoy the re-awakening main street with its cafes and craft shops. The other lunch venue was historic Milton, best known for its early mill and timber industries. On the return journey there was a question sheet to be answered and more tricky T intersections to keep the navigators on their toes.

Most rallyists arrived on Friday to report into rally headquarters at Forbury Raceway where an evening meal was available and bar facilities were operating. Otago Branch chairman Kevin Fowler welcomed all the visitors before introducing Peter Chin, the mayor of Dunedin. Peter, being in his sixties, said that he could relate very well to many of the cars he saw in the car park as they were the cars of his youth. Peter has been a keen actor and singer in local repertory shows and at the end of his welcome speech he burst into a song of welcome much to the surprise of our visitors.

The Forbury Raceway was also the venue for the Saturday evening meal and social. A number of visitors took the opportunity to relax, chat, or kick up their heels on the dance floor.

Sunday is traditionally the time for the concours judging, public display and field tests. Many local branch members who had been marshalling on Saturday brought their cars to add to the display. A double depth of cars stretching the full length of the apron in front of the grandstand made a magnificent sight. While judges scrutinised the 20 or so cars which had entered the concours, field tests were being held on the cinders on the race track itself. The venue was ideal for all this as well as providing bar meals and a lounge with tea and coffee.

The climax of the weekend is, of course, the final dinner and presentation and often branches have difficulty in finding a large enough venue to seat everyone. To accommodate the more than 300 people expected the display hall of the Mosgiel A&P society was used with buses to and from Dunedin provided for those who wished to use them. A somewhat austere hall had been tastefully decorated by some of the ladies to create a warm and pleasant atmosphere. What most people who sat down to tea that night did

Top left: 1920 T Delivery van, Marion & Bryan McConachie Otago; 1908 Cadillac S, Sharyn & Wayne Nicoll, Southland; 1906 Reo Runabout, Doug & Judy Willis, Southland.

Above: Ashburton winning combination for the Pennzoil trophy.

not know was that three branch members who were electricians had spent the day running extra cables to provide power for the catering equipment as there was a real possibility that there would be a power overload. Another function in the same venue the previous night had suffered power cuts and a cold meal! The presentation of the awards was shared by Greg Terrill and Diane Ross after everyone had enjoyed a magnificent buffet meal.

It is interesting to observe that the largest class entry came from 45 P60 vehicles. Other classes were: Post War 38; Post Vintage 26; Vintage 38; Veteran 9; Motor cycles 4.

Results

Townsend Trophy, overall rally winner

1	Gilbert & Andrea Dallow, Canterbury	1954	Hudson Jetliner
2=	Ken & Jill Youngson, Gore	1928	Chrysler 52
2=	Alistair & Margaret Drummond, Otago	1947	Morris 8 Series E

Section Results:

Class A

1	Doug & Judy Willis, Southland	1906	Reo Runabout
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Class B

1	Peter & Esmey Fletcher, Otago	1913	Ford T
2	Keith & Kathleen Perry, North Otago	1911	Overland 51
3	Joseph McClintock, Canterbury	1914	Ford T

Class C

1	Ken & Jill Youngson, Gore	1928	Chrysler 52
2	Keith & Yvonne Dixon, Canterbury	1929	Ford Model A
3	Rob & Diane Ross, Ashburton	1930	Chrysler 77

Class E

1	Margaret & Rod Begbie, Ashburton	1936	Plymouth P2 Coupe
2	Alistair & Nola Day, South Canterbury	1939	Chevrolet Master 85
3	Vern & Phyl Ellis, Ashburton	1934	Chrysler Airflow

Class F

1	Gilbert & Andrea Dallow, Canterbury	1954	Hudson Jetliner
2	Alistair & Margaret Drummond, Otago	1947	Morris 8 Series E
3	Murray & Pauline Lloyd, Southland	1952	Triumph Renown

Class G

1	Ted & Jill Hockley, Canterbury	1967	MG B GT
2	Norman Fisher, North Otago	1966	Pontiac Parisienne
3	Brian & Gay Goodman, Canterbury	1971	MG Midget

Class H

1	Stu Adamson, Overseas	1954	BSA C10L
2	Philip & Marietta Jeeves, Canterbury	1960	Messerschmitt KR200
3	Murray Hamilton, Otago	1955	Ariel Huntmaster

Pennzoil Trophy (Inter Branch)

Ashburton: Chris & Ruth Sheppard Ford T; John & Jeanette Lovett, Austin A40
Devon: Margaret & Rod Begbie Plymouth P2; Vern & Phyl Ellis, Chrysler Airflow

Concours

Ron & Marilyn Galletly, Ashburton	1939	Dodge Pick up
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People's Choice

Joseph McClintock, Canterbury	1914	Ford T Raceabout
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3 February 2007

Southland Rally

Words and photos Glenys McKenzie



The Southland Rally was held on yet another gloriously fine day with the provision for shelter (our luck must run out) being used for shade by a number of the entrants. The Rally allowed the 78 entrants to choose a shorter or medium length route with provision to refuel at the destination. The routes around Central Southland concluded at the Limehills Rugby Club grounds at Centre Bush. Entrants were timed on a section of the route, required to answer a number of questions to test their observation skills, and after lunch put through their paces with a series of field tests.

The field tests required the navigator to slot all the shapes back into the container while being timed and the younger, supposedly more dexterous, navigators were no better than the older. The second test had either the driver or navigator hold fast to the rope while the driver completed a circuit without the water-filled container touching the ground. The final test had navigators, or in the case of the motorcycles, the rider, attempt to throw three golf balls through a series of increasingly smaller targets.

The day concluded with an excellent barbeque at the clubrooms and it was good to see a large crowd in attendance.

Top: Jocelyn Stroud in the 1930 Wolseley Hornet keeping an eye on the water-filled container.

Center right: Bill Ainge's navigator, Paul Rodmell, with golf ball in hand.

Right: Howard Kingsford Smith and son Hunter in the 1965 Ford Mustang.



ALL BRITISH DAY

Words and photos Verna Chambers



Soaring up the incline Colin & Joan Pearce from Dunedin in their 1912 Sunbeam



Tony Warren with his hands full steering the 1928 BSA and holding fast to the rope.

Results

Veteran Cars

Road Test

Colin and Joan Pearce 1912 Sunbeam

Field Test

Jim and Margaret Taylor 1914 Metz

Vintage

Road Test

Geoff and Hilary Timpany 1927 Chrysler

Field Test

Neil Kidd 1927 Austin Seven

Post Vintage

Road Test

Robin and Margaret Hunt 1936 Chevrolet

Field Test

Colin and Jan Tait 1935 Austin 12/4

Post War Vehicle

Road Test

Ian Scobie 1948 Fordson Truck

Field Test

Ian Scobie 1948 Fordson Truck

P60V

Road Test

Dave Birss 1961 Hansa

Field Test

Brent Hamilton 1972 Rover

Veteran and Vintage Motorcycle

Road Test

Tony Warren 1928 BSA

Field Test

Tony Warren 1928 BSA

Post Vintage and Post War Motorcycle

Road Test

Casey Lyons 1954 James

Field Test

Casey Lyons 1954 James

Best Performance Lady Driver

Jocelyn Stroud

Hard Luck Trophy

Brent & Tony McKenzie

First Place Overall Motorcycles

Tony Warren

Overall Winner of Rally

Ian Scobie

bw

SVCC Patron Ray Lindsay in his 1916 Model T.



A large number of people and their vehicles from Christchurch to Balclutha were attracted to this year's event held at Takaro Park in Oamaru. Fifty-three cars were entered and many more were on view for the public to enjoy from 9.30am until 10.30am when the first car departed on the rally. Moving off from the car park and taking the "first street on your right" troubled some of the locals, who simply proceeded straight ahead to the main street causing a little anxiety as they followed through with the next few instructions! The instruction sheet included questions to be answered and also provided some interesting history about areas along the route. After arriving at the time trial checkpoint at the Five Forks School, it was on through the glorious countryside on a beautiful sunny day, at leisure, to Ngapara.

For those people who were concerned that the occupants of a red MG B GT were sitting at the side of the road having a cuppa instead of Getting on with Things, rest assured they were waiting to take your picture as you unsuspectingly rounded a corner on your part of the rally, before you enjoyed the lunch stop, which was held at the Ngapara Rugby Grounds. Any shade was sought after on this hot day so the Pavilion was a popular spot for catching up with friends old and new while having lunch.

The Field tests, alias Judgement Tests, included tasks such as guess the length of a piece of rope, back the rear bumper over a piece of tin, judge the distance required to open the gate and follow the red rope with your rear left wheel. Tricky for some

and a piece of cake for others. After this entertainment it was off to the clubrooms by a different route to be greeted with a cold drink and afternoon tea/coffee.

Ernest George, our President, welcomed everyone and thanked them for taking an active part in the day. Every entrant was presented with a certificate which was well received. He thanked the sponsors: North Otago AA, Highway Auto Centre, McKeown & Graham, Placemakers and Repco for their donations which add that extra touch to these special days. Thus ended a very successful and well organised day. Thanks to Ernest and his team of helpers. Without the efforts and enthusiasm of such people these great events would be lost and we would be the poorer for that.

bw



Top: Queuing for Field Test

Above: Ford Consul. Judging the distance to the gate in Field Test.

RESULTS

Most Original Car

Peter Dawson, Milton 1974 Hillman Hunter

People's Choice

Brian Illingworth, Dunedin 1971 Vauxhall Viscount

Best Rootes Group Car

Vic. Hodge, Dunedin 1961 Sunbeam Rapier

Best Local Car

Wayne Coleman, Oamaru 1978 2.5 Triumph

Organiser's Choice

Gary Kerr, Dunedin 1974 Rover.

Motorcycle Trophy

John Adamson, Oamaru 1954 BSA

Best Overall

Brian Illingworth, Dunedin 1971 Vauxhall Viscount

Time Trials

- 1 Roy Sherriffs, Oamaru 1937 Vauxhall
- 2 John Chetwin, Oamaru 1975 Reliant Simitar
- 3 Wayne Coleman, Oamaru 1978 Triumph

Field Tests

- 1 Ross Hayes, Oamaru 1954 Series 1 Landrover
- 2 Joe Bain, Dunedin 1979 Mini Leyland
- 3 Robin Matheson, Timaru 1966 MG B Roadster



rescuing a

1929 PANTHER

Words and photographs Brian Carkeek

Someone once said “I don’t know where to begin”. I suggested “at the beginning” and on that theme I can say I first became aware of the Panther when it was advertised in our Saturday paper about four years ago. It had a northern area phone code and I presumed it was way up north and too far to consider calling about. Some time later I received a call asking to pass on details of a Panther to a mutual friend.

I located the vendor, only a few minutes away, and went to check the bike over. The motor and gearbox were assembled and the rest completely dismantled. The bike immediately took on worthwhile project status. My friend had first refusal but reluctantly declined, too many other commitments. Normally I would not have been interested in a bike without provision for a pillion or respectable suspension but I thought I could rescue the bike from an unknown fate. Also, it would give me

something to concentrate on apart from my then serious health problems (end stage renal failure and dialysis therapy which was giving poor results).

The purchase was made in July 2002, and with a friend’s offer of transport the project was under way. The collection of parts was spread in the workshop. The boss said, “You are not touching that until my new letter box is installed!” Later, preliminary sorting began.

The project kicked off by stripping the wheels and sending the rims to the platers, and beginning to repair the tin ware. Serious rebuilding commenced about February 2003. There were three almost complete headlamps. An unsuitable Lucas unit was given away and work on retrieving one headlamp from the two remaining Millers began. A previous owner had punched some significant holes to thread the cables through which made recovery of the shell a challenge. The rim required

many hours of tapping with a small hammer and home-made formers to make a worthwhile recovery. Discovering there was brass underneath the wartime camouflage paint was a bonus. The glass was half an inch too large and needed grinding. Three local glass companies refused to touch it as the job was too time consuming and the glass was toughened and fragile. The workshop finisher was pressed into service. About a month later, using time between other jobs, the glass was fitted onto the bike in the finished headlamp unit.

Tank emblems were ordered from the UK VMCC transfer service on a Monday and arrived by Friday, super service with excellent quality printing. However they were tissue paper thin and therefore entrusted to a professional painter for fear of turning them into crocodile skin texture.

The generator mount was missing and a new one was made in the style of the era from workshop scrap aluminum. It



looked too modern so was treated to a light blasting to make it look aged. The tank, wheel truing, exhaust bending and upholstery were sent out, but the rest was done in the home workshop. I was most fortunate to have good advice regarding the development of the mufflers, which made this job comparatively easy.

The fish tails however were a battle with seven being made before two satisfactory units were achieved only to find they were both right hand. (Oh bother!!)

Missing parts caused most of the problems as guessing what to make was more difficult than restoring old or damaged parts. The horn was missing so detective work was needed to find a style correct for the year. Some good luck with the VCC parts shed where I found a trumpet, which had a suitable shape to start. The rest was fabricated in the workshop. The carburettor bell mouth appeared to need some old fashioned domed fine gauze. Initially this appeared to be a problem until some retail therapy at the local hardware store revealed a suitable tea strainer for \$1.95. Tool carriers were abandoned in favour of a wicker basket, which just happened to be in a cupboard upstairs. It looks the part and is useful for carrying more than just tools.

Having no settings for the motor made an interesting exercise in arriving at a practical setup. Much to everyone's surprise the Panther started first kick. The vast quantities of oil consumed instigated an engine rebuild. Tracing electrical gremlins and a recalcitrant fuel leak added to the flavour of the road testing. The restoration was, by my standards, reasonably straightforward as the major components were there. The minor items that were missing, hard to find, or difficult to remake added to the spice of the project. Some history came with the papers collected by previous owners which indicates the bike spent many years probably dismantled in a south eastern rural town before coming to Auckland in 2000 where some useful work was done by the two more recent owners, but it was not reassembled and made roadworthy until 2004.

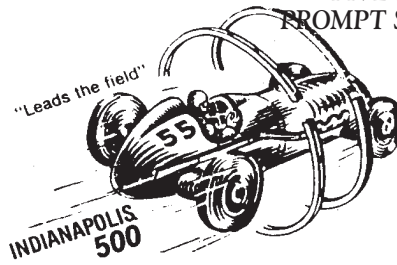
Plans for the Panther were not clear at the outset but during the restoration two significant things happened. First, as the restoration progressed, I became more interested in keeping and using it. Second, and much more important, was a change of therapy, renal transplant. This has been most successful and has allowed thoughts of covering many miles on a sunny Sunday on the Panther. With that promise in front of me the whole project assumes a new significance.

bw

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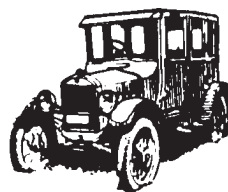
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1939 JB CHEVROLET

Words and photos Keith Hughes

Whereas Ford had made the car into a utilitarian machine to enable the common man to escape the drudge and stultifying isolation of the farm, it was GM-Chevrolet who made it into a fashion item, to be regularly replaced even if the old one was nowhere near worn out.

This car is a 1939 Master 85 JB Chevrolet, first registered in August 1940 to farmers at Raglan, near Hamilton. It had a long and hard working life on rough metal roads, and has several hundred thousand miles on the clock. Between 1967 and 1973 it had three Hamilton owners and by then was very worn indeed.

The car made its debut in my life in 1973 as a clapped-out maroon-coloured heap, with a collapsed big end bearing, and a gearbox that only worked in top. I bought it for \$250, drove it about three km to my parents' house in Hamilton, where it sat for a year in their back yard partly dismantled. My father then said 'either get that thing going – or take it to the dump', whereupon the big end was re-metalled, some gear parts found and it was used as a student car at Massey University in Palmerston North for several years. By 1980 it was again at the "consider taking it to the dump" stage.

It has never had a body-off restoration but the body was stripped to bare metal, repaired and painted (Rod Brayshaw Panelshop Ltd, then Palmerston North), along with a complete engine rebore and recondition in the early 1980s (Motor Machinists Ltd, Palmerston North). Further work to the chassis and suspension etc, on a continuing as-needed basis, has sustained up to the present day. The fitting of 185/16 radial tyres in 2004 transformed its road-holding and driveability to the extent that a higher ratio differential, used originally in some of the lower-priced Chevrolet models, would be a further useful improvement. The tyres look appro-

priate with the same height and width as the original cross-ply tyres and are nice and legal for the relatively narrow 4-inch wide wheel rims.

The car would have been imported originally from Canada and assembled in Petone, and I speculate that it was possibly put together from whatever was left on the assembly shop shelves during wartime shortages. The farmers would have got it because agriculture was an essential wartime industry and their needs considered urgent.

General Motors' (GM) Chevrolet Division and Ford Motor Co. were the two largest manufacturers of lower-priced family and business cars in the 1920s and 30s. William Knudsen introduced a smooth-running, over-head-valve (OHV) 6-cylinder engine to Chevrolet in 1929, and it sold for the same price as Henry Ford's 4-cylinder Ford Model A (1928-1931).

Although we accept Henry Ford as the creator of the mass-produced inexpensive automobile, the public bought more cars wearing the Chevrolet bow-tie badge from 1927 to 1939 than any other in the world, even though Ford introduced the light side-valve V8 to compete. Whereas Ford had made the car into a utilitarian machine to enable the common man to escape the drudge and stultifying isolation of the farm, it was GM-Chevrolet who made it into a fashion item, to be regularly replaced even if the old one was nowhere near worn out.

GM (i.e., Bedford, Buick, Cadillac, Chevrolet, GMC, GM Canada, Oldsmobile, Opel, Pontiac and Vauxhall), sold over 15.5



1939 JB Chevrolet 'unrestored' but still looking the part in its 1980 paint job.

million vehicles between 1929 and 1939, and 9.6 million of these were Chevrolets. However, its original numbers and importance are hardly reflected in the line-up of cars at any Vintage Car Club rally.

This car differs little from 1938, '37 and earlier Chevys, except in minor annual body styling. GM cars of this period, including the Chevrolet, have a refined masculine elegance perhaps exemplified by the notchback styling of the rear window area and trunk, and which continued into the 1950s. The cowl-forward facelift made the 1939 model seem longer and lower, like a baby Cadillac. The pointed chrome grille with horizontal slats each side cut into the painted sheet metal, for example, suggest the Cadillac's panels of chromed bars in the same positions.

These style changes were driven by the Art & Colour section (called GM Styling from 1940) of General Motors headed by Harley Earl from its inception in 1927 until he retired in 1958. Apparently Harley Earl knew putting elements of luxury brand styling to low-priced cars would lift sales. But the policy of spreading ideas around the largely independent GM design studios must have caused blurring and merging of

differences between brands. The eventual result unfortunately, I guess, is the bland styling sameness of today's world cars.

In 1939 we see the last side-opening bonnets, and the distinctive headlight pods separate from the mudguards, lagging Ford in this respect. But apparently, Chevrolets make a good sound when the doors are slammed.

