

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 294 October/November 2008

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FORD MODEL T CENTENARY

1915 Ford T Raceabout

Behind the Wheel of a 1912 Model T



CLUB NEWS Irishman • National AGM
South Island Easter Rally •



This photograph has been supplied to Beaded Wheels by Bannockburn member, Paul Crump. He writes

"Hilton Crump driving Smith's Manager, Father Christmas and fairy. They are setting off for Smith's Drapery store in High Street, Lower Hutt from the General Motors Headquarters in Bouverie Street, Petone, 1944.

Hilton Crump worked for General Motors in their Service Station and later ran the Service Training School

The Oldsmobile was owned by General Motors, its history is unknown. Mr Crump maintained the car for many years and he drove the Oldsmobile in various parades and at the General Motors Christmas Parties. It was finally sold about 1960.

PHOTOGRAPHS REQUIRED

Submissions of suitable prints and information (where available) are welcome from all *Beaded Wheels* readers.

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

management committee

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

All administration matters should be addressed to the **NATIONAL OFFICE** in the first instances.

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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 294 October/November 2008



Roy Southward and Ray Betteridge
dining in style with Wellington Branch
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in an exciting historical project, page 50.



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COVER

Beaded Wheels committee member Marilyn McKinlay rose above
and beyond the call of duty, see page 26 for her Veteran Ford T
Behind the Wheel experience.

Photo Chris Leith



president's message

I have just returned from the Vintage Car Club of NZ (Inc) Annual General and Executive meeting hosted this year by the Bay of Plenty Branch. I would like to take this opportunity to thank the Branch for a first rate weekend. Both of the meetings ran smoothly, indicating that the Club is in excellent shape.

The weekend was capped off with the presentation of four 50-year badges and a variety show put on by some members of the local branch and guests.

As you are aware Dianne Ross did not seek re-election to the position of South Island Club Captain. I would like to extend my best wishes to Dianne for the future and record my thanks for her concerted efforts over the years in this position. The Club Captain's role is very demanding with a variety of events to oversee during each year. I admire Dianne for the way in which she handled this job with never any signs of frustration or worry. As a Management Committee member Dianne was always willing to express her perspective and always displayed a very thoughtful, fair and workable aspect to any discussions.

It is also my pleasure to welcome two new members to the Management Committee. John Foot and John Chynoweth will represent the North and South Island respectively as Club Captains. I am sure both will meet the challenges of these two roles with distinction. The remainder of the Management Committee remains the same and I congratulate each members on their re election to their various positions and thank the membership for the confidence they place in us. I would like to make special mention of wives, husbands and families of our Management and Executive members for their continued support. The tasks undertaken by this group along with other branch duties does occupy a reasonable amount of time and this must be recognised at all levels.

In addition to the Management Committee there are sub committees working earnestly to enable the Club to function as it does. Included in these groups are: Archivist Betty Wallace, Federation of Motoring representative Andrew McClintock, the Technical Committee consisting of Dave Allbon (Chairman), Don Broome, George Calder, Norman Pointon, Frank Renwick, Roger White, Tony Bartlett and Rod Brayshaw.



as we see it

Last but not least the *Beaded Wheels* committee, Judith Bain, Rosalie Brown, John Coomber, Mark Dawber, Marilyn McKinley and Bill Cockram all under the watchful eye of Kevin Clarkson are responsible for the production of this magazine, the VCC flagship in the public arena.

This year we were delighted with the number and quality of the nominations for the John L Goddard Trophy. All of the nominees would have been worthy recipients of the award however there can only be one winner. I had much pleasure in presenting this award to Barry Robert of the Auckland Branch in recognition of his efforts over the years specifically relating to the Renault Charabanc bus and also the Branch Library. The presentation will be featured in the next issue.

At the AGM the Management Committee presented a proposal to the Executive to supply to each Branch a laptop computer, free of charge and set up complete with programmes pertinent to the Clubs activities. Some discussion was entered into before this was eventually accepted. Branches do have the option as to whether or not they will accept this offer and I believe the first of the computers will be dispatched to the branches before you receive this issue of *Beaded Wheels*.

Greg Terrill

Fifty years of membership is a long time to be with the club and this achievement is recognised by members with a formal presentation, including presentation of a Fifty Year badge, to those qualifying. To inform the wider membership *Beaded Wheels* also profiles these members, with a photo of the presentations where possible. Over the last couple of months there have been quite a number reaching fifty years and their profiles can be found on page 53. It is important to have this milestone recorded in *Beaded Wheels* but as the numbers forecast to reach fifty years membership in the future increase, we may have to modify the profiles to cover just the highlights of members participation in the Club.

This issue has a concentration of Ford Model T articles which commemorates 100 years of the Model T. We hope you find the articles interesting and particularly the newspaper article, represented to be from a 1908 issue, with a motoring reporter of the day telling us about the delights of the new Ford T!

Next year Hudson and Hupmobile will have their 100 year anniversary (there may be other makes also – let us know) so we would ask the aficionados of these models to start preparing something for us to use in 2009. Maybe a current restoration, a *Behind The Wheel* article or a potted history of the marque.

Over recent months *Beaded Wheels* committee has grown with the addition of Bill Cockram and we welcome him to the fold and look forward to his continued assistance.

The Rotorua Branch ran its annual Sulphur City Rally recently and they graciously hosted Shona and I to this event. The hospitality was great and the weekend was a great experience from start to finish. To take part in the rally in Carol, Neville and Luke Harper's Studebaker President was a highlight. The fact that they won the Veteran & Vintage section in spite of me helping was an added bonus.

Kevin Clarkson
Chairman, *Beaded Wheels*

VCC Events

This list of events is compiled from the VCCNZ National Calendar of Events, and branch events as listed in each branch newsletter. Any deletions, additions, alterations need to be notified to *Beaded Wheels* by the Branch Secretary before 10th of month prior to magazine publication

OCTOBER

9	Nelson	Club Run
10-12	Canterbury	Swap Meet
10-11	Wellsford/Warkworth	Whatipu Wilderness Weekend
11	King Country	Journey Through Time
11	E Bay of Plenty	Whakatane 100th Spring Show
12	Ashburton	Spring Run
12	Nelson	Café Run
12	Northland	Ladies Run
12	Rotorua	Club Run
12	Waikato	Motorcycle Run
12	Wairarapa	Janice Groves Memorial Run
12	Wellington	Social Country Run
18	Ashburton	Spring Run
18-19	Marlborough	50th Anniversary Pennzoil Rally 1958 Picton
18-19	Canterbury	Girder Forks Rally
18	Manawatu	Swap Meet at Manfield Park
19	Banks Peninsula	30th Anniversary Champagne Breakfast & Peninsula Run
19	Bay of Plenty	Swap Meet
19	N Otago/Waimate	Combined Teapot Run
19	North Shore	Club Run (Tour)
19	Rotorua	Club Run
19	Southland	Vintage/Post Vintage Run
19	Taranaki	Sunday Run
19	Waikato	Club Run-Catalina Run to Ardmore
22-27	Manawatu	Veteran Rally Centenary of the N I Main Trunk Railway
24-27	Hawke's Bay	Hawke's Bay "Steam and Stuff Safari"
25	Marlborough	Swap Meet
25-26	Auckland	50th Hunua 100 Rally
25-27	Ashburton	Mid-Canty Vintage Machinery Club Anniversary Rally
25-27	E Bay of Plenty	Commercial Rally
25-27	Nelson	Support Marlborough Biennial Rally

25-27	Sth Canterbury	Mt Cook Rally
26	Marlborough	Marlborough Rally
31-2	Gisborne	Campout at Waikaremoana