The authors Collier and Horowitz writing in the book *The Fords*, reported that Henry Ford II, soon after wresting control from his then senile grandfather and strongman Harry Bennet, was dissatisfied with the "tinny" sound Ford car doors made. Ford II was reported as walking down an assembly line in 1946, angrily telling workers "Don't you know that Chevrolet salesmen take prospects out to a Ford salesroom and slam a car door? When it sounds like tin, they just say, "See – tin!" and take them back and sell them a Chevrolet".

This model Chevrolet still has running boards and exposed door hinges. The Fisher styled turret top all-steel body was new for the 1937-39 cars, which also had a new hypoid axle, lowering the floor two inches. Some models from 1937 even had a column gear change. There are also hints of the "torpedo" styling of GM's 1940-42 and post-war cars – arguably the pinnacle of automotive body styling. Unfortunately, few of these slightly later models reached New Zealand, but the few examples, and pictures in books, look superb. General Motors' yearly revision and style makeovers were usually only skin-deep however.

The good low-speed pulling engine was balanced, for example, by the Americans' seeming inability to design a steering system, even perhaps to this

day. The worm-and-sector steering box gives a typical vague sluggishness to the driving, although improved markedly by fitting radial tyres instead of the original crossplies. Also, the torque tube transmission and enclosed prop-shaft seems an old fashioned and unnecessarily complicated system.

However, GM was ahead of Ford in two important technical features besides the engine. One was the hydraulic brake system (from 1936), and the second was the innovation of an independent "knee action" front suspension in 1934. It consisted, on most brands like the more expensive Oldsmobile, Buick, and Cadillac, of A-arms and coil springs each side of the car. Chevrolet and Pontiac were unfortunately forced to make-do with an inferior Andre Dubonnet-designed version fitted to their deluxe models, partly due to a shortage of coil extruding machinery.

Our fathers and grandfathers doggedly referred to the leaky hydraulic Dubonnet "knee-action" as "unsatisfactory". I can still hear them saying it. Consequently the old-style I-beam front axle and longitudinal semi-elliptic leaf springs were supplied for lower-priced Master 85 models for these diehards. However, by 1939 the beam axle, at least for passenger cars, was near its end and the Master Deluxe line (series JA) had the first of a new Leon Chaminade-designed suspension.

Part of Chevrolet Division's success was almost certainly due to its superb in-line, overhead valve, "Stove-bolt Six" engine. This smooth-running unit was revised for 1937. The 216.5 cu. in. (approximately 3.5 litre) engine's compression ratio, was upped to 6.25:1 from 6.0:1, and produced 85 bhp (63.4 kw) at 3200 rpm. Torque for the four

main bearing crankshaft "Stove-bolt" peaks at 217 Nm (160 lbs/ft) at just 1400 rpm.


It is interesting to contrast this with, for example, a late-model Toyota. The Camry 2.4 litre for example, peaks at a similar (218 Nm) but at 4000rpm, and a 3-litre Camry at 284 Nm at 4400 rpm. One could speculate that these modern engine speeds are way beyond where even the boy racers would normally drive a car. The fashion emphasis has perhaps shifted over the last 60 years from non-functional body design changes to not really very useful mechanical performance parameters to attract car buyers.

The 3-speed gearbox has synchromesh on second and top, and current top speed is perhaps 75 mph. The Deluxe JA had a 4.22:1 ratio rear axle, for performance, whilst the Master 85 (JB) was fitted with 4.11, for a bit of economy, and an even cheaper flat back model with no boot had 3.73 for even more economy. Ironically, the 3.73 crown wheel and pinion replacements are now in demand for all preserved models trying to cope with modern traffic.

The car is really too low-g geared for comfortable open road driving in modern traffic. However, the fitting of good seat belts in the front has made it more driveable in a psychological sense. It has a 4.45 m (113") wheelbase, V-split windscreen and, surprisingly to some people, weighs just 1120 kg (2845 lbs) (*Branham Automobile Reference*). This is only one smallish passenger (70kg) more than a 2005 Toyota Corolla Hatch (1050kg) (Toyota-NZ brochure).

In some ways the car incorporates the last of some old-fashioned features eg, floor-mounted starter pedal and a dash-mounted hand throttle control. A glove box-mounted clock and opening quarter light windows are not included on this cheaper Chevy, making the interior rather spartan. However it still has its original pleated leather seats, partly because it was covered with red and white vinyl in the 1950s or '60s – so preserving the original underneath.

The original colour was a dull pastel green, but there was no way it was being painted that in 1980. At that time new and interesting colours were appearing in New Zealand with the Japanese cars, and a Mitsubishi-sourced Phantom Mist was chosen. It has lasted well and is easy to touch up. Perhaps a more original colour might be considered next makeover.

Although seat-belts, radial tyres and non-original paint colours may be frowned on by some purist Vintage car enthusiasts, it would be interesting to find an old car still being run with lubricants, fuel, paint (not just the original colour), and replaced parts with no advantage taken from modern materials and formulas. 



Curves and swages give the car a refined General Motors style.



Hints of a mini-Cadillac body styling added to the Chevrolet front end by Harley Earl's GM Art and Colour section. The car is otherwise rather austere and plain inside with no extras.

50 YEAR BADGE AWARDS

Words and photos Bill Weir

Late in 2006 the South Canterbury Branch Christmas Dinner provided a suitable setting for two local members to be awarded their 50 year badges. Both recipients spoke of their early involvement in the Club. Terry mentioned that he had had the same navigator for 50 years.

Maybe the wives deserve the medals more than the husbands for being so supportive in those as open Veterans in all weather over the years.

Terry Wilson

Terry has been a keen and loyal member since 1956 which is when he acquired and started restoring his 1913 Fiat Tipo Zero, which has proved to be a most desirable and motorable Veteran car which travels along more briskly than many comparable sized Vintage cars. Its restoration has certainly stood the test of time.

In 1957 Terry was an entrant in the annual Mt Cook Rally, where he drove Don Oddie's Veteran FN, with the Fiat making its first Mt Cook appearance the following year. Club archives contain signed menus from the dinners held at the Lake Pukaki Inn for the 1957, 1958, 1959 and 1960 Mt Cook Rallies. All bear Terry's autograph. Over the years Terry has been a stalwart supporter of this event and many others.

The Fiat has been seen at Invercargill (1961 Riverton Rally) and Rotorua (1980 International Rally) and many points in between – just check the rally plaques sometime!

In fact, it would be no exaggeration to say of Terry, the Fiat and his other Veteran and Vintage vehicles, "I've been everywhere" and his wife Earlane has been a staunch supporter on these journeys.

Terry and Earlane in period costume beside the trusty De Dion.



Allan Averis

Allan has been a member since 1956 and his face is familiar as the boy on the bike in the historic photos of the first Mt Cook Rally at Labour weekend 1956.

The bike, a 1908 Triumph, is still one of the oldest motorcycles to be rallied in South Canterbury and as well as successfully completing the Mt Cook Rally on 1 December 1956, Allan entered the Triumph in the Canterbury Branch 6th Annual Veteran Rally where he was the winner of the Class 1 section for Motorcycles.

Allan was back on the Mt Cook Rally again in 1957 and many subsequent years with his 1909 Overland or 1925 Singer drophead coupe. Both were entered in the 1959 National Rally held in Timaru.

Allan was the first branch bulletin editor and his first edition of 17 December 1959 set a bright and breezy tone for the future.

He was Club Captain in 1958/59, 1959/60, 1960/61 and then again in 1965/66 and 1966/67.



Early Motoring Memories of Allan and Pat Averis

Keith and Jan Gray

Early South Canterbury VCC major rallies were sponsored by Pennzoil which included petrol and oil which was a major incentive to enter the various rallies. Allan and girlfriend Patricia Dwan had joined the SC Branch two years prior to the Easter 1958 Picton Rally, and offered his 1925 Singer 2-door to Keith Gray and girlfriend Janice Oliver for the rally.

Allan had accepted Darcy Nicholson's offer to drive his aero-engined Mercedes (4 petrol miles to the gallon plus oil) open 2-seater. Exceedingly fast, Allan & Pat didn't need to think twice about the offer. On the way to Picton, the Singer was overtaken on several occasions by the Mercedes which had to stop often for oil and fuel. The Singer was, and still is, in as-found condition and we experienced water leaks in both the roof and radiator and were limited to a maximum speed 35mph — anything faster set up serious vibrations which later turned out to be the badly worn fabric universal joint. Accommodation in Picton was the Watersiders Hall for the single ladies and a Railway hall for the single men, about a mile apart. All vehicle were impounded at night and we had to walk to our accommodation.



Lake to Lake Veteran Tour

Words and photos Fay Chamberlain

Don Denis and Chris Rhodes skirting the lake in the Bason Reserve.

“Coast to Coast” in previous years, the annual Veteran Tour in the Central area this year was a little different. Held in Wanganui and organised this time by Ian and Fay Chamberlain, it was based around Virginia Lake, one of Wanganui’s “places to visit”, giving us both delightful surroundings and public attention.

Friday night began with cars assembling at Boyds Autobarn on the Great North Rd. The owner, Ed Boyd, a keen Vauxhall man, opened up his museum for inspection, removing several cars elsewhere to fit in 53 hungry souls for a very enjoyable barbeque tea.

Saturday morning saw 25 cars (no motorbikes this year) assembled for public display at the lakeside, prior to leaving at 10am on their big journey for the day.

From the lake cars travelled west over secondary roads through Mosston, Tayforth and Westmere to the Bason Botanical Gardens with a lovely drive through the reserve and lake area. It was a very picturesque sight watching cars circling the lake and climbing up the hills among the flowers, trees and shrubs.

From there, cars travelled close to Mowhanau Beach (as near to the sea as this trip was going to allow), and overland to the township of Kai Iwi. 16 kms through lovely bush saw the convoy turn into the Bushy Park Bird and Wildlife Reserve, complete with electronically controlled fences to keep predators out! Two electronically controlled gates saw cars bunched

up in fives and sixes awaiting their turn to enter — certainly different!

The drive through the bush led to the magnificent, huge, old, homestead (1906) which looked perfectly correct with so many old vehicles to match. Lunch was a picnic on the lawn. The house, built by a gentleman for a bride who never came, was open for inspection with lots of history on the walls. The stables and servants quarters too, were well set up as museum pieces. Bushwalks were welcome, but in our case - short ones!

It was time for the big adventure — the afternoon run. Entrants had been warned that the 70 km stretch would be adventurous, with no petrol, no people, no toilets, no cellphone coverage, but *great scenery!* Two cars failed to see it through, but 24 little one- and two-cylinders did very well, including the 1903 Holley. (They did stop for a rest though — more for the benefit of the drivers than the cars!). Two tail-end Charlies followed the convoy and were a very reassuring sight. The winding, narrow road headed north, becoming narrower, higher, and ruts with grass down the centre were the norm. Goats replaced people and the only signs of human habitation to be seen were bathtub, troughs, and the odd rusty car protruding from a wild blackberry bush! At the Ahu Ahu Valley turnoff (furthest northern point), cars travelled south down the Kauaporoa Road which later became the Papaiti Road, and that brought cars

back to Wanganui via the steep banks alongside the Wanganui River.

Tea at 6.30 was at the Wanganui branch clubrooms, and was well received, as was the fun that followed with the usual hilarious prize-giving.

Next morning, a more leisurely run saw the Veterans head over the Dublin Street bridge towards the East side, through Okoia, and all cars made it! After passing through Fordell, Warrengate Rd, and just a little of the State Highway, it was a short visit to both Pauri and Wiritoa Lakes, both well maintained and pleasant to the eye on a sunny morning. Cars then regrouped to parade down the main street of Wanganui for the public to enjoy.

Lunch at the Autobarn followed and all too quickly it was time to say farewell. **bw**

Diane & Geoff Quarrie, Will & Ruby Holmes enjoy their picnic lunch at Bushy Park Homestead.



Brooklands

The Birthplace of British Motor Racing & Aviation

Words Jack Mehlhopt Photos courtesy Brooklands Museum



This year marks Brooklands 100th birthday – the museum trust has a Centenary Festival planned for 16 & 17 June 2007. Visit the centenary website for more information www.brooklands100.org

I suppose the idea of visiting Brooklands had been with me since I put my Austin 7 special together some 13 years ago. Not only did this place have a particular appeal to me for its history as a motor racing track, but it was also the home of early aviation development. That delightful film *Those Magnificent Men in their Flying Machines* was based around the activities at this field.

Brooklands is about 20 miles south of London at Weybridge in Surrey and can easily be reached by taking a short train trip from Waterloo Station. The train quickly leaves the built up area of London city behind and passes through some of that pleasant scenery which is so typical of southern England. From the Weybridge Station there is a walk of about one and a half miles downhill to the Brooklands Museum complex, or a taxi ride which costs \$NZ10 will also get you there.

The airfield and racing circuit is set in somewhat of a natural hollow in the countryside. The complex was made possible by the generosity of a very wealthy couple, Mr Hugh and Mrs Ethel Locke-King, who donated part of their estate. Both were enthusiastic about motor racing. Work on the racing circuit was completed in 1907 after nine months of work by

teams of men who worked 24 hours a day in shifts. Brooklands thus became the first purpose-built racetrack in the world and was used until 1939.

When the concrete and wooden track was completed it comprised three separate circuits, one of the main two being the outer banked one of 2.767 miles. On this circuit in 1939 John Cobb set a lap record of 143.44 mph in his 24 litre Napier Railton. This car is on display in the museum. Another popular track was known as the Mountain Circuit. This was 1.17 miles in length. In 1936 Raymond Mays set a lap record of 84.31mph in his ERA. This car is also on display. Various other circuits could be made up by using chicanes and other areas of the track. Provision was made for racing both high-powered and low-powered cars. In the lower-powered section the Austin works were successful with their specially modified Austin 7 specials. A speed of 109mph was credited to one of these works cars. Other individuals also put up some impressive performances in their home-built A7 specials.

The car section of the museum contains some splendid examples of cars which were raced at Brooklands — names such as Amilcar, Fiat, Bugatti, Mercedes, Renault,

Sunbeam, ERA, Talbot, Darracq, Vauxhall, Peugeot and Austin 7. All appear on well-preserved radiators — there are many more beautiful old racing cars. In 1924 it became mandatory for all competing cars to be fitted with silencers. This was also the year that a Darracq won the under 1500cc class of the 200 mile event.

A portion of the most historic and steeply banked section of the old track, which in places had a height of 28' 6" and a constant width of 100ft, remains in quite good condition. Also to be seen is the test hill that has a gradient starting at 1:8 rising to 1:4. The members' clubhouse has been restored and furnished to its original state, as has the members' bridge across the track. Work is still to be done on the members' hill restaurant. Many of the original buildings such as team workshops and garages remain on their original sites and are presented in the style of their use at the time.

Aviation history was made for years at Brooklands, such names as Avro, Sopwith, Vickers, and Hawker quickly come to mind. All of these firms and others have been involved in the building and testing of aircraft from the field. It was the place where an Englishman, AV Roe, first built and flew an aircraft of his own design. There are 30 aircraft on display. I dreamed on for ages in the cockpit of the Hawker Harrier — if only!

Far Left: The supersonic airliner Concorde, on display at Brooklands Museum from August 2006.

Left: The Napier-Railton. This unique racing car, commissioned by Brooklands driver John Cobb, was designed with the Brooklands Lap Record, 500 Mile Race and the World's 24 Hour record in mind. The chassis was designed by Reid Railton at Thomson and Taylor Ltd at Brooklands and the car constructed in their workshops in 1933. It is powered by a 12-cylinder Napier Lion aero engine.




The famous Hawker Hurricane which bore the brunt of the fighting in the Battle of Britain was developed and test flown from Brooklands, as in fact were many other well-known aircraft from the Hawker stable. Barnes Wallis set up his drawing board and carried out much of his design and testing work here. One of his most remarkable designs was the Wellington bomber with its geodetic construction. This sturdy machine saw service from before WWII and was still in service at the cessation of hostilities. Of special interest in the museum is a complete Wellington which was recovered from Loch Ness where it made a forced landing in 1942. This is quite a remarkable exhibit and on display nearby is one of the special bombs which Barnes Wallis developed for the Dam Busters raid, also one of his innovative grand slam bombs.

Throughout WWII Wellington bombers and Hurricane fighters were being built and flown out of Brooklands. For this reason the site received much attention from the Luftwaffe. For instance in the first week of September 1941 alone it was attacked twice. On 4 September a strong force of bombers made a raid on the Hurricane works. Fortunately for the Hurricanes the Wellington factory was hit instead without too much damage. A hold up in Hurricane production would have been critical to British air power at this time. Two days later on 6 September the Luftwaffe, in an attempt to outrun the British fighters, equipped some of its ME 110 and ME 109 fighters with bombs and made a determined high-speed dash across the channel to attack again. This time some damage was caused to the Hurricane production line. The raid was made at lunch time and many workers were killed. This raid could have been much worse had it not been for the intervention of some Hurricanes which were watching over their "home". Both raids were made at considerable loss to the Luftwaffe.

I would recommend a visit to Brooklands for any VCC member visiting London. Apart from the aeroplanes and racing cars there is a very good collection of motoring and aviation memorabilia. There are also numerous motor cycles as well as a superb collection of Raleigh bicycles, and aircraft engines. Educational facilities have been provided for the younger generation. Brooklands is a favourite place for motoring clubs to visit. On the day we were there the Triumph Car Club was meeting.

A great place to visit and the taxi fare back to Weybridge cost \$NZ12. Maybe because it was uphill it was dearer!

Note: The Director of the Brooklands Museum is Kiwi AK (Allan) Winn. 

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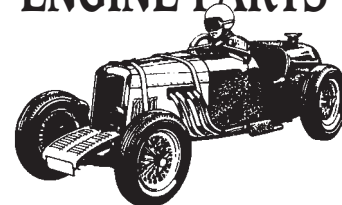
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A SOUTH ISLAND ADVENTURE

Words and photos Keith and Di Humphreys



Resting at the top of the Crown Range

Having started at a leisurely pace installing a braked front axle, a call to arms that was accepted meant that the pace had to be heated up and for many weeks only work and the Vauxhall could be thought about. As our departure day drew near, work on the "V" grew more intense, wheels were respoked and painted and, having got the steering geometry correct, the infamous Vauxhall wheel shimmy became an issue. This was making the car virtually undrivable.

On the day of departure I was trying to get the wheels statically and dynamically balanced (most wheel alignment places were unable to cope with 23" wheels but Firestone Parnell came to the rescue), whilst Di drove up to Whangarei to borrow Max Belcher's farm Land Rover. This was to be used as an alternative vehicle. Late in the afternoon we drove both vehicles to Danny Ryan's in Hamilton, each driving half the distance in alternate vehicles and the decision was made to go in the Vauxhall as the shimmy was almost eliminated.

The next morning all three cars (our 1923 Vauxhall 23/60 modified to 30/98 specs, the Ryan's 1919 Lancia Kappa and the Belcher's 1928 Ford A Special) set off for Wellington and arranged to meet in Taihape for lunch. Having had its entire petrol system dried out, the Lancia gave persistent trouble with fine particles blocking its carburettor jets. At Taihape, Max and Shirley, Model A mounted, were already some hours ahead of us as we had kept the Ryans company.

The trip from Hamilton to Wellington in wet weather with the many stops took 11 hours. Eventually, going down the coast to Wellington, the Lancia opted not to start in the middle of a monstrous traffic jam and the "V" was called in to tow. Stopping at the top of the hill, the "V" was boiling, but little thought was given to it. We arrived at the Wellington motel, to cheers from the "A" Team, just on dark.

We had a smooth crossing the next day and made arrangements to meet at Pelorus Bridge, once again the "V" boiled. A top up and a turn left after the Pelorus Bridge, saw us heading up the Old Coach Road to Nelson, a very rugged road, but the "V" released its coolant before we'd reached the top of the first hill.

After coasting back to Pelorus, removing the water pump proved the impeller was still attached, but removing the thermostat proved it had adjusted itself closed. Removing its contents, we then raced on normal roads to St Arnaud to meet the team for dinner, the "V" thereafter needing regular top-ups with water as the pump filled the header tank faster than the radiator absorbed it.

From St Arnaud it was a magnificent drive through the Rainbow to Hanmer Springs and on to Mt Somers for the night. A rest day was next on the agenda, which we adhered to while the Lancia and "A" teams spent the day exploring.

Next it was through Geraldine and Fairlie to do Burkes Pass, Mackenzie Pass, and Hakataramea Pass, all familiar old

Irishman country, finishing at Otematata near the Benmore Dam. Here it was discovered that the Lancia had broken its rear cross member, and simultaneously, its starter motor failed. A local engineer did a superb job of welding the chassis, but the complex switching system for the starter motor proved unfixable, and from then on it was a push start or park on a slope.

Danseys Pass and the Ida Valley were next on the menu but before we could rest for the night in Alexandra the "V" driveshaft had to be temporarily repaired, we had sheared three of the four bolts holding it together and a local motoring enthusiast in Naseby came to the rescue.

Alexandra saw a morning of Vintage maintenance, HT nuts & bolts for the "V" driveshaft, Model A had its radiator brackets welded and the Lancia spent some time at the local auto electrician. Off again and at Clyde it was up over the Nevis. The cars were literally climbing over rocky outcrops, the scenery was spectacular and the many fords made for a memorable drive, there being no actual road shown on the map, and the signs at the end of the route saying suitable for 4WD only. (*It was my day of driving and it's been the best ever!* -Di H.) A couple of nights at the Kinloch Lodge at the top of Wakatipu and then a couple of nights at the amazing Nokomai Station gave us time to relax, discover our front numberplate was missing, visit Mandeville, attend a Steam Fair at Gore and still refrain from washing the old beast.

From there we travelled back to Otematata via the Museum at Wanaka. The plan had been to venture into the region of Mt Hutt but poor weather had determined that possibly roads and tracks might have been impassable. After visiting Mt Cook (completely concealed by clouds), we all separated and went our own ways.

Over the following few days we caught up with friends at Akaroa and Christchurch and also took the opportunity to visit Vauxhall people there too. Finally after a night at Hammer Springs, we did the Molesworth, a very long drive, not as spectacular as the nearby Rainbow but at least we can say we have done it. A little time in Blenheim with friends before crossing to the North Island and finally we were heading home.

The shimmy had started to return, (*perhaps the "V" doesn't really like the North Island? Di H.*) and at Wanganui we stopped to check the tie rod ends, which need to be quite tight to eliminate shimmy, only to discover one of the recently respoked wheels was collapsing with the rim separating in three places. Our Australia guru later reported the problem was not uncommon on 30/98s with wheels from an American supplier.

Almost 3,000 miles and three weeks later we arrived home, shattered, and having had enough of motoring over rugged roads in Vintage cars for the time being. All three cars survived remarkably well, and we realised the Belcher Model A Special had been developed especially



for these sorts of conditions, and generally bounded ahead of the Lancia and Vauxhall in the more difficult conditions. Two new wheels (we can't trust the other similar wheel), a thorough clean and the old "V" will be ready for more.

The front brakes? Well, as time went on, they did help improve retardation, but not as much as I anticipated, (*I'm happy! Di H*) but the woven linings with brass wire woven in got very noisy and expert opinion suggests one should go for the softest lining possible, or find some of the older asbestos type.

Some days after having returned home, a phone call from Julie at NZVCC National Office implied that we must

ring this number in Wellington and it would be to our advantage... a campervan driver following us later in the day through the Nevis decided, like us, that the ford looked too deep but the mud hole beside the ford was bogger than anticipated too and we nearly got stuck...they did get stuck and while they and the bunch of 30 Harley motorcyclists were trying to extract the camper our number plate was found. The lady in the camper knew it was our number plate as she'd seen us all earlier, photographed us together and actually commented on our strange number plate. A little detective work by her good self and the plate returned home.

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HAPPINESS IS A HERSHEY TOUR

Words Roy Hughes Photos Roy Hughes and Gordon Common

Lancia Astura on display at Hershey 2006.

Described with appropriate modesty as the “greatest car show on earth,” the Hershey Fall Meet was an amazing experience for two dozen Kiwi classic car enthusiasts who joined an organised tour last year.

The annual gathering of cars and sellers at Hershey is organised by the Antique Automobile Club of America and held in the community created by confectionery manufacturer and philanthropist the late Milton Hershey near Harrisburg, the state capital of Pennsylvania.

Formed in 1935, the AACA has about 60,000 members worldwide and is America’s oldest and largest automotive historical society.

Many of them VCC members, the tour party, from as far afield as Kerikeri and Balclutha, included early New Zealand powerboat racing champion Tony Mason, American car collectors Owen and Margaret Frew from Rangiora, Oamaru Chevrolet enthusiast John Miller, organiser of the Wanganui Rotary Club’s annual classic car display and TR sports car restorer Ken Pfeffer, legendary Hawkes Bay motoring enthusiast and world traveller, Gordon Vogtherr, NZ Automobile Association Wairarapa district councillor, Chris Slater, and one time champion jet boat racer and car collector, Gordon Common of Christchurch.

While Hershey was to be the highlight of the tour the itinerary also included five

days in Detroit and Niagara Falls, and five days in Lancaster and Washington DC.

To reach Detroit required three successive plane flights, leaving New Zealand at 6pm and arriving in Detroit around 1am local time a day or so later. But the long haul was not as arduous as some had expected and most of us had no hassle negotiating heightened airport security measures.

It may just have been the excessive size of his belt buckle, but 84 year old Tony Mason did trigger electronic alarms at every airport. Perhaps rightly assessed as a major threat to American homeland security, he was subjected each time to almost full strip searches, an experience he appeared to enjoy, especially when they were performed by more well rounded security officers.

First stop on the first day in Detroit was a guided tour of the General Motors factory at Flint where the output these days is trucks and utes. From the G.M. plant we went to the Buick Museum which houses many of the concept cars produced but never put into production, and the Alfred P Sloan Museum which commemorates the people who began General Motors and the American car industry. Before returning to Detroit we stopped off at Bronners Christmas Wonderland Store where an amazing array of seasonal decorations and gifts is on sale all year round.

The next day included visits to the Detroit Historical Museum with exhibits

ranging from cars to clothing and the Detroit Public Library which houses the National Automotive History Collection, an amazing archive of information, photographs, news cuttings, books and technical data on cars from all over the world.

On Sunday we were treated to a drive around the Ford Administration complex followed by a visit to see Henry Ford’s home which was more like a castle made of stone. We then spent most of the day at the Henry Ford Museum and Greenfield Village which is the world’s largest indoor/outdoor museum. Spread over more than 90 acres of land, Greenfield Village is very much a recreated live community, and walking around it was like turning the clock back 100 years.

The world’s first billionaire and even richer than Bill Gates, Henry Ford spent a bit of his fortune buying up the homes and factories of famous contemporaries like the Wright Brothers and Thomas Edison and had them all relocated in his back yard which is now the Greenfield Village.

Seeing the beginnings of all the inventions we now take for granted such as electric light, telephones, clothing fabrics, household appliances, etc as well as transport was truly amazing. Particularly enjoyable was watching and listening to a grand old carousel from the 1800s.

The Ford Museum collection includes more than a 100 historical vehicles beginning with the only remaining 1886 Duryea motor wagon, America’s first

production car. Amongst the many rare or unique vehicles displayed is a Bugatti Royale, the Packard "Old Pacific" which was one of the first cars to drive across America, Ford's 999 racecar, Chrysler's turbine car unveiled in 1964, and a lineup of Lincoln presidential limousines including those used by John F Kennedy and Ronald Reagan on the days they were shot.

The journey to Niagara Falls began with a stop at the Novi Motorsport Hall Of Fame which commemorates a range of motorsport personalities including quite a few Kiwis. Though not large in size, the displays include a wide range of high performance cars, bikes, planes and boats.

Across the border in Canada the town of Niagara was more like a mini Las Vegas than the home of the world's best-known natural attraction. However the boat ride past the falls in *The Maid of The Mist IV* can only be described as awesome and well worth the deviation.

The boat ride was followed by a tour of the Sir Adam Beck Hydro Electric Generating Station No 2 where we learned much of the water flow over Niagara Falls is actually diverted late at night through the hydro electric generators, and the falls are effectively turned back on again the following morning for the benefit of the tourists. We also participated in a ride on the Whirlpool Aero Car, a cable car that carries 35 people above the rapids and whirlpools that flow into the falls.

On the way from Niagara to Harrisburg, our lunch stop was at the Corning Glass Museum. What an incredible place that is, you really could spend two days there taking in the history of how glass has been made from the ancient Roman days to modern day developments including windscreens, lenses and even lunar telescopes, plus examples of the many exquisite artistic uses that have been made of glass over the centuries.

For five days each year Harrisburg and the Hershey Fall Meet is the Mecca for Classic and Vintage car enthusiasts from all round the world. The week begins with the set up of the flea markets on Hershey Park. Nearly 4,000 stalls are scattered across many hectares offering a vast range of new and used parts, tools, publications, clothing and automobilia. Accents and languages from Japan to Uzbekistan are heard almost as often as English as you move around the stalls.

Unlike swap meets in New Zealand, all goods offered by both companies and individuals must be motoring related. In fact the area covered by the stalls is so vast that four days is not long enough to visit every one.

An Australian member of our tour party, racing car builder Ian Lynch, was less than overwhelmed when we first arrived.

"This is no bigger than Toowoomba" (Queensland's annual Vintage swap meet), he said as he surveyed the rows of vendors. But later in the day he rushed up to tell us "I've just been across the bridge and there's another four fields of stalls over there. This is much bigger than Toowoomba. I've never seen anything like this." And we all know it takes a lot to impress an Aussie.

In some past years mud has been a major problem at Hershey, especially in 2005, but for 2006 the whole area had been tar-sealed. Across the highway from the flea markets are the car corrals where would-be sellers offer literally hundreds of Classic and Vintage vehicles from all over America. While they were mainly the more desirable older American models, there was a sprinkling of British cars such as Jaguars and Austin Healeys, plus the odd European model.

And as well as those cars on display in



Top: Greenfield Village, home to the Henry Ford Museum.

Above: Hershey car corral.

the car corrals, more than 250 desirable vehicles were offered for auction in the evenings in the Giant Center, an ice hockey stadium which occupies part of Hershey Park. They included a Cord 812 Supercharged Phaeton, Duesenbergs, Packards, Bugattis, Bentleys, Cadillacs, Corvettes, Jaguars and a Morris Minor Convertible which sold for \$US17,000.

To register as a bidder at the auction cost \$100, and the cars offered No Reserve included a 1941 Cadillac Coupe a 1966 Ford Thunderbird, 1965 Cadillac Calais, a 1914 Model T Depot Hack, a 1962 Lincoln Continental, a 1955 Packard coupe, a 1951 Riley RM Constable Car and a 1996 Reynard Indy 500 Race Car.

After only one day at the Swap Meet our coach had taken on a new appearance

inside, as every available bit of space from luggage racks to unoccupied seats was filled to capacity with spare parts purchased and everyone was agog at the available bargains. Shipping the purchases, such as a set of whitewall tyres and several large service station signs, back to New Zealand proved remarkably straightforward and inexpensive.

However Hershey week is not all about buying and selling. There is also the Show Car Display on the Saturday which attracts around 1,500 to 2,000 incredible cars from all over the USA representing almost every generation from an 1899 De Dion Bouton right up to various 1970s models. The best of Packards, Pierce Arrows, Pontiacs, Franklins, Buicks, Dodges, Fords, Chevrolets, Hudsons, Kaisers, Plymouths, Studebakers, Sears, Whizzers, Hupmobiles, Cushmans, and Doodle Bugs all compete in a multitude of Concours classes. Mainly American, the show cars varied from a truly magnificent example of a Maybach (multi Pebble Beach winner) to a cute all-fibreglass Berkeley B95 sports car powered by a three cylinder two stroke Excelsior motor bike engine.

However there was also a sprinkling of exotic Austin Healeys, Allards, Fiats, Lancias, Porsches, Rolls Royces, MGs, Sunbeams, and Jaguars which are mostly separated out in to several classes of their own.

On the Friday many of the party opted out of the Swap Meet to visit the Hershey Chocolate Factory and Museum. The attractions included a 3D film presentation about the history of the Hershey family with amazing effects. When it rained in the film, you felt the rain spray on your face, or you could feel the movement depicted on screen, and even smell the chocolate.

Back in Harrisburg (the capital of Pennsylvania) we toured the State Capital Building, an amazing place built in 1906 with the main internal stairway modelled on the marble staircase in the Opera House of Paris. We were taken through the Supreme Court, the House of Representatives and the Senate, all of which were incredibly ornate rooms decorated with gold carvings and crystal chandeliers. The larger of the chandeliers weighed four tons each with the smaller ones weighing a mere two tons. It takes eight days to change the light bulbs using specially built scaffolding. Another great feature was the beautiful stained glass windows.

From the Capital building our guide took us to see the National Civil War Museum which depicts the history of the conflict in which the Union armies (the Blues) defeated the Confederates (the Greys) thus ending slavery and killing around 700,000 on both sides. The displays

were realistically laid out and even included General Custer's uniform.

After visiting the Show Car display and before leaving Harrisburg the rest of the Saturday afternoon was spent at the nearby Antique Automobile Club of America's Museum. With 70,000 sq ft of display space spread over three storeys, the museum displays a variety of some 90 restored cars, trucks and buses in period settings to give visitors a feel for past automotive eras.

On the way south to Washington DC we stopped in Lancaster to take a look at the Amish lifestyle. The Amish Experience began with an audio-visual presentation before a tour of an Amish home and a drive past their million dollar farms where these people live in a peaceful environment without the need for or the cost of modern conveniences such as motor transportation, electricity, computers, mobile phones, radio or television. Interestingly they don't actually have a religious objection to modern appliances, but because of the state persecution of earlier generations of their sects in Europe they refuse to be dependent on anything which can be taken away by the government such as oil, fuel or electricity.

During the afternoon most of us were tempted into spending some more of our money at a mall of warehouse outlets of major manufacturers where the prices seemed too good to be true but in fact were extraordinarily cheap. Quality leather jackets for \$120 and \$1,000 watches reduced to \$100.

The next day we toured the Harley Davidson factory at York, one of 10 such factories in the USA. In spite of modern technology and the use of an assembly line, these bikes are still mostly handmade to individual specifications. Before travelling on to Washington DC we also visited President Eisenhower's farm which has been preserved as it was, and toured part of the battlefields at Gettysburg which actually stretch for more than 200 square miles. The guide we took on board our bus related how the battle developed and the troops fought back and forth while we admired the many monuments in what is now a national park.

The last days were spent seeing the sights of Washington D.C. including the Capitol Building, the White House, and the Jefferson and Lincoln Memorials. As well as the landmarks there are more than 17 museums with over one hundred and 42 million objects in the Washington D.C. area to choose from so the group split up to visit those of special interest to them.

An outstanding attraction for many was the all new Air and Space Museum, part of the Smithsonian Institute and housed at the Steven F Udvar Hazy Centre at Dulles Airport. The displays include pristine examples of everything aviation from the Wright Brothers flying machines to the current space shuttle. Even a Concorde is included inside the museum, along with the *Enola Gay* which dropped the first atomic bomb on Japan, and a stealth bomber.

On the last day of the tour we all went to Arlington National Cemetery where we saw the changing of the guard at the tomb of the Unknown Soldier and also visited the graves of John F Kennedy and family, the simple grave of Robert Kennedy, and also the graves of the crew from the space shuttle disaster. In the afternoon we boarded a boat for a cruise on the Potomac River to Mt Vernon, the stately home of George and Martha Washington. We enjoyed a conducted tour of this 21-room mansion before heading back to our hotel for our "last supper" as a tour group and where we were informed by our coach driver that we had traveled 1211 miles by road on our tour. bw

The Great Essenkay Mystery

Hands up anyone who has heard of Essenkay! In 1912 it was hailed as an invention second only in importance to that of the automobile itself — the answer to every early motorist's prayer.

Words and photos Mike Jones, South Africa

In the early days of motoring in Southern Africa and everywhere else in the world, I would imagine, punctures were the scourge of Mr Motorist in his state-of-the-art-Hupmobile, Dodge Brothers or Model T. Believe me it didn't take long for someone to seize the opportunity and come up with an invention that would take away the hassle of flat tyres forever.

So ladies and gentlemen I give you the miracle of age, a product called Essenkay, which in the words of its makers;

"Is the long-expected invention that signals the absolute abandonment of air in the automobile tire and the consequent and final end of all tire troubles. It sounds the doom of the pneumatic tire, it sounds the doom of the inner tube. It cuts the cost of casings in half and creates a feeling of profound satisfaction and security that the public has not felt — nor had any right to feel — since the automobile was first invented!"

Brave words indeed, but what happened to Essenkay? Everything that I read in their finely illustrated 16-page glossy brochure indicates a product that must have seemed irresistible to a world on the threshold of accepting the automobile as the most significant invention since the beginning of time. To give some idea of how enticing the brochure is about their product, here is but a short extract from pages 6 & 7 — "There isn't an ounce of rubber in Essenkay, though it has the resilience of rubber and has all the advantages of rubber." And further on — "If it had





It Seemed Like A Good Idea At The Time!

But what became of the Essenkay? I would love to know and hopefully someone out there has the answer. One can only surmise that either it was so good that the tyre companies got together and simply bought the patent and killed the idea. This is rumoured to have happened with many good inventions that posed a threat to the good and faithful internal combustion engine, which to this day adheres slavishly to the principles set down by Herr Benz more than 100 years ago. Or perhaps it was a fly-by-night marketing ploy invented to capture the imagination of a whole generation of impressionable new motorists. The fact is that Essenkay seemed to disappear as quickly as it appeared.