NOVEMBER

1	Canterbury	Annual Veteran Rally
1	Gore	P60 Run
1	Otago	Taieri Tour
1	Southland	Commercial Rally
1	Wellington	Annual Rally
1	Waikato	Veteran Rally
1-2	Northland	Far North Tour
1-3	Marlborough	Proposed Steam Train Trip
1-5	Wairarapa	Peter Chisholm memorial Rally
2	Sth Canterbury	Motorbike Rally
7	South Otago	Moped Rally
7-9	Sth Canterbury	Safari Weekend
8	South Otago	Clutha Rally
8	Waikato	50th Anniversary Dinner & Dance
9	Canterbury	Homestead Run
9	Horowhenua	Tararua Trundle
14-16	Canterbury	Show Weekend Tour
15	Banks Peninsula	Monte Carlo Rally
15	Far North	Dunny Run
15	South Otago	West Otago Show Day
15	Wellsford/Warkworth	Wellsford Country Show
15-16	Southland	Arrowtown M/C Rally
16	Nelson	Nelson Sporting Trial Event
16	Rotorua	Club BBQ Run
16	Sth Canterbury	Vet/Vin/Com
16	Taupo	Opepe Run
16	Waikato	Cambridge Swap Meet
16	Wairarapa	Club Reliability Run
21-23	Auckland	M/C Rally & Swapmeet
21-23	Wellington	12th National Classic Motorcycle Rally
22	Hawke's Bay	Veteran Rally
22	Northland	Dunny Run
22	Otago	Commercial & Veteran Run
22	Southland	Hokonui Hillclimb (gravel)

22	South Otago	South Otago Show
23	Banks Peninsula	Veteran Rally
23	Gore	Josephville Hill Climb
23	Hawke's Bay	Homestead Run
23	Marlborough	BBQ at John Pauling's
28	Sth Canterbury	Christmas Party & 50 year Presentation
30	South Waikato	TTT

DECEMBER

3	Wanganui	Restoration of the Year
6	Eastern BOP	Chairman's Run
6	Gore	Diggers Run
6	North Otago	Windsor Rally
6	North Shore	Swap Meet
6	South Otago	Tokomairiro Show
6-7	Wairarapa	25th Gold Medal Motorcycle Rally
7	Auckland	Gymnic
7	South Otago	Moped Rally
7	Waikato	Cancer Kids Combined Run
13	Canterbury	Veteran Picnic Run
13	Far North	Christmas Cracker
14	Manawatu	Christmas Extravaganza
14	Nelson	Christmas Picnic Run
14	Northland	Gymnic & Pot Luck Christmas Cheer
14	North Shore	Xmas Party & Gymkhana
14	Otago	Christmas Barbecue
14	Sth Canterbury	Children's Christmas Party
14	South Otago	Christmas Run Posh Afternoon Tea
14	Wairarapa	Christmas Gymkhana & Dinner

JANUARY

1	Banks Peninsula	New Year's Day Picnic
1	Sth Canterbury	Fairlie Parade
1	Waikato	New Year's Day Run
2	Canterbury	Motorcycle New Year Run
4	Canterbury	Picnic Run
10	Far North	Autospectacular

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national office news

National Annual General Meeting / Branch Office details and Calendar of Events

Members, please find enclosed a copy of the AGM minutes, branch office details and calendar of events. During the same weekend the Executive Meeting was held. A copy of these minutes has been distributed to your Branch should you wish to read them.

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.

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mailbag

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Dear Sir

I instantly recognised Graham Dalton's photos of our local hill climb in the last issue. Not Patmos Ave but Bethunes Gully, a much more challenging hill than Patmos.

The left hander then the right in the photo are two corners out of the cow bier straight, about the halfway mark of the one mile timed section. The photos look to be in the 1920s, the corners and inclines are these days unchanged but over the years the road has been sealed. Quite recently the local sports car club have used Bethunes, but it is some years since motorcycles were run. The photo (below) is Burt Munro in the Bethunes Gully pit area complete with chain wrapped around the rear tyre. Date unknown but before WWII.

Bill Veitch
Dunedin



Dear Sir

With regards to the photos supplied by Graham Dalton in the August/September issue of *Beaded Wheels*, I am quite certain that the beach racing scenes are of the events which were held at Waikouaiti Beach during the mid to late 1920s. The hill climb photos are definitely Bethunes Gully, just past the North East Valley in Dunedin which are readily identifiable by the houses and hill at the left rear. My old mate Les Nye often talks of his motor trade days with Dunedin Austin agent De Beer Bros. circa 1923-30, when they competed at both these venues with the Austin Sports 20. One of the more successful competitors he spoke of was Dave Maider, the Invercargill Chrysler distributor, who won the Thompson Challenge Cup at Waikouaiti in 1926 with