For those with a sense of history and who enjoy a good mystery, this is the story of Essenkay which, like Halley's Comet, appeared as a bright and irresistible light but just as quickly disappeared, perhaps never to be seen again. But, as we all know, Halley's Comet does come back every 70-something years so perhaps Essenkay is still somewhere out there just waiting to burst onto the motoring scene again at some stage in the future. If this happens, you might very well find me in the queue waiting to get my tyres filled with their magic potion. bw

any rubber in it, it would likewise be worthless because rubber will completely oxidise in 16 months after it is vulcanised."

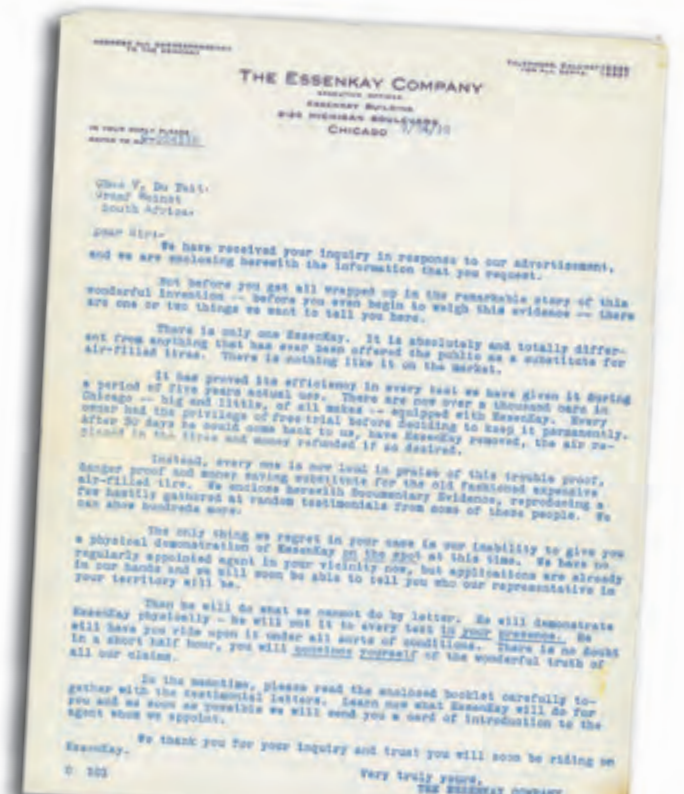
Further on it explains:

"As a matter of fact Essenkay is a spongy mass that gives the same resilience as a pneumatic or air-inflated tire but under no conditions will it become softer or harder than when originally inserted in the casings. Essenkay has only a preservative effect on the casings. It imparts no injurious substance. It may be changed from one casing to another as often as you desire without injuring the casing or the Essenkay in any way.

Essenkay isn't melted and "run in" to the tires. It is put into the tires in its original form just as it leaves the laboratory. It is moulded into a cylindrical form, the shape of the casings, enclosed in knotted coverings to prevent chafing and is placed in the casings in lengths after which the tire is pressed on the wheel. When that casing is worn out the Essenkay is removed and placed in a new casing. Thus it can go on indefinitely.

It doesn't matter how many nails or tacks may penetrate the casing, they have absolutely no effect. They cannot possibly produce a flat tyre. No such thing as a puncture is possible."

And so the story goes on and on. There are pages of facts and figures, testimonials from satisfied customers and even the offer of a thirty day trial of their amazing product.





BEHIND THE WHEEL

1928 LANCIA



Words Keith Humphreys Photos Ron Jacobs and Keith Humphreys

Ron Jacob has been a member of the Vintage Car Club for much longer than my 40 (interrupted) years, and for the last 38 years he has had only one Vintage car.

For someone to keep a car for that long, it must be very special, either for sentimental reasons, or to continually challenge, intrigue and fascinate.

Ron's 1928 Lancia Lambda is most certainly a car that fits into both categories.

Most Vintage car enthusiasts will have a quick mental checklist when a Lambda is mentioned; monocoque body, V4 motor and independent front suspension. But none of these features was a Lancia invention — none was being presented to the motoring public of 1922. Wilbur Gunn's Lagonda of 1913 was an earlier example of an all-steel body of unitary construction. HFS Morgan's three-wheeler of 1910 was already equipped with a form of sliding pillar front suspension, and in the US, Howard Marmon had built a V4 engine before 1908. The significance of the Lambda was that with it, each of these features was brought to a new level of refinement, and it was an elegant example of the whole being greater than the sum of its parts.

Ron's Lambda is one of possibly only two in New Zealand, and as such, is

quite a rarity, although they were made in reasonably large numbers (12,998) and over a lengthy period of time (1923–1931).

Ron suggested we borrow the car for a weekend to get a thorough impression of it, but in the end, Di and I, Ron and Maike set off on Easter Saturday to visit old mate and Vauxhall owner, Dave Skyrme in the Bay of Islands.

First impressions of the car visually are that it's long, very long, it's low, dachshund-like, but quite high off the road. The front has an insect-like appearance with its high set headlights, flaring mudguards and unusual front suspension, almost praying mantis-like. There is no sign of a hood and there's a boot at the rear.

The hood when folded down is entirely concealed within the body. I thought the Riley Monaco was the first to have a boot integral with the body, but the Lambda was almost a decade ahead.

The general effect is one of form follows function, it's no great beauty, and has none of the bulldog grunty look of a Bentley or Vauxhall, but there's no doubt it has a certain appeal. It is Italian after all! Other cars like FIAT actually copied its appearance.

The running boards are set high, at the same level as the cockpit floor and actually make it quite difficult to exit the car.

We set off and headed north up the western side to avoid heavy traffic. Ron drove first to get us out of the city traffic, and from the back seat, two things struck us, the enormous amount of room, (jump seats could be fitted) and the sprightly feeling the car had. Being so far back from the windscreen the rear occupants would get pretty blown about, but the rear windscreen fitted with its attached tonneau cover makes the rear seat more habitable for longer journeys

Once clear of the traffic, I took over the driving.

The thickness of the steering wheel was just right, the motor was responsive and the gear change an absolute delight. With no slop at all in the gear stick, it slices from gear to gear in a conventional "H" pattern, in a concise mechanical way unlike any car I've driven, and in fact the second to third change can be done as fast as you can move the lever.

The multi-plate clutch makes interesting little moans when used, possibly the clutch release bearings.

It doesn't take too long to realise that the steering is exquisite too, not only with no play, but the car tracks perfectly, with no wander at all and takes corners so effortlessly that one is left continually wondering how much faster a corner could have been taken.



We take a number of back roads, stopping at Port Albert for morning tea, and it's apparent that gravel roads make no difference to the steering or handling, and it takes very serious corrugations to upset its demeanour at all. There appears to be no likelihood of the back breaking away on corners taken faster than prudent, even in thick gravel.

It's apparent that the long wheelbase (3.420m), very stiff monocoque frame, independent front suspension, supple rear suspension, relatively light weight and excellent shock absorbers contribute to a ride and handling far superior to any Vintage car I've driven, and the steering is the equal of most modern cars.

Interestingly the steering box is inverted meaning the worm and wheel are always bathed in oil.

With a self imposed limit of 2,200rpm equating to approximately 50mph (possibly as a result of continuing head gasket problems, hopefully now cured by the ingenuity of Danny Ryan, there being only six head studs), the 2569cc V4 motor pulls effortlessly and proves to be a bit of

a slogger on hills, but it's a delight to slice through the gearbox to third gear when required.

The other surprise is the lock this car has, for a five metre long car it has a remarkably tight turning circle enhanced by its independent front suspension. There being no semi-elliptic springs in the way, the front wheels can rotate much further than conventional cars. When driving, the car actually feels quite petite and one is completely unaware of its excessive length until checking the rear view mirror to see the passengers some distance behind.

Only the brakes were a mild disappointment, with a hard push resulting in gentle retardation. The large diameter brakes have been popular with special builders in the past and have a reputation for good braking. It can only be assumed that perhaps different linings might effect better bite. The front and rear brakes are organised so that if a linkage is broken, one set will always work.

After stopping at the Wairua Falls for lunch we arrived at the Bay of Islands all feeling quite fresh after a 200-mile effortless drive.

The car is also relatively mechanically quiet with a non-distracting whine coming

from the gearbox and a thumping noise, almost as if a big end bearing was on its way out, when the throttle is cracked open. But this ingenious narrow angle staggered V4 has its single carburettor mounted on the rear of the head facing directly at the passenger compartment and similarly, its two port exhaust manifold is mounted on the rear of the head, so either of these could be contributing to the noise.

The exhaust is gruff, not inspiring to my ears, and the tailpipe exits under the running board. An original exhaust cutout lever is in the passenger's foot well, and its use results in more noise and possibly a fraction more power.

A period comment appeals to me: "... There are said to be over fifty bad corners on each side of the Stelvio Pass. A famous British car of great length and power takes a little over an hour to climb this pass, including the necessary reversings on the sharper bends. Popular American cars take considerably longer as their radiators run dry three or four times on the ascent. Whilst the touring Briton and Yankee are thus leisurely occupied, they will probably — if they are lucky, and the day is fine — hear a terrific pother below them. The noise will indicate that somebody is coming up in a hurry with his exhaust cut-out (or, as he would say, scapamento) wide open. Rather nervously, the touring Briton will

squeeze his unwieldy monster close up against the side of the road. The frightful noise will develop a crescendo, probably varied with a hooter obligato. Presently, an absurdly low black car will swing around the nearest hairpin at a perfectly incredible speed, accelerate furiously up the short straight leading to the next corner, pause a second as it reverses its direction once more and shoot on towards the summit at a pace which makes most mountaineering cars look absurdly foolish. Acute observers will further note that in spite of the loose, rough road and the extreme speed, the body of the car remains absolutely steady, and the passengers are not being thrown about like peas in a bucket. The car is quite indisputably a Lancia Lambda, and there are excellent technical reasons for the magnificence of the performance. The Continental tourist will also learn to revere it under quite a different set of conditions. For example, if he is picking his way rather querulously over an untarred Italian highway full of potholes, with a grossly expensive chassis bucking and swaying uncomfortably beneath him at a beggarly twenty miles an hour or so, he may suddenly hear the fiendish noise of (a) a powerful engine on open exhaust at high revolutions, and (b) an abominably efficient electric klaxon with its button permanently depressed: and somebody — probably a sprig of the Italian nobility — will streak past him at fifty, sixty, or even seventy miles an hour. This too will be a Lancia: there is no need whatever to cast a scandalized glance at the radiator, for no other car can do it.”

As you may have gathered, I was tremendously impressed with the car, and after a lifetime of searching for the ideal Vintage car, one that handles well, has light positive steering, enough grunt to hold its own with modern traffic, good brakes, and looks the part too, I realise that everything I've tried has been primitive in comparison with this car.

Would I buy one as my ideal car? As a person whose job involves design, I haven't totally come to grips with its Italianate looks, having been brought up in an English car environment, and because it is so superb and easy to drive, it doesn't present any real challenges to driving skills except for mastering the gearbox, which 90% of the time is an absolute delight, but just once in a while it got the better of me. We are looking for a car that will be easier to drive in our approaching dotage, and quite possibly a Lambda is it, but I haven't made the mental adjustment yet!

A Feminine Perspective

Di drove the car from Waipu back to Auckland via Mangawhai and SH16 and she has probably as much experience of driving Vintage cars as I have. Her comments were: “Feminine, classic beauty of long sleek proportions.

As a passenger in the rear, the car feels wide and very roomy, and is probably a large mass of a handful.

As a driver the impression is almost completely the opposite! The seat position cannot be altered, so a rolled up sleeping bag tucked behind enables me to reach the pedals with comfort, and once in position, and having come to grips with the back-to-front gear-change, (actually conventional, her MG J2's is reversed) I'm very pleasantly surprised at how manageable this beauty is.

She slips around corners with ease, no hint of losing her tail, which, glancing in the rear vision mirror looks some distance from where I'm sitting!

She glides up or down through the gears without a hitch, you get to know very quickly from the tone of the motor just how much throttle might be required to make a change without embarrassment.

She's all woman, classical good-looking body, nice shaped face, no excess bulges and a nice shaped derriere.

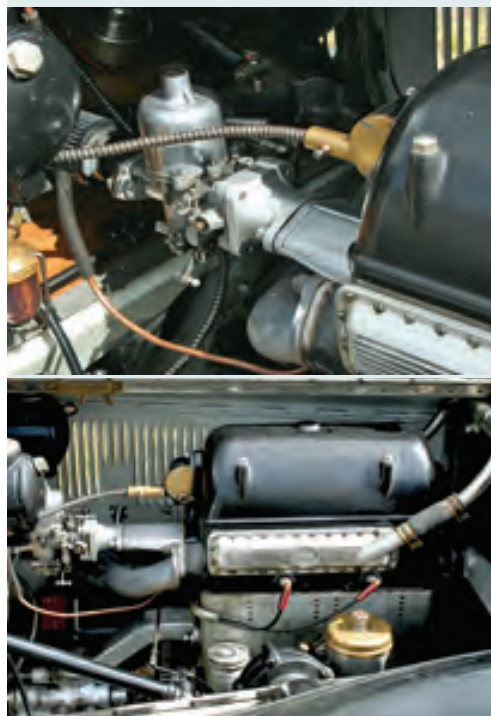
After a couple of hours driving you arrive home feeling good and that's a bonus!”

Some, like Sunbeams, Hispano Suizas or Delages, might be refined mechanically, but the Lambda has so many innovative and thoughtful features, it was simply years ahead of its time.

The Citroën Light 15 only adds front wheel drive to Lancia's concept, and that caused a very restricted turning circle. Only in recent years have VW adopted the narrow angle Vee engine.

So how did Vincenzo Lancia come to build such an amazing car? I am familiar with Danny Ryan's 1919 Lancia Kappa, an entirely conventional Vintage car with a sprightly performance due to its big (5 litre) side-valve four-cylinder engine (well developed) and its light-weight body, but Vincenzo had patented the principles of the Lambda in 1919 and had the first prototype running in 1921 and the first production cars on the road in 1923. There was an interim model between the Kappa and the Lambda, the Trikappa, which, whilst being thoroughly conventional in most respects, had a narrow angle V8 engine of 4,594cc with more than 800 being built. This motor was the fore-runner of the Lambda's V4, which Lancia continued in various forms right up until the Fulvia of 1963, the sliding pillar front suspension being continued up until the Appia of 1961.

“Vincenzo's real skill lay in his ability to select, inspire, and direct a team of gifted engineers. The car would be judged not by its innovative features or clever patents which it embodied, but by the way it performed. And apparently it was there, on roads which by today's standards were often appalling, that the Lambda set new standards in roadholding, demonstrated an ability to maintain higher average speeds than many contemporary cars of much greater capacity, and offered drivers that intangible amalgam of stability, precise





handling, and controls located in exactly the right position”

Most enthusiasts will think of the Lambda’s monocoque body as having a lattice-like frame, and the early ones did, but by the eighth series, as Ron’s is, the monocoque was much simplified allowing coachbuilders to construct a variety of body styles on it.

Even the radiator surround is a structural part of the monocoque with struts from the sliding pillar front suspension connected to it.

Up until the sixth series, the heavy-gauge pressed sides of the monocoque had been pressed by Metallurgiche Fiat, the only plant in Italy at the time with presses large enough to handle the work.

With the lengthened frame of the seventh series on, Fiat said they were unable and unwilling to supply Lancia’s needs. Consequently the sides had to be hand beaten over cast iron forms, which proved too slow, and so the balance of the work was contracted out to a sheet metal worker.

The engine is a miracle of compactness and original thought. The staggered, narrow angle, V4, all-alloy block has a single cylinder head with an overhead camshaft operating the valves. Early cars had their spark plugs in the block at the top of the bore, but later ones had their plugs in the head.

Visually it is entirely unconventional, a squat almost square block with only two spark plugs visible each side with a large rounded cam cover on top. The single carburetor (an SU in this case replacing the difficult to tune Zenith 38 HK Triple Diffuser carb. and more suited to modern fuel) extends from the rear of the head, as does the two-port exhaust manifold. There

must be some tricky passageways cast into the head.

With each new series of improvements, the cars got heavier, the first series being 21cwt, and the eighth series over 27cwt. The increased weight was dulling the performance and economy and so with the fifth series, a four speed gearbox was introduced (formerly 3 speed) and the 2120cc engine was enlarged to 2375cc for the seventh series and 2569cc for the eighth series,

The separate gearbox, like the engine, sits on the two tubes running from the radiator surround to the firewall, giving easy access to the multi-plate clutch, and both engine and gearbox are readily accessible under the bonnet, the motor being so short.

Toolboxes are built into the front mudguards, adding stiffness.

The sliding pillar front suspension incorporates hydraulic dampers — 1921 remember — with caps over holes in the tops of the mudguards to facilitate easy removal. The importance of the sliding pillar independent front suspension shouldn’t be under-estimated: with the stub axle being accurately located, unable to move backwards or forwards, in or out, or rotate under braking, as most other front suspensions do, accurate steering as well as a good ride are the advantages. Today’s ubiquitous McPherson strut is really a simplified version of Lancia’s strut with some compliance built in for ride comfort and noise transmission control

“In 1926 Rolls-Royce acquired a Lambda and dismantled and inspected the front and rear suspension as British cars compared unfavourably with their foreign counterparts when it came to handling comfort on rough roads.”



Original literature says the eighth series Lambda was capable of 75mph and could stop in 21' from 25mph.

Even at the more gracious speeds we drove the Lambda, it was obvious that its handling and steering would still be extremely competent at higher speeds.

As you may gather, I don't think I've driven a more impressive car, modern or old. It may lack a bit of grunt, (the Aussies have machined up 3 litre blocks) but with its superb handling, ride, and potentially excellent brakes, I would imagine it would be faster point-to-point than much more powerful cars, and the driver and crew would finish relaxed!

To my mind it makes *all* Vintage cars and most post Vintage cars look primitive.

Ron imported this car from Australia many years ago and he is its third caretaker. As with Vauxhalls, Australia was one of Lancia's biggest markets, and in fact almost all Lambdas were right-hand-drive and only a few LHD cars were made towards the end. He says it had been given a lick of paint, but when it was put into Gulf Motorbodies and the mudguards, bonnet, and doors were stripped, there was only a lacework of metal left. There followed a lengthy and expensive restoration of the body. The engine, gearbox, front suspension and brakes all required rebuilding too.

He then took it to Italy for a Lancia Rally all those years ago and it has had much use in the ensuing years.

Our thanks to Ron for this opportunity and also for showing us the true way to smell the roses. My 46 years of Vintage motoring have been spent racing up and down the country, attending and competing in Vintage events, and although we have visited many out-of-the-way places, we have never stopped long enough to explore and learn about these places.

At this late date in our motoring lives, Ron and Maike have showed us just how enjoyable a weekend away in a Vintage car can be.

It's time to turn a new leaf. bw

References

All quotes are attributed to *Capolavoro* (*The masterpiece*) by Bill Jamieson

Specifications

Engine: Four cylinder narrow angle (13° 40")
82.55 x 120mm bore and stroke.
2569cc

Compression ratio: 5.15: 1

Max Power: 65 bhp at 3500 rpm

Power at Max Torque: 53 bhp at 2300 rpm

Wheelbase: 3.420m (11ft. 2½in)

Track: 4ft 8¼in.

Max. speed: *Autocar* timed one at 69mph over a flat mile

Price new: £745



Waimate Branch

26th Wallaby Rally

Text Lynda Holland photo Terry Thomas

The Waimate Branch 26th Wallaby Rally was held on Saturday 10 February 2007 with approximately 60 entrants from Ashburton to Gore on a not-so-warm day. The heavens opened up occasionally making a wet ride for those out in the open but the excellent programme organised for the day made up for it.

The start of the rally was a remembering game, "name the ten items in the box", and for those with good short term memory this was the game for them. On the rally there were certain questions to be answered en route, and if you did not read them fully at the beginning of the rally you soon got out of kilter. The short run went up over Maytown Road towards the Waimate-Hunter Road into Teschemaker Valley Road, Backline Road turning into Blue Cliffs Station, with the time taken along the route.

The long route took you to Waimate-Hunter Road by way of Deep Creek Road then onto Hook Swamp Road onto SH 1, Otaio River Road and into Gordons Valley Road, then left into Blue Cliffs School Crossing Road, Backline Road and then turned into Blue Cliffs Station also.

Lunch was had either in the shed or the machinery bay, anywhere you could get out of the rain. The owner of Blue Cliffs Station, William Rolleston, gave a history lesson of his family who had lived there and what they had achieved over the years. After lunch we were allowed to go inside the homestead and look around. Inside the homestead you could view the treasures that the families had acquired over the generations, the tables and chairs were probably the ones that great-great grandma had sat on while dining and the carpet on the stairway was the original carpet laid many years ago, not looking too bad either.

We viewed the room where all the artefacts were stored including a skull stored in a box and bones in a suitcase, presumably one of their ancestors. Most had a quick look and out again.

With the rain still coming down, the field tests were completed very quickly and a few, not wishing to get drenched, did not stay around, heading back to the hall.

Left: Outside the Bluecliffs Station Homestead. Cars left to right: 1924 Buick of James & Stephen Welsh, 1930 Morris Cowley of Lindsay Hossack, 1912 Sunbeam of Colin & Joan Pearce, 1929 Austin of Jerry & M. Wing.

Below: The getaway at the start of the rally from Waimate. The 1937 Desoto of Vern and Phyl Ellis.



Afternoon tea at the clubrooms was welcomed, a nice hot cup of tea and plenty of scrumptious food to warm us all up. Thank you to the kitchen staff for all your hard work.

After prize giving all travelled off home after a great day's activities. Thanks go to Stu Townshend and his band of helpers for putting on a great day. bw

RESULTS

Veterans

1 T Holland, Waimate	1913 Model T
2 C Pearce, Mosgiel	1912 Sunbeam
3 K Perry, Oamaru	1911 Overland

Vintage

1 B Barnes, Timaru	1924 Peugeot
2 A Day, Timaru	1926 Dodge Tourer
3 M Rose, Temuka	1930 Model A Ford

Post Vintage

1 R McCall, Balclutha	1936 Plymouth
2 R Begbie, Ashburton	1936 Plymouth
3 I Kirk, Oamaru	1937 Chevrolet

Post War Vehicle

1 D Warlow, Timaru	1955 Mercedes-Benz
2 K Maxwell, Timaru	1951 Alvis TA21
3 D Paterson, Ashburton	1954 Vauxhall Wyvern

Post 60 Vehicles

1 A Hobbs, Timaru	1964 MG B
2= G Ladbrook, Timaru	1961 Zodiac
P Bootsma, Waimate	1971 Ford

Commercial

1 L Hossack, Waimate	1930 Morris Cowley
2 J Wing, Oamaru	1929 Austin
3 M O'Sullivan, Waimate	1969 Morris FGK 60

Lady Driver

Brenda George, Oamaru	1958 Morris Minor
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Lady Navigator

1= Carla Barnes, Timaru & Lynda Holland, Waimate

Youngest Navigator James Tapp

Furthest Travelled N & D McVicar (Gore).

Hard Luck Trophy

R & P Todd, Waimate	1947 Austin
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Field Tests

1 T & L Holland, Waimate
2 L McKenzie, Oamaru
3 J Welsh, Oamaru

Overall Winner

1= T & L Holland, Waimate & B & C Barnes, Timaru



Sounding the Brass

Words Rob Knight

Wayne Millington's Maxwell

Rather pleasing to learn that this column is actually read around the world and produces results. Word came from our old friend Jack Carpenter, now living in North Carolina, that the speedometer that Walter McFarlane is seeking for his Studebaker is probably a Van Sicklen which is pictured in Dykes Manual of 1916 through to about 1920. This information has been passed on to Walter.

Michael Curry's clutch problems were reported on last issue. It seems that the oil in which the leather-lined clutch was supposed to run was a little too heavy, allowing the clutch to slip. The lining has since been replaced by the synthetic material that has been successfully fitted to many cone clutches by Stedar Belting in Auckland, the oil bath has been dispensed with and, knowing he now has a trouble free clutch, Michael is once again smiling.

An overhead valve Veteran 4 cylinder motor for sale on Trademe in March was brought to our attention. The pair-cast blind-head cylinder barrels and short rocker shafts arranged in pairs in a chevron pattern looked like Buick of about 1912 to 1915. It was said to be in the Hamilton area and so the information was passed on to Hamilton Branch and hopefully it has since been rescued.

If anyone fancies a challenging restoration of a rare Veteran, then Brian Butler of Gisborne has just the thing for you at a realistic price. Photographs of the 1915 Waverley kitset show a typical English 4-cylinder engine, a gear box, drive shaft, radiator, steering column, pedals, some springs, an electric headlamp and several other parts. Regrettably there is no chassis frame but that should not be an insurmountable obstacle. Front and back axles are not obvious in the photos but may be with the collection. A 1912 Waverley

owned by Geoff Bernhagen of Queensland took part in the National Veteran Rally at Toowoomba in 2005. Photos show this pretty car to be rather similar in appearance to an Austin of the same period.

Another rare breed, also sans chassis, is not for sale. Chatted at length at Gisborne with the owner, who is hoping that someone will come up with a suitable chassis frame so that he can get on with the rebuild, but the notes were promptly mislaid. The owner and make of car will have to remain unidentified until he contacts me again.

Not content with one Ford T, his very motorable 1913 Model T, Monty Scarborough is working on a 1914 version of the same. This would be only one of several Ford Ts in progress around the country. Also in the Auckland region, Jim Scott, who has been a willing navigator on many Veteran events, must like polishing brass as he is in the market for his own Veteran car of the brass era.

We hear that well-known Cantabrian member, Malcolm Campbell, recently rediscovered the bones of a small de Dion Bouton lurking among the gear in his shed and has dragged it out to commence work on it.

We understand that Wayne and Dixie Millington's 1916 Maxwell had a trouble-free maiden outing at the Triangular Veteran Rally in Levin in

March where it won the People's Choice award. Completion of its sister car, which has been featured before, is on hold while Peter Nightingale is involved with the new Horowhenua Branch clubrooms.

Other than reported above, there is still plenty of Veteran restoration activity around the country. The Nelson newsletter in March featured photos of Trevor Carston's 1912 Rover in Brian Black's workshop in Christchurch. A landaulet body is planned for this car when the engine gets back from the reconitioner and the chassis returns to Nelson. Peter Hayman called from Waimate to report that his 2-cylinder Wolseley-Siddeley is actually a 1906 model and that he has records of it being first sold in London in November 1906. The car is now well on the way to being completed with only a gear box to organise before assembly. Paul Collins of Wellsford reports that his 1912 Overland is progressing well since he inspected Chris Slater's 1914 model, while Mike Courtney at Keri Keri is working on a 1914 Overland to join his 4 cylinder Sizaire et Naudin.

Paul also mentioned that there are now at least 12 Veteran vehicles in Wellsford-Warkworth Branch including among others, Graeme and Anne Power's 1916 Studebaker, their restored 1917 Scripps-Booth touring and Paul Hicks' Napier. Steve Simpson's Trojan project, while not



a Veteran by date, is a light car with lots of Veteran characteristics.

Have belatedly found some notes made at Canterbury Swap Meet last October to the effect that Rae Fairweather had purchased Nigel Webber's lovely Buick of about 1912, that Len Withers of Otago had a large Veteran Minerva gearbox and that the 1906 Alldays from the estate of the late Peter Channing and previously from a NSW collector was destined for Talley's Museum in Nelson.

It was a blow to read of the death in March of George Topliss, the owner

and restorer of several fine cars and an Abingdon King Dick motorcycle. Perhaps someone will eventually finish the restoration of the 1910 2-cylinder Alldays that George had started on again after several years on layby. When completed that car would bring to four the number of running 2-cylinder Alldays in the Nelson district — which must be something of a record.

In Queensland in April, A\$25,000 would buy a recent restoration of a 1912 Overland roadster while a 1902 Model O De Dion Bouton was available in South Australia for an undisclosed sum. Also in

South Australia, a 1913 RCH tourer almost complete and suitable for restoration and a 1912 RCH roadster almost mechanically complete can be had as a package for \$10,000. It is reputed that there are only 10 of this make still in existence. A dip into Georgano's reveals that they were built by Hupp Corporation in Detroit from 1912 to 1916 after R.C.Hupp resigned from Hupmobile to form a new company.

More locally, also in April, a 75% restored 1916 Overland 90T with reconditioned motor was available from Des Palmer in Blenheim. bw

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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: Beaded Wheels, P O Box 13140, Christchurch or email beadedwheels@vcc.org.nz High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

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

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

Phone hm 03 385 9821, wk 029 236 3796 (leave your name/number if engaged)

email kevin@vcc.org.nz

The lucky winners of the Beaded Wheels caps for this issue are Keith Hughes and Raewyn Dodds. Congratulations and thanks for your contribution.

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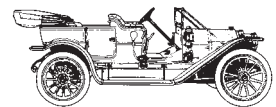
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WANTED FOR OUR 1915 DOUGLAS. Valve lifting assembly. Oil pump and sight glass. Two 26 x 2 inch beaded edge tyres and tubes. Phone 03 522 4368. MEM

1929 CHEVROLET ROADSTER WANTED TO BUY Particular interest in vehicle owned previously by John Foggo (1936-'42 approx) and Bill Turner (1940s) or any information re this vehicle would be appreciated. Phone Bruce Foggo 09 300 7433 (evenings) or email brucefoggo@gmail.com

1932 CHEVROLET INSTRUMENTS, front and rear guards, cylinder head, horns. Please phone Mike 09 416 7637 or 021 681 089. Email admin@montereypark.co.nz

1937 TO 1942 HUDSON OR SIMILAR REAR WHEEL COVERS (spats) wanted in any condition. Phone 04 902 1081. MEM

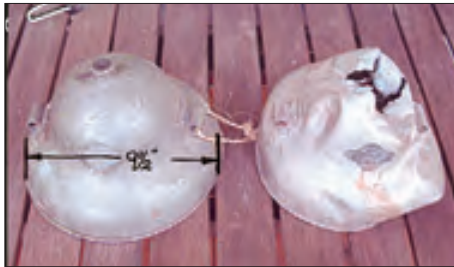
BRITISH SALMSON CYCLAID CYCLEMOTOR wanted. 31cc 2-stroke engine fitted to the cycle behind the seat driving a large pulley fitted to spokes via v-belt. Also information on Cyclaid owners for NZ Cyclaid Register which has 35 units registered. Geoffrey Clark, 7 Kellys Road, Oratia, Auckland. Email clarkco@xtra.co.nz

BSA 1950s B32 OR GOLD STAR WANTED or WHY. Phone ChCh 03 359 8933 email sueh@chaucer.co.nz

CHEVROLET 1925, 26, 27 SEDAN PANELS especially cowl and front doors. Any condition. Have 1925-1927 Chev parts to trade. Ph Ken on 027 276 9919 or KJS.Phillips@xtra.co.nz MEM

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MARELLI 6 CYL MAGNETO complete or parts, anything considered. Please contact Roy King phone 06 764 6266 anytime. MEM



ROTAX 207 HEADLAMP parts – rims – body or any bits to complete the restoration of this pair for our 1912 Rover. Complete headlamps would be most welcome. Phone Trevor 03 547 3563. Email t_ccarston@hotmail.com mem

MODEL T FORD TRUCK wanted to replicate Patea V.F.B. first fire engine. A community project. Cheap or free. Phone 06 273 8717 email pre39hq@hotmail.com MEM

PLYMOUTH DODGE DESOTO 1937-38 petrol tank and Borg Warner overdrive unit. Phone Laurie 09 524 6519 work, 09 626 3785 res. MEM

ROADSTER, VINTAGE OR POST VINTAGE Although a vehicle with WOF and Reg preferred, an almost completed project would be considered. Ph 06 751 0309 email: dstl@xtra.co.nz MEM



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VETERAN FIAT PARTS WANTED to suit 52b (1912-15). Anything helpful. Phone 0061 4 1107 3333, Rod Fulton, Melbourne email rod@coffeecart.com.au

WANTED FOR 1928 DUNELT TWO STROKE Light weight Sturmey Archer gear box, as fitted to Matchless and Royal Enfields. Must be complete and going. Also, cylinder head for same. Contact Bill Munro – 04 563 6342 MEM

WANTED TO BUY 1938 VAUXHALL running gear or whole car suitable for wrecking. Phone 06 343 2453. MEM



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***12 OCTOBER
Member's Day**

Members Day Admission to the swapmeet is by current **VCC MEMBERSHIP CARD PLUS ADMISSION CHARGE OF \$5** or site holders ticket only.
Admission for those people accompanying a VCC member is \$10 per person.



The First National Moped Rally Invercargill 20-21 October 2007



Moped:

"A vehicle on 2/3 wheels and fitted with a motor that has a power output of no more than 2kW and maximum capacity of 50cc and designed to be ridden at no more than 50 km."

All mopeds must have a VCC VIC.
Entry forms available from Rally Secretary.
Entries close 20 September.
Rally Secretary: Peter Pryde
Phone: (03) 214 0044 (bus)
PO Box 1240, Invercargill
email: auto.centre@xtra.co.nz

NATIONAL SOUTH ISLAND EASTER RALLY 21 - 23 MARCH 2008

Marlborough Branch are hosting the 2008 SI Easter Rally and we are also celebrating our 50 years as a branch.

We would love to see you here and extend a warm invitation to one and all to come and enjoy some Marlborough hospitality, so keep these dates free and help us to make this a memorable occasion.

Accommodation will be at a premium so bookings should be made as soon as possible to avoid disappointment. A list of motels in the CBD has been sent to all branches, so check with your secretary for details.

THE PENNZOIL TROPHY will be competed for at our rally and we would like to invite branches to enter a team for this trophy. Ideally you will have a team of 4 made up of 1 Veteran, 1 Vintage, 1 PV, and 1 motorcycle, or a similar combination. We suggest you have 2 reserves in case of somebody having to pull out at the last moment. Please get your teams together and send details in writing to the Rally Secretary, P.O. Box 422, Blenheim 7240 by the closing date of 31st January 2008.

There are a number of **PRE RALLY AND POST RALLY RUNS** being planned and details of these will be sent to branches along with entry forms, shortly

**NATIONAL SOUTH ISLAND EASTER RALLY
21 - 23 MARCH 2008
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The \$8745 package includes all airfares, accommodation, admission charges and transport. Cost is per person share twin, plus applicable taxes/surcharges. Fully escorted by Roy Hughes Phone 03 332 7500.

Other highlights:

- Antique Automobile Club of America Museum
- 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
- Gettysburg National Military Park / Eisenhower Estate
- Hershey Gardens and Chocolate World / George Washington's home at Mt Vernon



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Escorted by Trevor Carston

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- London Sightseeing Tour
- 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
- Nottingham – Lace Centre
- Biggleswade – Shuttleworth collection, cars/aircraft
- Brooklands Vehicle Museum
- Departure of London to Brighton Rally
- Many museums have motorbike, steam and train sections

Plus many more places of interest

Full details from Vintage & Veteran Car UK Tour, Air New Zealand Travelcentre, PO Box 1643, Palmerston North.
Attn: Selwyn Brown Phone 06 351-8800. Fax 06 351 8801



WE ARE TURNING 50 AND PROUD OF IT!

A warm invitation is extended to all Vintage Car Club Members throughout New Zealand, especially those who have been members of the Wellington Branch, to join us as we celebrate 50 years of motoring.

SATURDAY 3RD NOVEMBER 50TH ANNUAL NOVEMBER RALLY

Friday evening: Noggin & Natter
Saturday Programme

Annual November Rally leaving clubrooms from 9.30 am
After lunch there will be a re-enactment of the first rally with
original vehicles and drivers from that rally, and parades through
Upper Hutt and Lower Hutt cities.
Dinner – Saturday evening.