a tuned Chrysler 70. Brian Todd also ran a Chrysler in 1927, winning the Bethunes Gully Hillclimb as well as the Waikouaiti Beach Championship that year. Chrysler 70s would appear to be among those pictured at the beach. De Beers ran their Sports 20 at both these venues, winning the Country Handicap at the beach in 1927 and securing a third place there in 1928. August De Beer and Jim Passmore also ran mildly tuned Austin 12/4s. It is probably one of these two that is featured in the hill climb photo. Les often told me that when climbing Bethunes in a 3-speed Austin Seven Chummy, they would run out of power at the steepest point just below Hellyer's farm. Apparently the procedure was then to leap out of the Seven and run alongside, holding the hand throttle open with one hand and steering with the other. As the gradient lessened slightly beside the farm buildings, he would then clamber aboard and continue. He also told me that the touring body of the 20 was replaced from the windscreen back with an alloy racing one constructed by the late Alex Emslie for 25 shillings! This featured a full length alloy undertray. Speeds in excess of 90mph were attained. The 20

was also raced without success at Muriwai Beach.

Les often spoke of very happy memories of his days with De Beers, claiming to be the first Austin apprentice in Otago (1923) and he and August De Beer were to remain life-long friends.

John Kemp

Dear Sir

Having just purchased Richard Hadfield's immaculately restored 1910 Hupmobile (via *Beaded Wheels*) it is with

some interest that I find the attached photo in our family archives.

The photo c1914 shows my youthful grandfather Tom Gilchrist attempting to crank my great grandfather's Hupmobile.

James Henry Gilchrist was a prominent business man in Palmerston North in the early 1900s.

Unfortunately he was a poor driver and a passion for distilled beverages compounded this. Once driving home, well lubricated, he veered slightly off course and neatly removed several shop verandah posts, gravity promptly lowering the verandah roof. The Hupmobile was undamaged — which says something about Hupmobile, or perhaps turn of the century verandah construction!



Once home the danger continued unabated as he had a tendency to drive right through the back of the garage. No doubt fed up with this, his family eventually installed a crumple zone consisting of a double layer of empty petrol cans over the end wall.

Not surprisingly James Henry's death involved a vehicle but not one he was driving. At the age of 88 he helped push a truck up a hill. The words "We beat the buggar that time" slightly preceding his fatal heart attack.

My grandfather Thomas Gilchrist went on to become a highly skilled motor engineer eventually designing and building many of the vehicles used by the Palmerston North City Council. His passion for cars has been passed down through our family.

Karl Gilchrist

Dear Sir

National Motorcycle Rally

I note with interest Clive Taylor's letter to the editor with regard specifically to the National Motorcycle rally, and where are the entry forms?

We have advertised fairly extensively in our *Spark* magazine (which goes to all VCC clubs) In *Beaded Wheels*, Motorcycle Marketplace (where we have a link to their website) and distributed around 2000 flyers to various businesses, and swapmeets and rallies.

We have posted and emailed over 500 entry forms to date.

At this point in time we have more than 150 beds booked in and around the town (with still more available) but have around fifty actual entries at this stage with entries closing on 28 November.

We have some awesome activities planned throughout the Rally and the After Rally Tour.

Our contact details for those who have missed an entry form is:

Graeme McKenzie
13 Seddon Street Levin
06 36 84888
themckenzie@xtra.co.nz
graeme.mckenzie@spotless.co.nz
or robert.inpijn@spotless.co.nz

Finally, we wish to congratulate Clive on his support of his club, for without these guys there would be no clubs.

Organising Committee
National Vintage Motorcycle Rally
Horowhenua 6-7 March 2009

Dear Sir

I would like to take this opportunity to thank those who supported me in the vote for North Island Club Captain. I will give the position the best effort possible for the benefit of members and the Club. Thank You.

John Foot
NI Club Captain.

Dear Sir

I have enclosed a photo of a contraption brand new, with 50/- tag still intact, that has lain in my shed for 40 years.



I suspect it is a fuel saving device which takes steam from the radiator overflow pipe and is metered through the carburetor.

Have any of your readers any comments or information that might allow me to

fit it to my Packard to alleviate the pain being inflicted on my wallet by the oil producers.