OTHER EVENTS PLANNED

19 & 20 January 2008 Bi-Annual Motorcycle Rally
Anzac Weekend 2008 Club Captain's Safari
12 July 2008 50th Birthday Party

For information on any of our events,
please contact:

Diane White Tel: (04) 563 6236 or
email white.house.stokesvalley@xtra.co.nz

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

June	Centenary Meeting Brooklands, Tony Hutchings, Tel 01 344 844 287 www.brooklands.org.uk	July 23-27	Anglo-Dutch Trial, Holland, motorcycles, miwills@doctors.org.uk
June 1-10	International TT 2007 Rally	August	Veteran Car Club Grand-Ducal annual rally, Luxembourg, pre WWII cars, two day event. www.vcc.gd.lu
June 2-7	AACA Founders Tour, Vermont/New York	August 4-5	Wroughton Classic, Wroughton Airfield, Swindon, up to 900 older vehicles
June 2-10	30th Anniversary Riley Club of Holland Tour, NZ Contact Ramon Farmer 03 339 6048	August 4-5	Prescott Hill Climb, Gotherington, Gloucester VSCC
June 10 - 31 July	Peking to Paris, A re-enactment of the original 1907 event for Veterans, daniel.ward@threadneedle.co.uk	Aug 26-Sept 1	VMCC Manx Rally, email hq@vmcc.net
June 22-29	Scarborough Festival, VMCC, UK email: hq@vmcc.net	Aug 31-Sept 2	Snail Trail, Veteran run South West England, Bob Smith 01803 292 775
June 24-29	New England Brass & Gas Tour, Warwick, Rhode Island, Horseless Carriage Club, Skip Carpenter, 265 Boylston St, Shrewsbury, MA01545	Sept 7-10	31st Chevrolet Festival, QLD Chev CC, Caloundra, Charles 0421 089 000, Australia.
June 24-30	Tour of Burgundy - VSCC	Sept 15-16	VSCC SeeRed Race Meeting, Donington Park, Leicester
June/July	Peking to Paris, Special news for Austin 7 Chummy owners, kipcarwaistell@hotmail.com mail@endurorally.com , www.pekingparis.com	Sept 20-30	VSCC Tour of Ireland
July 1	Shelsley Walsh Hill Climb, Worcestershire, VSCC	Sept 20-24	HCCA 1 & 2 Rally, New Jersey, oldcarfudd@aol.com
July 6-8	Alvis International 2007, Audley End House, Essex, England	Sept 23-29	Scottish Veteran run, James & Catherine Gray 01 346 541 292
July 9-13	Cotswold tour Holiday, Motorcycles, Colin Seaton 01684 27510	Sept 24-27	AACA National tour, Santa rosa, California, Gudy Bateman 707 539 4945
July 13-15	Hillman Centenary, Coombe Abey, Coventry, andrewmmcadam@tesco.net	Sept 30-Oct 5	6th National Veteran Motorcycl Rally, Ulverston, Tasmania email: flattank@bigpond.com
July 13-15	Round Kurland rally, Lativa, motorcycles. ramoto@apollo.lv	Sept 30-Oct 6	National HCCA Tour, Strrasburg, PA. Cheryl Vaughn, 14 Clearview Rd, Willow St, PA 17584
July 13-15	Rally for pre 1913 motorcycles at/near Nurburgring, Germany. www.ernst-neumann-neander.de	October	Riley Rendezvous - South Africa, Mike Jones, 14 Chelmsford Ave, Essexville 6070, Port Elizabeth, South Africa
July 13-16	Canefields Tour for Veterans, Mackay, Qld, Australia email sydnorman@matilda.net.nz	October 6	British vehicle meet, Morges, Lake Geneva, Switzerland. 1,000 vehicles, no entry fee or admission. www.british-cars.ch
July 14-15	VMCC, Festival of 100 Bikes, Mallory Park, email: hq@vmcc.net	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
July 20	East European vintage Bike rally, Transylvania, Roumania, adrian@cbmt.co.uk	October 10-13	Hershey Swap Meet, Pennsylvania
July 20-22	Historical Machinery Rally, Biloela, Qld	November 2-4	London to Brighton Weekend 01 462 742 818
July 22-27	AACA Vintage Tour, Frederick, Maryland	November 17-18	Bendigo Swap Meet, Victoria

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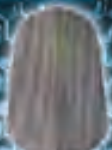
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Ashburton

Les Bennett.

On 25 February, 50 people attended our Ladies Day Run. After an early breakfast, participants set off on a journey to the Hinds district to visit Donald and Delma Robertson's property where Donald has a mini museum, along with a collection of tractors and machinery etc. They were also able to view a large boat Donald is building, after which everyone continued to the Hinds School to enjoy a delicious lunch. A great day was had, by all who took part.

In March, 15 vehicles were displayed at the Methven A&P show where much interest was shown in the cars, trucks and motorcycles.

13 entrants from this branch attended the South Island National Easter Rally in Dunedin where the Ashburton team was fortunate enough to win the Penzoil Trophy.

On 19 April, 10 cars took part in our annual night trial, which was organised by Peter Lambie with the assistance of his daughters, the winners being Lindsay and Glenis Olsen.

I recently had the opportunity to visit David Oakley and inspect his latest project, an Austin 12/4 Tourer which has had quite a lot of work already done, and will be a lovely old car when finished. David has recently finished his Triumph 2.5 PI and has fitted new rings to his Whippet truck.

While on the subject of Triumphs, they are becoming quite popular. Jim Alexander has sold his 1957 Vauxhall and has purchased a Triumph 2.5 and Ian Harrison is in the process of painting a Triumph 2.5S. New members this month are Jim and Audrey Rooney with a 1947 Austin 8.

Auckland

John Stokes

The branch extends condolences to David Batterton's family upon his passing after a long illness. David was best known for his restoration of a 1928 Alvis 12/50. This car is significant in that it was one of the founding cars of the then Auckland Vintage Car Club in 1954/5. David also enjoyed working on other Alvis cars in the company of his friend Derek Dixon. Despite his illness, David was able to enjoy the Vero Rally last year and had travelled many miles on both VCC and Alvis marque events. Sadly, we record the passing of Harold Stone, a member of many years. Harold rallied a Model A Ford from the 1960s to the early '80s and was a strong commercial supporter with his Chev Four truck. He was active in MOTAT and was a noted historian of Jayforce in which he had served just after WW2. Our sympathies go to his family. We also extend sympathies to member Doug Pinker and daughters on the loss of his wife Louise.



Auckland Branch Rear Wheel Brake Run
Top: Alderdice 1924 Harley-Davidson

Above: Quentin Lawrence's Model T Fordor.

Events: The Rear Wheel Brake Rally has survived, twelve entrants may seem small by Canterbury standards but hopefully it will provide a solid foundation for future events and justify the long and often frustrating years of organisation by Norm and Pat Dewhurst. The entry comprised four Veterans and eight Vintage, two of which were motorcycles - Neville Olsen's 1924 BSA and Peter Alderdice's 1924 Harley-Davidson. Trevor Shaw, 1915 Model T Ford, and Berni Engleback, 1924 Rugby, braved the motorway from Albany to south of Papakura and it was very pleasant to see Quentin Lawrence out in the 1926 Model T Fordor sedan, as this body style is now quite rare. The run finished at Bryan Belcher's collection at Mangere. About thirty four people who listed their home town as Auckland attended the Art Deco event in Napier. Tom Brough seemed satisfied with the running-in of his 1934 Nash engine rebuild on this trip. Your scribe and Don White attended Waikato Vintage Venture in the 1930 Whippet. An interesting Waikato technique is the recording or not recording of silent checks depending on the

speed zone in which you are travelling. Our own Vintage Muster, plotted by Brian and Kaye Sole attracted 31 entrants. The route ran from the Dannemora area to Clevedon, Hunua, Papakura, parts of Manukau, Mangere, Onehunga to our clubrooms at Penrose. Rear-wheel-brakers were represented by Norm and Pat Dewhurst in the 1925 Essex and Bob Cleland in his 1927 Essex which was on its first Auckland rally after a thirty year restoration. Roy Sharman appeared in his 1926 Bullnose Morris - a mobile Bullnose is a very rare sight in this part of the world. Glenn and Marion Morris won overall in their 1928 Model A Ford.

Commercial: Berni Engleback now has his Model TT Ford running after a motor rebuild. The Brian Fenton 1960 Diamond T is finally vinned and registered and was given a run recently. John Ross has acquired a 1952 K Bedford from Temuka.

Library: We have received a significant donation of books from the collection of Bryan Jackson and we express our thanks to Bryan.

PVPWVP60V: Len Whysall has sold his 1934 Buick Series 40 to the Alexandra area. Eleanor Groombridge has joined with a 1954 Rolls-Royce Silver Wraith. Two new motorcyclists are Bryan Fernyhough with a 1957 Velocette Venom and Danny Trafford with a 1959 Velocette Venom. Ken and Annette Foot have joined but are still seeking a vehicle.

Bay of Plenty

Jack Hoven

To give a full report on all our activities would require several pages therefore an abbreviated recording of the runs will have to do followed by a report on the most important historic event in the Bay of Plenty Branch since 1958.

February 25 saw 25 cars taking part in a scenic tour to Lake Tarawera, organised by Ray Singleton which included a launch trip on the lake. Thanks Ray.

Our annual picnic by the lake for residents of Carter House in Te Puke was well supported and appreciated.

On the 15 March a good number of cars set off for the four day trip named the Last of the Summer Days, aptly named for the weather was atrocious, the Forgotten Highway will never be forgotten by the participants. It was mud, mud, glorious mud, and an enormous slip which closed the road an hour or so after they had all passed through. Anyway they enjoyed the Rawhiti museum and their stay at the Whangamomoma hotel, well done Derek Winterbottom and Paul Beck.

Our midweek run in March took us to Kevin Pinkerton's museum in Te Puke. An amazing collection of memorabilia, well presented. Thanks to Kevin who took a



Bay of Plenty Branch, left to right: Clive Taylor, BOP Branch Chairman; Graeme Weld, Western Bay Mayor; Greg Terrill, VCCNZ National President; and Stuart Crosby, Tauranga Mayor all at the official opening of the Bay of Plenty Branch Clubrooms, 22 April 2007.

day off work to enable us to see his collection. We then went on to Roer Hills newly acquired country estate for lunch.

On the first of April 31 cars attended the Trophy Trial and Joy Inder Cup Rally, via Omanawa, through a private road onto the Mamaku Blue winery, well done Alan, Helen and Rod.

During April, a small but enthusiastic number of us were at the Carruth Day Care Centre where we entertained the oldies at morning tea and took them for a tiki tour followed by lunch at Kulim Park.

Two of our members including yours truly took part in the North Island Club Captain's tour organised by Rob and Pat Knight. Twelve days of real Vintage motoring, fantastic scenery and glorious weather. It was well organised lots of fun and a credit to all the people involved.

Now, to top it all, the Grand Opening of the BOP Clubrooms. Over 100 historic cars, trucks and motorcycles took part in a Cavalcade of Motoring from the Tauranga Racecourse to finish at our new Clubrooms in Cliff Road. Lots of interesting vehicles came out of hibernation, where have they been all these years? Several well attended working bees resulted in the previously neglected grounds and buildings looking spic and span for the occasion. A good number of members from adjoining branches came over for the celebrations. The weather was perfect, a brass band played a merry tune and everybody was happy.

After lunch, the official opening took place, speeches by our Chairman Clive Taylor, Tauranga Mayor Stuart Crosby, Western Bay Mayor and VCC member Graeme Weld were followed by the official opening by National VCC President Greg Terrill. The ribbon was cut by two foundation members Tevor Mitchell and Jack Hoven.

It certainly was a red letter day in the history of our branch, finally a home of our own after 48 years. Lots of thanks to the many members who all gave their time and

worked so hard to make this a wonderful and memorable day.

Canterbury

Tony Becker

Branch events in this period have focused on the traditional Boot Fair, Rear Wheel Brake, Commercial and P section Rallies, plus runs for Veterans, motorcycles and scooters. The Boot Fair, always a pleasant social day, this year proved that reputation. Surprising how much real car stuff comes out when compared with Swapmeet.

The Rear Wheel Brake Rally was greeted with a lovely day for the ninth consecutive year. Travelling through the Tai Tapu district to an historic homestead near Little River, the turnout was the largest ever. Again this was well organised by Lyn and Peter Barnett.

The Annual Commercial Rally, for the first time in ages, featured both branch vehicles, one being the recently refurbished fire-engine on its first rally. The event was well organised with clear instructions and blessed with another sunny March day.

The 2007 Annual P section Rally was the usual large affair with 71 keen starters. From Rolleston, a tour followed a pleasant route to the lunch destination which was sparkling Diamond Harbour. An impromptu aerial display by a WWII Mustang was much enjoyed. Field tests were held at Motukarara's Waihora Domain. Main Trophy winners included Len Syme (timed section & best overall), A. McKeown (field tests), K & G Stevenson (best overall m/cycle), Bud Grose (best performance overall PWV), T & L Mallard (Concours).

The usual good Canterbury Branch support at Winchester Swapmeet on the last day of March was matched by a big local crowd.

The 'Parts Shed Boys' are still receiving a steady supply of vehicles to wreck or resell. Latest donated asset to their hardware armoury is an engine lifter. Prepared, overhauled and painted by Bob Hayes, it should eliminate any complaints of a sore back! Additionally, the new engine shed now sports a very handy and useful compressor.

Damon Page sent the Scooter and under 250cc Motorcycle Run fleet buzzing their way up Hackthorn Road on a chilly and overcast morning. They had disappeared into the mists and cloud before they struggled up to Summit Road. Over 30 chilled bods later pulled into the Wheatsheaf Hotel for lunch. Advised 110 kilometres, the run felt more like 140 by day's end at the Hornby Trust. More than 10 motorcycles joined the couple of scooters and around 10 mopeds, half of which seemed to be Honda 50s on the day.

The Autumn Run at the end of the month wound its way from New Brighton

to the South Eyre/Ohoka district on a pleasant autumnal Sunday. Colours were flavour of the day with lovely reds and golds at their peak. A nice lunch venue at Andrew Morrison's Fernside farmlet made a timely break for the thirty-odd carloads of members.

Fifty or so members enjoyed a nine-day tour of South Westland, Otago and South Canterbury in April. The aim of getting the best out of Central Otago's autumn colours while touring spectacular country together in our old cars sure worked out well. Breathtaking scenery and memorable times included the highlight of playing curling matches on ice at Naseby's amazing purpose-built indoor ice rink. More on this later.

Central Otago

John Loudon

Instead of our usual meeting in December we had our Christmas Party evening with a good turnout of members some of whom we only see once a year. The Restoration of the Year was decided for the Tapper trophy with four good standard entrants this time. Jim Davis from Wanaka was the winner with his 1928 Buick Tourer in a striking colour scheme. This car started life as a sedan and after many hours of work involving many decisions, some wrong, the vehicle ended up in its present form. Now apart from the usual teething problems it is a very reliable and easy to drive. Jim did most of the work himself and now has a good grasp of panel beating but reckons he is not in a hurry to do another big job.

Also up for grabs was the Loudon Trophy for Peoples Choice from a good selection lined up. Voting papers counted proved 50 per cent thought the Low-lite Morris Minor Brian Roff has just finished was The Car and a lovely wee car it is too and a real credit to Brian who once again did most of the work even the upholstery.

January was a quiet month but a donation of parts mainly Morris, took some sorting out. Member Kevin Scurr from Wanaka had a clean out and we ended up with a trailer load of his excess '34 Plymouth parts.

On 24 February we had our own Art Deco at Ranfurly, this is growing into quite a large event. The procession produced a lot of very hot cars with vapour lock on a few due to the 30° heat and tail wind with not much forward movement. Our Chev did not boil but the heat gauge was right up to 212 degrees, certainly felt very warm inside.

Our members Wendy and John Martin attended the Canterbury area motorcycle rally but due to driver error Wendy came to grief and ended up with some very sore parts and the bike a bit sad as well. She is coming right now though, hard luck Wendy.

The Martins and their helpers ran the third Moped Rally with around 30 entries, this is also becoming a popular event and was all based in the Comwell area this time. On the same day we had a Topless Tour of Vintage only vehicles visit us so the Parts department was open as arranged the previous week and managed to extract some donations to Club funds.

Murry Pryde's 150 Jaguar is almost finished at long last, at present it is having the top done so after all the mishaps and problems along the way he will be a very happy chappy when he can go for a good drive in it.

Robert Duncan is making up a 1934 Ford Roadster at present, very different to the others in his stable. He is also doing work on a V16 Cadillac for a client.

Wilf Miller must be going dotty in his old age as he has just purchased a V8 so watch out for a Rover, red, and don't park behind him on the gravel as you risk serious gravel rash. Jokes aside it is a very nice vehicle and a credit to its previous owners who did not abuse it.

I have just been to our Golden Times Rally in Arrowtown with around 50 entries for the run. Once again we were treated to a route that took us over farm tracks that you don't know exist until you go there. Organiser Allan Sutton and team had the final afternoon tea venue at the Bendameer Resort location with 360 degree views over the whole valley. Results will be in our next Puff-n-Stuff edition for all to read.

Eastern Bay of Plenty Elaine Proffit

The main event for our branch, the East Coast Rally was held in March on a typical beautiful Eastern Bay day. Although entries were down a little on previous years, it was another successful rally taking entrants through town and country roads, over farmland, lifestyle blocks and included straightline navigation and timed section. The usual enjoyable dinner and prize giving followed in the evening and several entrants took up the challenge to dress in the year of their vehicle. Overall winner was K Davis, Waikato, and first Eastern Bay member for the Tom Gibbons Memorial was P Leaming who has the honour of plotting next years rally course. Results as follows:

Post Vintage

1 B Hutchinson BOP 2 A Stewart EBOP.

Post War

1 K Millar BOP 2 J Bruntlett Waikato

3 P Leaming EBOP

P60V

1 Davis Waikato. 2 R McCallum BOP

3 H Watson BOP

Commercial

1 W McFarland EBOP 2 P Menzies Rotorua.

At the March club night, our guest speaker from the Arthritis foundation and

gave an interesting and enlightening talk on that subject.

The Easter Rally in Gisborne attracted nine vehicles from our branch with some success, which was exciting for both those attending, and the branch. Placings as follows:

G & M Bond - 1st medium distance section and 2nd Vintage.

W & A McFarland - 2nd Veteran.

S & J Growden - 3rd Post War.

J & S Sisson - 3rd Commercial.

Most exciting of all for the above was winning the Sun Alliance Trophy for the highest percentage of branch members attending - the icing on the cake! Congratulations and well done guys - and girls!

The April club run started with a visit to the local Coastguard headquarters where the radio operator outlined his work and this was followed by a talk about the history of the local Coastguard. We then travelled to the property of members Stewart and Joan Power where Joan told us about her hobby of breeding Red Devon cattle after which we had a BBQ pot luck lunch - a most enjoyable day.

Far North Branch

Dave Duirs

Our Annual Camp Out with the Dargaville group centred on the old Wainui Bay school right on the beach not far from Te Ngairi. Once kids would have had lessons in this place and their days must have been full of fun as this would have to be one of the most beautiful pieces of real estate on the coast.....lets hope the current Trust is able to hang on to the facility to be enjoyed as we did. A lot of fishing, yarning, tabloid sports (the Far North took home the old billy of lollies trophy!), more yarning, eating and high jinks on the Saturday evening of St Patrick's Day was all part of what happens when the great bunch of Dargaville folk socialise with our lot. The west coasters excelled with their rendition of Cinderella's efforts to get to the ball on time!.....the "makeshift" costumes were hilarious and the script a hoot with much prompting from both sides! The evening concluded with Irish jokes a plenty and dancing to the old piano accordian.

Accommodation was "marae" style in the school room, small Vintage trailer campers, some smart campers, a one man motorcycle shelter and two Far North couples in tents which provided entertainment as they were assembled by non-campers determined to tent out!

As usual the tucker was good and plentiful, supplemented by those who were lucky enough to catch a snapper or two off the rocks or by long line after rowing half way to America at crack of dawn. There

was even enough time for some Vintage car spiel as we relaxed in the sun.

The Slaters and Courtneys of Kerikeri with their band of helpers, organised a very succesful Classic Car show where members and others displayed their vehicles with the proceeds going to the local hospice. They hope to do something similar again.

Our Chairman attended the National Executive meeting and came away very impressed by the way our organisation operates. The workshop on the Club Manual was well worthwhile and he recommends that all members should peruse it at some time so that they become more conversant with our "rules and regs"

Led by Murray and June Baird a large group mainly from the Far North and Northland branches rallied to Gisborne to participate in the Nationl Easter Rally. By all accounts the vehicles behaved and the crews had a great trip.

End of month noggin 'n' natters are happening with small groups who enjoy each others company as the evenings close in for winter.

Gisborne

Rodney Clague

Our run to Wairoa in February was yet another day of enjoyable motoring organised by Gail Menzies and Mike Little. On arrival in Wairoa we were presented with a questionnaire which required us to trudge the main street looking for clues about or on different buildings, monuments and event the bridge. A really interesting exercise which was followed by lunch on the riverside. From here we travelled on to the river mouth where we were able to search an old dump gradually being eroded away and containing many old car parts including motors, chassis, diffs etc. A HIAB and plenty of time would reap rewards, especially if you could dig further inland away from the tide.

Following this was a visit to a grower of begonias, many of which he had cross-bred himself. The variety of types and colours was just amazing. Then it was homeward bound, stopping off near Nuhaka to look at a collection of horse-drawn buggies and carriages, many of which had been beautifully restored. A great day out.

March saw us entertain a group of 21 Rolls-Royce and Bentley owners at a barbecue tea. They had travelled from Auckland and around the East Coast and were returning to Auckland via Hawkes Bay.

April 3 saw the North Island Club Captain's Cape to Cape Tour arrive in Gisborne after a mammoth trip from Opunake via many back roads and around the East Coast.

Friday April 16 saw the majority of entrants rolling in for the National North Island Easter Rally. What a great weekend we had! The weather couldn't have been better, the rally routes were enjoyed by all, the public day brought in the hordes we had wanted, and all meals were delivered in very quick time, including the final dinner which had been cooked in camp ovens outdoors. All too soon it was all over and the entrants wended their way back home from the Monday.

The noticeboard contained three vehicles for sale, Terry Woods' 1930 Dodge, Ray and Prim Stevenson's 1938 Morris 8 Sports, and Brian Butler's 1928 De Soto, plus Brian has a collection of Veteran Waverley parts for sale – engine, gearbox, steering box, many small hard-to-get pieces but no chassis, wheels or bodywork. See our April edition of Carlton for more details.

Ivan English's 1924 Overland, as advertised in the February/March *Beaded Wheels* has been sold and has found a new home in England.

Gore Raewyn Dodds

A successful Festival Rally was run in February on a perfect day, one of the hottest days of summer. We were taken on a cris-crossing tour around Gore's urban and rural roads by Murray and Gerry, finishing

at lunch time at Dolomore Park for a picnic and field tests. The afternoon run was our own choice back to the clubrooms for a beautiful meal and presentations. We were pleased to be able to host some of our neighbouring members from South Otago, Southland, Central Otago and Otago. To finish off a perfect day Keith, Neville and I navigated our wee Ruby to first place overall. Our smiles were brighter than the shine on Ruby! Other prizes went to Mary Tremaine as Runner Up and Best Lady Driver, Veteran P Herron, Vintage B Walker, PV K Dodds, PW M Tremaine, P60 A Dickson.

March once again saw a big turnout for the Frank Robson for Veteran and Vintage vehicles and the Clearwater Capers, for all others. Both runs finished at the Royal Hotel, Waikaka after a tour across the roads of Maitland and Waikaka. Afternoon tea was served at the hotel but only after the 'blindfolded driver' test. I do like that one – now that I have learnt not to wave my hands around while giving instructions! It is great public proof of how much the driver listens to the navigator!!

April was the South Island Easter Rally in Dunedin for quite a good sized contingent of our club members. Thank you Otago for all your hard work – it was well worth

it – Lots of good motoring and very good company, lots of interesting cars (there are always new (old) ones to admire). Everyone in our group seemed to have 'mostly' trouble free motoring and there didn't seem to be too many tales of woe from others. We were all very pleased for Ken and Jill Youngson, who took 2nd=overall. Blenheim here we come!

The wind-down has now begun with our ladies run to be held on Mothers Day, a night run now that the days are shorter and the proverbial end of season run to be all fitted in before our Annual Dinner and Prizegiving at the end of June.

As I am writing this we have just returned from the Golden Times Rally in Arrowtown, Central Otago. We had a great day, but sadly not in our car as it lost its gears just as we drove into town. VCC hospitality came to the fore. Our misfortune was announced at the briefing and in a flash we were offered a ride in an Austin 12/4 (which had been restored during one of its lives by Ron Osborne, a Gore member) with two very interesting 'characters' from the area. They kept us amused, informed and on the right track all day. We never had time to pine the demise of our Austin Seven, who will live to drive again, but I don't think we will ever better

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2007. Thank you to Murray and Mick for a great day along with Allan Sutton and the CO crew who put together a very interesting 'historical' trip around the area and who made us and I am sure all the other entrants feel very welcome.

Hawke's Bay

Rod McKenzie.

The mid-week run is held monthly and usually starts from our clubrooms at Awatoto near Napier. It is given good support by many of our retired members with up to 20 vehicles of one type or another turning up with their owners for a trip to somewhere interesting for lunch and a chin-wag.

Around 40 vehicles and crews attended a run to Dannevirke recently to meet a couple of our southern gentlemen and their fleets. This first stop had the attendees drooling at the variety of interesting cars. Some were modern like the Ferrari, the Porsche, and the Morgan, and others were club eligible like the XK150 and the three-wheel Morgan. The second stop was an interesting bloke's shed with the several mid 50's Chevrolets being one thing, but the superb collection of motoring memorabilia, petrol pumps and signs was quite another.

The Running Board Run in March was organised again by Wayne and Shona Richards and took us west of Hastings. We travelled by devious routes across country and by lesser used roads and tracks to the Puketitiri area and an overnight stop at the "Girl Guide's Camp" at Rissington. The river crossings were a highlight of the weekend and resulted in a number of us learning how to best protect the electrics, and the rest of the car too, when entering deeper water than that we might normally negotiate.

Another camp-out later in the month was attended by several commercial owners (and others) and a good night of convivial entertainment is reported.

A number of our branch membership have attended runs at neighbouring branches in recent weeks. One group went to Taupo and had an enjoyable time. Gavin Harris navigated for me at Wairarapa's Rex Porter Memorial Rally in March. When he found the speedometer on my Ford T was miles out, he threw in the towel, yet still managed to be awarded the Best Navigator prize. We must have had luck on our side as we were also awarded First Veteran, Concours, and First Overall prizes. And he moaned about having to help polish brass all weekend! It is good fun to attend out of town rallies as you get to meet new friends, catch up with old friends, and see countryside you would never otherwise pass through.

Restorations I have heard of around the sheds of Hawke's Bay include Harley

Cadwallader's 1930 Ford A Tourer, Wayne Richards' 1913 Ford T Tourer, Neville Smith's mid '30's Buick, Lynn Cross's 1935 Auburn Tourer, Mike Green's mid '30's Oldsmobile, Peter McCool's 1917 Ford T Pick-up and Gavin Harris's similar 1918 Ford T Pick-up [with no brass to polish!]. No doubt there is other work being beavered away at which I haven't heard about too. The winter months will certainly allow completion of some of the work before the new motoring season is upon us. We look forward to that.

Horowhenua

Shona & Peter Nightingale

March began with the Ted Green Memorial motorcycle rally. 19 bikes started and the run was from the new clubroom site out to north of Levin, through Koputaroa for the time trial and then on to the Kairanga hall for lunch.

After lunch a visit was made to Thomsen's Museum on Rongotea Road and a tour through the back roads to the showgrounds to return for the prize giving and a cuppa.

A member of the branch, Richard Caldwell, won the Vintage section with prizes given out to other sections.

Horowhenua's application to host the National Motor Cycle Rally in 2009 has been accepted so things look great for the future.

This year's Swap Meet was a big affair with 130 stalls with lots of interest from many parts of the country. The day was fine and there were many parts on sale.

The next day we hosted the Triangular Veteran Rally which is shared on a three-yearly roster with Wellington and Wairarapa branches.

Many of the entrants had their cars on display the previous day at the swap meet. Sunday again was fine and the Veterans set off on back roads to a farm situated under the Tararua Ranges for lunch at the woolshed. While setting up the rally we discovered an interesting bit of motoring history in the form of an Albion truck left over from the sawmilling days. There were formerly saw mills in the area and the farm in question is part of the original block owned by a pioneering family, the Bartholomews.

After lunch the cars and two motorbikes made their way back, some doing a bit of cross country motoring, to the clubrooms. Wayne and Dixie Millington won the entrants' choice trophy for their 1916 Maxwell roadster.

The clubrooms were open for parts at the swap meet and progress is well on with the interior linings done, the library is painted and shelving is going in. The rest awaits

painting and carpet laying and the installation of kitchen and toilet facilities. The raffle for the balloon ride was collected and a number of extra members got into the air as well.

Manawatu

Brian McPherson

Shorty Cole set this year's Ruahine Ramble for the 52 assorted vehicles which assembled at the Clubrooms. The morning section covered mainly country roads via Bunnythorpe to Shannon, then to a sunny sheltered lunch stop near Foxton. Following a pleasant break we headed towards Halcombe past a missing signpost and back to the Clubrooms for afternoon tea and prize giving.

Our AGM was well supported and within 45 minutes the meeting concluded with a full committee and new Chairman, Trevor Hardy, elected. A good number of our branch members were seen at Horowhenua's Swapmeet in magic weather fossicking for missing parts, selling surplus parts or telling lies to other people. Two of our members joined Rob's North Island Club Captain's



Horowhenua Branch top: David Gwynn's P&M motorcycle and Glen Bull's 1915 New Hudson motorcycle at the Triangular Veteran Rally.

Center: Ian Chamberlain and Mark Morgan viewing Albion truck remains at Triangular Veteran Rally lunchstop.

Below: My 1920 TT Truck on the way to the swap meet

Tour with 25 other vehicles beginning from Cape Egmont for an excellent tour. A few garages were a long way apart but everyone enjoyed the journey. The North Island Easter Rally at Gisborne was also well supported by our branch with 11 vehicles attending, plus some Ford Rally members. Once again everyone was full of praise for the Gisborne Branch on an excellent event and help when required. I believe one of our members won a couple of awards at the final prizegiving. These rally reports make me envious and I look forward to more free time next year to join in and enjoy more New Zealand motoring and scenery.

Marlborough

John White

Hi members! The most notable activity involving this branch has been attending the Scenicland rally in Greymouth and the after-rally tour a number of us were involved in. Quite a large contingent from Marlborough attended this rally, a number of these not being able to join the Saturday run because the extremely heavy rain caused flooding, preventing them getting out of their accommodation, some with wiper problems and others with extremely bad screen misting. The journey to Charleston for the lunch break was quite spectacular with huge waterfalls from the surrounding terrain onto the roadside and huge lakes to pass through every now and then. On the return journey we encountered a slip blocking the road with just enough room on the lower side for a small car to squeeze through on the verge. The local members Duzgo, being designed as a farm vehicle, was the first to bypass the slip followed by our branch members including Murray and Mary Jobberns in their 1938 Austin 12 truck. Murray hit something in the slip, damaging his left front guard. Murray and Mary are fairly new members in our branch and, in spite of having a few mechanical problems, there were no complaints from either of them about the rally and Mary said she had a great time. Actually Murray's truck has quite a local history. It was converted from a saloon to a flat deck truck between 1953 and '55 by a local Munroe family. Many parts were missing when Murray purchased the remains and great credit is due for his perseverance in completing the restoration.

A few of our branch members stopped off in Murchison on our way home and booked into the local camp, staying until Wednesday morning. We enjoyed fine weather and took in all the local sights we could. The ladies' catering for all meals was really spectacular. I'll join that crew anytime! A limited number of members' cars were invited to be put on display at the Easter Air show at Omaka Aerodrome so I

put my name on the list and was fortunate to attend this great display. The public interest in our cars was very evident.

Our branch hosted the Alvis club during their visit to Marlborough over the Easter period. It was great to view their cars and chat with members. In conclusion I take this opportunity to remind members of our branch's planned swap meet on 22 September 07 followed by a MEGA car show on the 23rd.

Nelson

Pat Kennedy

The weather gods have been very kind to the Nelson region although some of our members did experience a wee shower or two whilst taking part in the West Coast Scenicland Rally recently. Our March Ladies Rally had a bit of change this year – visiting the Old Thorp Store and a couple of lovely gardens, the final one being that of Peter and Judy Talley with the added attraction of members being able to view some of their beautiful collection of vehicles.

March also saw three of our Club's Tourers venture south to take part in the Scenicland Rally. Dave and June Campbell in their 1924 Essex, Tim and Debbie McDowell in their 1925 Willys-Knight, and Jim and Kyra Wareing in their newly purchased 1926 Hupmobile then went on to join in with the South Island Club Captain's Tour and finally the Essex and Hupmobile took part in the South Canterbury Mid Island Rally. By all reports all involved had a grand time.

While some headed south others decided to head north. Erin and Ray Day in their Austin 7 and Helen and Murray Wieblitz driving a Hudson Terraplane took on the challenges of the North Island busy roads as they ventured up to Napier and back to be part of the Art Deco scene.

Once again some of our club members were able to share the enjoyment of owning and driving old vehicles with the residents of the Wood Rest Home by taking them for a short drive (or sometimes longer than expected as requests for drive-bys to other locations!) or for the others the opportunity to view the vehicles - this bringing great pleasure and enjoyment to the elderly folk.

Many VCC members will have known and remember George Topliss who sadly passed away, aged 81. George, one of Nelson foundation members, was a great engineer and prior to his death was in the process of restoring another vehicle – a Veteran Alldays. His passion and expertise for Veteran and Vintage vehicles will be missed but never forgotten.

Nelson VCC in conjunction with the Transport Museum Wakefield and Southern Classic Commercial Club are holding a

Classic Commercial Rally during 13 and 14 October 2007. For further details please contact Gordon Taylor on (03) 545-1765 or at PO Box 1221, Nelson.

North Shore

Ray Urbahn

Due to the temporary absence of our resident scribe, I have been asked to pen a few notes on the Branch activities of late.

The recent 2007 Northern Raid was plotted and organised by Lois and Richard Hadfield assisted by Len and Joy Woodgate. The route generally travelled the rural north west of the Auckland area and comprised of morning and afternoon sections over a total distance of some one hundred miles. Entrants were challenged to identify some twenty silent checks, plot their way through the Kumeu countryside following a straight line diagram and navigate twenty-one tulip diagrams through the leafy lanes of Herald Island.

Jim Scott took the opportunity to introduce his recently acquired 1951 Jowett Javelin to the rally scene. He was without his usual navigator and negotiated the whole route on his own.

Rally Results

Vintage

Neville Olsen & Gill Stephens, Akld 1930 Dodge

Marlborough Branch top: Murray Jobberns by his 1938 Austin 12 truck taken during a run in Kaikoura.

Lower: taken at Omaka Air Show three Austins with scribe John White in background and his A35, front A7 is Dick Anderson's from Nelson on the right is Ron Hebbard from Seddon.



PV
Murray, Joan & Grant Henderson 1934 Plymouth
PVV
Jim Scott 1951 Jowett Javelin
P60V

1 Peter & Gail Northern, Akld Daimler V8
2 Peter Brockner & Daughter VW

Overall
1 Neville Olsen, Auckland
2 Peter Northern, Auckland

1st North Shore Overall
Peter Brochner

Our March event was the Posh Picnic and this year was held on private land in the Weiti Forest just south of the Whangaparaoa Peninsular.

Several members made the journey to Gisborne to attend the North Island Easter Rally. They all enjoyed the event but were unable to secure any of the trophies.

Our Vice Chairman, Brent Mathieson, who was the co-ordinator for this Branch in the weekend activities following the ending of the 2007 re-enactment of the 1917 Parliamentary Tour, thanked the Committee and members for their generous assistance in providing transport, arranging car washing facilities and setting up the North Shore Veteran and Vintage car show.

On the restoration front, Roger and Angie Duke are well on the way to completing their 1924 Crossley 15/30. (The English version of this vehicle was designated 14 HP but the export model became 15/30). Roger who is an expert in the wood-working skills, has crafted a boat tail body working from the original factory concept drawings. The vehicle was originally a tourer thought to be from the Taranaki region. He reports that the project is nearly at the painting stage but probably will not be ready for the road until Christmas.

Another notable project is that of our worthy Chairman, Dallas McNeil, who, assisted by his wife, Sue, is creating a roadster body, sorry, make that a convertible coupe body on a 1935 Packard 120 chassis. The remnants of this vehicle which was extracted from the McLeods Bay area in the Whangarei region, was originally a hearse from the Napier area. Dallas reports completion to rolling chassis stage and is currently working on the panelling.

Otago Arthur Bennett

Now!! Is the time to make that decision to be a member of the Committee. Your input to discussion will be the catalyst that takes the Branch to another level upwards. Be a mover and a shaker at the front. See you at the AGM. The South Island Rally enjoyed good fine weather, something other parts of the country missed out on. Around 170 vehicles including motor bikes criss-crossed lower Coastal Otago and the near

hinterland. Many participants commented on the scenery and great views.

The Restoration Judges have been doing the rounds of garages and car ports inspecting and inquiring to finalise their decision on which vehicle receives the Restoration of the Year Award at the AGM. Make up a party and come to the Annual Dinner. Names can be put on a list at the bar on Friday nights. Ever been to the Golden Times Rally at Arrowtown. It's held mid April every year. The natural colours are fantastic. Some of the cars in the Rally make your mouth water and it's good to be part of it.

Southland Paul Rodmell

The most recent event was the annual Restoration Rally, which was held in glorious weather. Nine cars and two bikes left on a short Rally out to Makarewa with every second vehicle going in the opposite direction around the Makarewa School block. All returned safely but interestingly, not necessarily in the car in which they left.

At the same time the entrants had the privilege of hosting seven Big Buddies with their little Buddies who all seemed to enjoy their afternoon out. This concluded with a yummy afternoon tea. Renée won the best Junior Navigator.

Three cars and one motorbike were entered as new restorations. The Judges had the unenviable task of making a decision between the four well deserving entrants but the Best Mechanical Restoration and the Best Overall Restoration were both won by Ross Bulling with his gleaming Alfa-Romeo.

The mid-week run continues to be well attended with 34 people enjoying the April run out through Wallacetown, up the Oporo Road to Drummond, down to Fairfax, finally reaching Riverton where a superb lunch was provided by Thyme Out Tea House.

Winton members organised a run up to the wind farm. The members who attended had a very enjoyable and interesting time.

In addition to the comfy chairs in the Club Room lounge we now have six bar stools to enable those who prefer to reside at the bar as leaners the opportunity to rest their bones.

Rotorua Doug Green

Our Branch has been to a few good places this year on rallies but there is always something else coming up when you least expect it.

We found a great park set up by an ex-farmer and his wife over 25 years ago in Te Puke, Bay of Plenty. It is called Looking Glass gardens and is based on Alice in

Wonderland and several other nursery rhymes. There are full sized three little pigs' houses, Humpty Dumpty, Billy Goat Gruff and best of all is the Stairway to Heaven. These gardens are well worth the trip as they cover nearly 25 acres and you are greeted by a wonderful couple who are adding to the park every day. A must for Nana and Pop and of course the grand kids.