Neil A. McMillan

Dear Sir

This photo comes from the family of my wife, Diana, and shows her grandfather, Stuart Milne (driving) and his business partner Viv Choyce (front seat passenger with their good friend Wattie Henton (near side rear seat passenger). The name of the fourth passenger is unfortunately unknown.

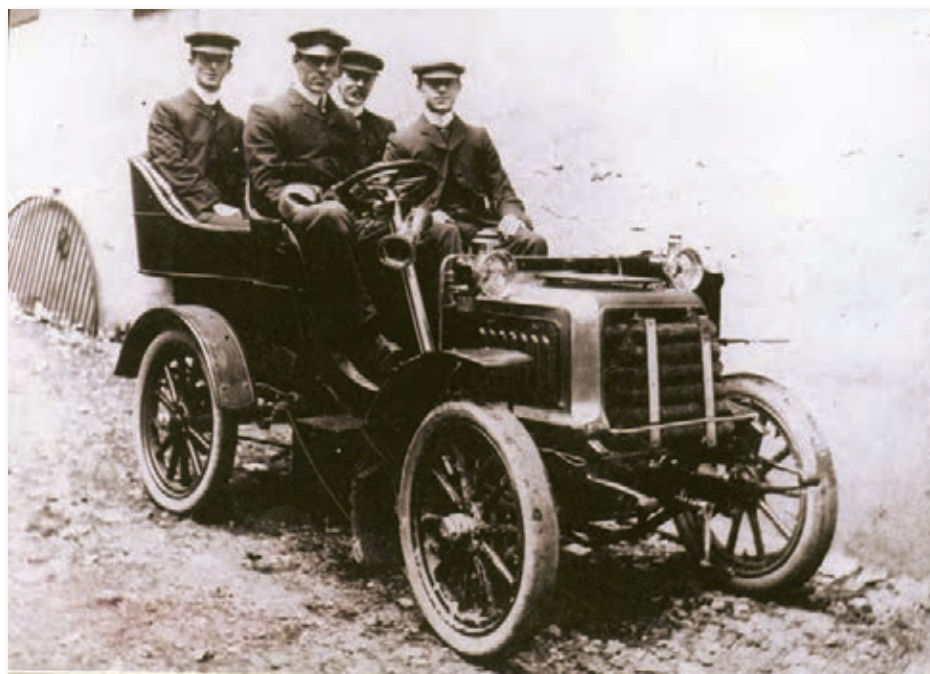
They are riding in the 1902-03(?) Darracq owned by Stuart's Aunt, Charlotte Milne, the co-founder of Milne and Choyce Ltd. a well-known Auckland department store.

Stuart Milne later became Managing Director, eventually to be succeeded by Robert Milne, (Diana's late father).

Most likely the Darracq would have been purchased from Skeates and Bockaert who were the Auckland dealers for Darracq. I believe the car carried the typical locally made rear-entrance tonneau bodywork.

I am sure that should you be able to publish the photo several readers will be able to identify with the picture and no doubt verify the model of car and so on.

Chris Wood



THE WAY WE WERE

Words Grant Hitchings Photos Paul Seaton

Just arrived at VCC Archive are some nice photographs of the new Horowhenua Branch Clubroom at Levin. It is sited in the AP and I showgrounds, I include some relevant data here as part of this month's column.

In the early 1960s, although having membership of Manawatu Branch, those VCC members resident in Levin organised their own monthly get-together in one of the town's hotels or a member's garage although they still attended the regular monthly branch meeting held in Palmerston North. These members included Gordon Routledge and the late Rob Knight

As numbers increased over the next decade the desirability of having their own meeting place became apparent and when a Mr Bob Fisher donated a large room this was relocated to the Routledge property as a clubroom. Unfortunately when Gordon Routledge transferred to Nelson a new site for the clubroom was needed. Through the efforts of Peter Nightingale, who at the time was serving on the Domain Committee at Ohau a small settlement south of Levin, an area of the local domain was leased and the meeting room was relocated there with the local members providing the necessary labour to establish the amenity.

It was at this time that the Levin members applied to form their own sub-branch and then later on, in 1977, they became the Horowhenua Branch.

Like the rest of the Vintage Car Club the membership of Horowhenua Branch was increasing, helped along by the transfer from Wellington Branch of members settling on the Kapiti Coast and among these were Ivan and Rita Bengé who were to prove a very valued addition to their ranks.

When their restaurant neighbour was burnt out the branch negotiated its purchase and rebuilt on its site using its garage as the start of the Parts Shed, the necessary timber being milled and donated by the late Ross Williamson. The new facility was opened by our previous Club President Leigh Craythorne in 2002 – the 25th Birthday of the Horowhenua Branch.

These facilities were soon outgrown and when they were sold, a half-acre block at the AP and I Showground in Levin was leased under a very good long-term agreement. After an extensive fund-raising venture the members built their new clubroom. This is well-planned and with good access, well suited for many different activities. In November 2007 it was opened by the North Island Club Captain the late Rob Knight and the Deputy Mayor of Levin.

The facility has a large multipurpose room which can be used for meals and suppers. Attached is a commercial-size kitchen which makes the complex suitable for hire. Off the main room is the library and the Club Captain's room and also access to the parts area. There is plenty of parking space around the building and gradually memorabilia is being added. As an added interest the branch is in the process of erecting an old windmill on site which they believe is the oldest in New Zealand.

The 21st National Motorcycle Rally to be held early in 2009 will be centred at this new facility .

Presently the Horowhenua Branch membership is about 125. Warren Birch is Branch Chairman and Secretary is Gayleen Alderson.

Cars to Carrington

In *Beaded Wheels* Issue 293 I recounted how a 1916 Buick roadster had been driven to destruction up the bed of the Waimakariri River in inland Canterbury then 33 years later salvaged and rebuilt. I concluded my article by mentioning that a film record of the expedition had been made and was now in the care of one of our large trading banks.

There had been three attempts to negotiate the river and reach Carrington Hut, the first by a Ford T which was wrecked and abandoned, a second by an early model Dodge car that had been 'trucked' and which, after being set on fire, completely vanished after a surprise flood, and the third effort by the Buick. These events happened between 1939 and 1941.

The bank was duly contacted and later an email received back from New Zealand Film Archive in Wellington explaining that the film was now in its keeping and it included coverage of all three expeditions. Archive also generously sent more details of the three trips which clarified and contradicted some of my earlier writing. Unfortunately for various reasons it 'costs' to show the film away from NZFA Wellington or its sub offices. However when in the capital a few weeks ago I went to the NZFA Office in Taranaki street and viewed the film there. It is very interesting and I was quite disappointed when it had finished. There is a clever commentary which is quite witty and the filming not too bad for the era.

The trip by the Dodge I found the most fascinating. At one point on the journey the vehicle's crew are seen busy chopping down young trees that are hindering the passage of their vehicle through the National Park forest. This would be seen as sacrilege now and quite irresponsible so at least, we, as a nation have progressed since then – in conservation matters anyway.

There is also a rather sobering view of the Dodge after having been set ablaze – heaven only knows why – which subsequently caused panic among its cowboy crew when a box of .303 rifle ammunition, forgotten and left under the driver's seat, suddenly started to explode.

I would suggest that if anyone is in Wellington with a little time to spare, a trip to view the film would be a pleasant relaxation exercise. The key words for NZFA reference are "Cars to Carrington". There are also a few sub-offices around the country which can access the film but you may need to arrange a time to view. Locations are given on website www.filmarchive.org.nz



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historical snippets of motoring
 interest from years gone by

Graeme Rice

timelines

100 YEARS AGO – 1908

1908 –What were people buying for Christmas motoring? Daily papers listed sales of these makes - 16hp Buicks, 18 - 23hp BSAs, Cadillacs, Daimlers, 10hp Darracqs, Delages, 15 - 20hp Enfields, 10 - 12hp Humbers, at least two Napiers, 8hp Rovers, a 22hp S.C.A.T, a Siddeley, several 7.9hp Stuarts, (budget Stars) and an assortment of Talbots.

75 YEARS AGO – 1933

Keen Christchurch car enthusiasts could go to the Theatre Royal and see a series of three films on Austin cars. One featured an ascent of a mountain in Norway by an Austin 7hp, a second was on the making of an Austin and a third about a small boy taken for a tour of the Austin factory after writing a good essay on Austins.