At Easter ten Rotorua cars set off to Gisborne for the North Island Easter Rally, some went down the East Coast via the Cape while the rest took the direct route via Opotiki. Gisborne put on a great weekend with some of the most empty roads I have ever been on during the past twelve years when taking part in a major rally. Great for us as no other cars apart from ours were on the road allowing brilliant relaxing driving. On the long run we were over mostly metal roads through some beautiful country, and some large sheep stations, that you do not see on major roads. Many people went on the 1922 built tug boat the *Tikitimu* out and about and around the harbour to Young Nick's Head and back to the wharf. This took about two hours and is a great trip that should be a must for visitors to Gisborne.

Another highlight was a Vintage steam train trip on a beautifully restored steam engine WA165. The trip was up the track and through the middle of the Gisborne airport, something you certainly do not see every day. We stopped at Muriwai where the train was filled with water and turned around for the return journey. The best part was sitting in the clicking rolling carriages smelling the old-fashioned coal smoke coming in the windows. It certainly brought back memories.

The highlight of the whole weekend was being invited to one of our members property high in the hills of Gisborne. Daryl and Carroll McMillan have a view to die for amongst farmland and cattle looking out over Gisborne which is about 20kms away. Our hosts put on a most delicious lunch for over 20 VCC members and provided the venue for a most relaxing afternoon which I will remember for a long time to come. Thank you Daryl and Carroll for thinking of us during your weekend off work. The whole Gisborne trip was well worth the effort as we met a lot of really great people and had a wonderful time.

South Canterbury Bill Weir

March is always a busy month for our Club starting with the Mystery Run, a very interesting day, organised by Russell & Joan Paul on their 39th event. This is an amazing record.

From the Clubrooms, the route went via Fairview across Brockley Road to



South Canterbury: The Sth Cant. Clubs Tri Car in the Mid Island Rally Grand Parade beside the Day's 39 Chev Coupe followed by the Warlows Mercedes.

Hadlow, where we were hosted by Mr & Mrs Davidson of Davidsons Honey in their beautiful garden. Mrs Davidson then gave us an address on bees, their habits, & then onto the variety of Health Products the Davidsons have developed from the honey, pollen, etc. From there on to Geraldine for lunch.

This years Mid Island Rally, under the control of Colin Good and his team, was a most enjoyable event with over 60 entrants participating.

After morning tea & briefing at the Clubrooms, entrants were sent on a tour of Timaru, out round Seadown, then onto some little used roads through Arowhenua. From there, through Upper Waitohi, Hilton & down to Geraldine Flat to rendezvous with the Geraldine Vintage Club's 40th Anniversary activities.

Some of the route was on gravel, which due to the warm dry spell of late, was "lots of dust" so much so, that the Olsens of Ashburton in their MG with the top down, looked as though they had come through a snow storm!

Field tests were held in the grounds & after lunch, a Grand Parade was participated in, followed by the Tractor Parade. Entrants returned to the Clubrooms for afternoon tea and prizegiving.

South Otago

Mel Tapp

Our annual Weekender was held in February and was very well attended even though it was a weekend that clashed with the Gore Club Rally which some members attended instead. Members also attended the Wallaby Rally and the Twin Rivers Classic Parade in Christchurch. The weekender was based in Cromwell with most arriving Friday night. Saturday saw everyone up early for the trip over the pass to Haast and a good look around and after

a picnic lunch the return trip gave plenty of time to stop and admire the lovely scenery before the gathering for the evening meal at night and the prize giving amid much hilarity. Most had covered the 500 miles including Don Jenks in his 1928 Chev truck who learnt a valuable lesson on the way – do not use silicon on your vacuum tank. Several members attended the Wing and Wheels day at Taieri Airfield also, as well as the Moped Rally at Cromwell with 10 members from our club making up around half of the entrants. At our tea meeting we had Dennis Ireland as guest speaker many will remember Dennis as one of the great names in NZ motorcycling racing some years ago.

Taranaki

Colin Johnston

A 1955 F100 Ford truck has had a full ground-up restoration by Don Davis of Urenui, the owner for the last 40 years.

This truck has spent most of its life as a tow truck in the central Taranaki area of Stratford where its main use was at Don's panel beating business but it was also pressed into use at the Stratford speedway for towing stock cars. The motor is the original 272 ci ohv V8 motor which was also used in the Ford Customline and was commonly referred to as a boat anchor. Don has rebuilt the tray to original specs and has done all the panel beating himself, as he is panel beater by trade. The paintwork was done by New Plymouth Car Painters. It is great to see this type of vehicle being restored and retained by members as they are important part of our motoring history.

We have just had another very successful Maunga – Moana Rally with a very good entry of 73, and representing an excellent cross section of vehicles. This year there was a noticeable increase in members using their Veteran, Vintage, Post Vintage

and Post War vehicles and this may have been due to the excellent weather that was forecast with warm, sunny and very pleasant autumn conditions making great South Taranaki motoring. This Maunga-Moana was the 42nd Annual Branch Rally and was organised by Brian Morris and David Moore from Hawera. The rally started at the Hawera Furlong Hotel and took us over some excellent Taranaki roads with great scenery. Congratulations to Phil and Bev Roper who won the Findlay Cup for being the highest placed Taranaki entrant.

Results

Overall winner	Bruce Ardell
Highest placed navigator	Jennifer Ardell
Highest placed Taranaki entrant	Phil Roper
Highest placed Taranaki navigator	Bev Roper

Successful Taranaki entrant class winners were Steven Oliver, Doug Surgenor, Anthony Wilson and Peter Janaway with the hard luck prize going to David Lusk.

Taupo

Jack Hindess

The highlight of the past couple of months was our Lake Taupo 40th Anniversary Rally held in March. The event attracted 49 cars, taking in an 80 mile run around back country roads mainly in the Reporoa area. We had lunch at the Waiotapu Golf Club property at Broadlands followed by a gymkhana in the afternoon. The evening function was held at the R.S.A. which offered more seating than we have at our clubrooms. More on the rally in a *Beaded Wheels* article yet to come.

At our March clubnight Toni Sharp gave us an insight into the life of a blind person. Toni is a local girl who lost her sight when she was 13 as the result of an accident. She is active in the Blind Foundation and also organises our annual event in which we take their members on a Vintage car run. She plays an active role in other business and community affairs.

The clubroom extension has taken a significant step forward with the lodgement of a building permit application. This is particularly welcome as our present library is at capacity and we have recently received a significant amount of automotive literature from our patron, Ron Anderson.

Sad to report the death of Bill Britton, who passed away on 21 March. Bill has been an active member of the branch for the past 11 years. Our condolences are extended to his family.

Waikato

Jeremy Brook

We have been having a busy time here in the Waikato.

Our annual Vintage Venture commenced from Pirongia with 21 cars attending. A good afternoon's rallying was had by everyone. The overall winner was Knud Nielsen.

A Thames heritage run was organised by Kelvin Spence. A good day was enjoyed by those who attended.

The Easter rally in Gisbourne was well attended by the Waikato club with 22 members attending. A number of prizes were gained by our members.

Our annual Mooloo Meander motorcycle rally was held on the 31 March 2007 with over 70 bikes entering. A wonderful evening meal was held in the clubrooms. The overall winner was Roy Brown.

Thanks to those who attended the recent club working bee on the clubrooms. Special thanks to Graham Pate, Sharman Orr and Gordon Dearlove for finally fixing the leak in the roof. Club members will be very grateful during the winter months.

Coming up for Queen's Birthday weekend is the Double 50 Rally, the branch's main event for the year. We are also looking forward to hosting the 2008 Easter rally.

New members to the club are Alan and Mary Bull. Alan has managed to corner the market for Vintage used minis in Hamilton. Neil Hart with a Vauxhall PA, Raymond and Jacqueline Edgar with their Sunbeam Alpine, Peter Bryant with his Vincent Comet and Barry Moir with his BSA and Ford Escort.

Coming up at the May meeting is our AGM and prize giving which signals the end of another successful year for the branch.

Wairarapa Rosemarie Hickland

The summer months have seen a bevy of Club meetings and rallies, both local and in other parts of the county, with members venturing far and near to explore the regions and meet with other like-minded Vintage enthusiasts. In January we had the Coastal Run which took us to Eastbourne, lunching on the beach and visiting Wellington Branch's clubrooms. February brought us the Smokin' Mobile Mopeds, a fun day on a variety of members machines at the Clareville complex and the Fun Run which was non-competitive and took us for a relaxing and enjoyable jaunt out into the rural areas.

Club Nights have been well attended, due mainly to the calibre of guest speakers and topics which included a trip to Magoo's in Masterton who are fast making an international name for themselves in building/re-building street, rod and classic cars from the ground up. The Constructive Car Club spoke on their activities, and we were enlightened about the ventures of expat Carterton man Brian Taylor, who has written several books on his experiences both in New Zealand and in the Australian outback. In March, Chris Slater spoke to us about his trip to the Hershey Swapmeet in the States.



Taranaki: F100 ford truck.

The Rex Porter Memorial Rally was held in March and is our major rally event for the year. It attracted 48 vehicles and entrants came from as far afield as Wellington to Hawke's Bay. A fine day meant that the dust was sent flying on the metal roads for the majority of the participants, some of whom lost their way but managed to get back on track, with the Veteran group sticking to sealed roads. The run took participants through the back rural roads to Pahiatua where lunch was at a local pub, a visit to the local rail museum and then a leisurely jaunt back to Carterton. The day ended at the South Wairarapa Workingmen's Club with dinner, entertainment and prize giving with the overall winner of the Rex Porter Memorial Trophy being Rod McKenzie from Waipukurau in his 1913 Ford Model T. Thank you to Howard Sims, Kevin Hickland and all who helped to make this rally a very enjoyable and successful day.

Easter saw a contingent of eight vehicles from our Branch head up to Gisborne for the NI National Easter Rally. Great weather, friendly people and an opportunity to explore Poverty Bay area made it a great weekend, even though we did not get any prizes. Some of our members ventured down south to Dunedin to compete in the SI Easter Rally and by all accounts, had a very memorable trip. The following Sunday was the Club Captain's Run which took participants out to Riversdale, the Veteran's sticking to the sealed main road and the others covering the back metal roads via Homewood. Lunch was at Camp Anderson and a wander down the beach for some, and then it was back to Masterton stopping off at Peter and Nola Grove's residence for afternoon tea and prize-giving. The event was judged on the miles travelled and was

shared by Neville Taylor and partner Beth Kelly-Taylor and Gary Wall'

5-6 May is the Motorcycle Reliability Run organised by Maureen Bull and Frances Elwin and by all accounts is not for the faint hearted. Club Night will be a night rally and we look forward to seeing you all there.

Wanganui

Fay Chamberlain

There's been a bit of groundwork being done outside the clubrooms lately. With winter approaching the problem of mushy ground has been overcome and the parking will be all go for the Annual Rally in June.

The community has seen us out and about with the latest venture being Wanganui's Heritage Weekend (a month later this year) with the visit of a NAC DC3 offering rides as a point of interest. Vintage cars were used to ferry the paying customers to the local airport on the Sunday.

This weekend was also the 25th Anniversary of the annual Autumn Motorcycle Trial which was very ably run by Convenor Bill James and his wife Heather. Around 27 motorcycles ventured out through Wanganui's main street, and on to Marton, where a spin round the Crofton Circuit was re-enacted, from many years ago. It's amazing where route instructions are positioned on these machines – Trent Corbett, with lovely wife Rachel from Waiouru, had ingeniously positioned his in plastic and taped to both legs, thigh high! The overall winners were Ian Dougherty and his wife Norma. How neat it was to see so many women out there!

Clubnights continue to be well supported, earlier starting times for the winter ahead, and Stuart Wilson was the guest speaker at last one. Next month, it'll be a trip back

in time with some fabulous old movie stuff.

Waitemata

Keith Humphreys

Since our last notes, a hillclimb has been held at the Pebblebrook venue and we have joined forces with the MG Car Club to compete at their Otatau Hillclimb.

We have enjoyed sharing the Otatau Hillclimb course with the MG Car Club a few time now and it's always a very good day. A sealed road out near the north head of the Waikato River, it starts downhill and has some challenging corners.

Steve Sharp had his Lotus Seven out for the first time but ran a bearing, and Roger Herrick had the A40 Special out for the first time. This was originally constructed by his uncle, Des Herrick as a speedway midget in 1947, and Roger acquired it only a few months ago. Brake and steering problems hampered his efforts, but once sorted it should prove an exciting car.

Diane Humphreys shared the 1931 MG "C" Type with owner Lawrence Poolman.

Fastest of the VCC members was Steve Sharp in the Lotus Seven at 40.69 secs, with Roy Rowe in the Ford V8 single seater close behind at 43.03 secs. A great day was shortened by rain mid afternoon.

Only a week or so later it was Pebblebrook Hillclimb, a private gravel road, winding up to a disused quarry. It had been reported to be in excellent condition, but a last minute check by Club Captain, Steve Sharp found a recently installed culvert with the road surface pretty rough at that point. On the day, the owner turned up on a tractor with a blade and made the surface better although the Clerk of the Course and the Steward were both concerned about the condition of the repair. Competitors were warned to be cautious and the day proceeded without any drama.

The largest car competing, David Adam's 1932 Sunbeam 20 Drophead got FTD, remarkable for a large car on this tight road, but David's skills and experience with this car, plus its supple suspension saw some excellent times ahead of much better suited cars such as Austin 7 Specials and Bucklers.

Barry Gay and son-in-law Kelvin Hill shared a Matchless motorcycle with the younger Kelvin only beating Barry by a small margin, although at one point it

Waitemata Branch: David Adams in the 1932 Sunbeam 20 Drophead.



Wanganui Branch: top: Trent and Rachel Corbett, Waiouru at the Autumn Motorcycle Trial

1968 BMW R60/2 owners Ian and Norma Dougherty overall winners Autumn Motorcycle Trial, receiving trophy from Ian Chamberlain.

looked like Kelvin was in a Trial rather than a speed event.

Another excellent day was topped off with a barbeque.

Most recently, a Garage Raid/Drive and Dine was organised by Martin Gairdner. A good number turned up and were first lead to the workshops of Chevron Engineering where old mate Evan Fray showed them

around with the first Chevron sportscar wheeled out.

Next it was to Ryan McDonald's "Mac's Garage" where Ryan's ex Ron Roycroft Chev 4 Speedster is making good progress, as is Barry Howard's restoration of a Ford Ten engined special, a supercharger being added to the mix, and an Austin Seven Special under construction for a customer, was inspected.

Then it was on to the private collection of Roger Herrick where amongst other cars, the A40 Special, his Teraschi Formula Junior, and superbly restored XK120 Coupe were all keenly inspected

Finally the team adjourned to the Northcote Tavern for a well earned meal.

Coming up, we have our AGM, always well attended and good fun, and not too long away, our annual R'Oilcan, a two day mid winter run for cars with their tops down only.

Wellington Smits-Brouwer

Elisabeth

On Saturday, 3 March, the National Executive Meeting was held in Wellington. Some of our members had been quite busy transferring the out-of-towners up and down between the airport and their hotels. The next day, Sunday, the Wellington Branch opened its clubrooms for morning tea and lunches for the about twenty visitors who came to look at our clubrooms and the spares, or watched some videos. It was very nice to meet the Executive and others of our Vintage Car Club movement. Some members of the other branches asked whether they could come to



join in on one of our Ladies Sewing Days. Therefore we will now organise a weekend long Sewing and Hat making event, which will be held in combination with our Night Trail on Saturday night, 21 July 2007. If you would like to participate with us in this fun weekend, please let us know.

The following weekend we were off on the Club Captain Safari for which fourteen cars started very early in Featherston. Some of the participants were feeling rather cosy driving in their heated sedans through the cold, crispy early morning mist, while the more hardy rallyists enjoyed an invigorating two-hour trip over the Rimutakas in their open cars. The run to Mt Bruce was straight forward in conditions that were perfect for motoring. After morning tea at the Bird Sanctuary we took our first detour onto gravel from where we turned onto the Pahiatua Track and onto Ashurst. Another section of gravel roads took us into Cheltenham for lunch where several Wellington members living at the Kapiti Coast joined in. After lunch the real Safari began with challenging winding gravel roads up and down hills with not a house, car or persons in sight for miles, but with truly magic scenery. We travelled through Fordell to Wanganui following Station Road, another trying gravel section. In the evening we had dinner in the RSA and several of the Wanganui Branch members joined us for the evening and we had some most enjoyable entertainment.

March club night was our first "Show and Tell" evening where many of our members showed and told us about their interesting and treasured objects.

A group of us have just returned from a great tour via Lake Taupo and Lake Waikaremoana to Gisborne to participate in the North Island Easter Rally. This "short-cut", organised by Roger and Diane White, took us to some of the most stunning scenery of New Zealand following tough gravel roads, which proved quite hard on the old cars. There were several "casualties" and the AA-Plus rescue service had to work overtime for us. What a great service these people provide, many thanks AA. The North Island Easter Rally was most enjoyable and on behalf of the Wellingtonians I would like to express our thanks to the members of the Gisborne Branch for showing us their country and for their friendly hospitality.

Wellsford-Warkworth

Rita Jorgensen

Our Branch has been fairly quiet lately although members have journeyed to various meets and events.

After the business part of our February meeting we were entertained with old



Wellington Branch:

Top: Line-up Of Cars During the Waikaremoana "Short-Cut" to Gisborne.

Right: Club Captains Safari Dinner: Are We Having Fun Or What?



Wellington VCC 50th Celebrations

The official start of the 50th Celebrations will be during the 2007 November Rally, which will be participated in by 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.

Laurel and Hardy movies. A good laugh. We held an antique roadshow at our March meeting. Among the interesting items Martin Howson had brought along an old sextant used to determine latitude. Captain Cook only had one of these along with a timepiece for longitude readings to plot his way. He also brought along a stationmeter, used by ships in convoy to keep a regular distance between them.

Alma Henson took me and my Mum in her camper-bus to Tabora (the Run) west of Wellsford to the Preview Day at the Atiu Creek Regional Park. A 843 ha farm on the Oruawharo River which flows in from the Kaipara Harbour. This property has been gifted to the country by Pierre and Jackie Chatelanat. A fairly steep entrance road takes you to the top of the farm which

offers fine views all around. There are good metal roads through the farm with beach access at Solomons Bay, a Pa site, reservoir, and kauri grove. An ideal place for a picnic day out when open to the public.

I have been delving into some members garages to see which they have tucked away. Our branch delegate and long-time VCC member Wilbur Brown and Aileen have a newly restored 1939 Austin Big 7, a 1930 Humber owned for 35 years, a 1921 Eric Campbell owned for 20 years, a 1915 Rover partly restored, a 1915 Metz motor being worked on to be on the road by next Christmas.

By the time you read this they will be back from a trip to the Continent and United Kingdom. Wilbur assured me he will not be buying any more vehicles while away. I believe him as I don't know where he would store them.

STOP PRESS

We note the recent passing, in Australia, of New Zealander George Begg, aged 76. George was a noted racing car constructor and was a well known figure among motoring enthusiasts.

Prior to his passing George put together a series of articles about the construction of his cars for *Beaded Wheels*, these will be published at a future time.

Our sympathies go to his family and friends.

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