50 YEARS AGO – 1958

With Labour's "Black Budget" restricting car imports, prices of used cars shot up. A 1957 Humber 80 was £895, a 1956 Vauxhall Velox £1,015, and a new shape Holden Special, £1,225. Going up market got you a 1957 Singer Gazelle with radio, heater, w/washers and chrome wheel bands for £1,015 or a 19,000 mile Austin A90 for £1,075. A newly orphaned 1956 Singer Hunter was reduced from £1,100 to £895.

Walnut and leather cost £485 in the shape of a 1948 Alvis. Different, but not yet collectable, a streamlined 1935 De Soto Airflow cost £245.

30 YEARS AGO – 1978

Unexpectedly, Peugeot paid £117 million for Chrysler's French, Spanish and British operations, seriously embarrassing the British PM and his Minister of Industry who had committed £162 million of grants and loans, in a politically controversial move to prop up ailing Chrysler, saving jobs and keeping Linwood, home of the rear engine Imp, open. Pressure was applied to recover the £81 million already handed over, unless Peugeot bosses agreed to keep the 23,500 UK workers on. Obviously the Peugeot men said yes they would. Yeah – right.



CAR SERVICING IN THE FIFTIES AS COMPARED TO TODAY

Words & Photos Brian Skudder

Brian Skudder was born in Kawakawa, and commenced his apprenticeship at Westons Motors, Whangarei, at the beginning of 1954. He owned his own motor garage in Whangarei from 1964 to 1972 before moving to Auckland where he became Service Manager at Kirk Motors for five years. He then owned his own repair shop in Glen Eden for about seven years after which he became Service Manager for Giltrap Motor Group, looking after 14 franchises in one workshop. He was later Service Manager for Jerry Clayton Mercedes until they lost that franchise and he retired in 2002.

Brian is a life member of the Northland Car Club. He has competed in hillclimbs with many cars including the Cooper 500-based RGR, which he repowered with a Ford Cortina engine. For many years, he has been a committee member of the Thoroughbred and Classic Car Club for whom he is a judge at the Ellerslie Concours and is also race starter for the Historic Racing club at the Pukekohe and Taupo circuits.

Working in a Chevrolet dealership in the fifties, which became a Holden dealership from 1955, involved repairing items which nowadays are hardly touched.

Exhaust systems burnt out regularly required silencer and tailpipe replacement. My 1989 Mazda ute in 225,000 km has not had the head off, its clutch replaced and its exhaust system is still original.

Handbrake cables seized up and had to be freed at nearly every six month warrant of fitness check. The procedure was to jack the car up at the back and remove the rear brake shoes and then the apprentice would get under the car and emery off the exposed inner cable and wipe it with a kerosene covered rag. The mechanic would draw the cable out while the apprentice would pull it back and this would carry on with a sawing motion until the cable ran free. Then it was smeared in oil and the brakes reassembled.

Brakes had to be manually adjusted. No self-adjusting disc brakes then.

Rear leaf springs often had to come out and be sent away for setting up. The Chevrolet springs were often wrapped in a thin steel bandage which had to be chiseled off before they went away. When they came back for refitting, the car was often very high at the back until the springs settled.

At the front we had kingpins which, through lack of grease, wore out frequently. They had to be renewed with new bushes honed to fit. Sometimes the eye in the axle would be worn and oversize kingpins were fitted. If the bushes were a loose fit in the stub axle we coated the outsides with solder and pressed them in.

Tune-ups included tasks such as washing out the air cleaner and replacing the oil in its base; fitting new ignition points and freeing up seized centrifugal advance mechanisms and adjusting the tappets with the engine running. This was the case on Chevrolet and Holden and we became quite adept at loosening off the lock nut and adjusting the screw while the tappet was jumping up and down with hot oil splashing around. To set the ignition timing you went for a road test and the distributor was adjusted until a slight "pink" came in on acceleration. Later with the Holden we became more sophisticated when timing lights appeared.

Cars came in every 500 miles for a lubrication service which involved changing the oil, checking levels and greasing the many grease nipples under the car. This work was done by a lubrication attendant or grease monkey who was not a trained mechanic.

Valve grinds were needed quite often, and I remember reading a 1948 Vauxhall handbook which recommended the cylinder head be removed for decarbonising every 10,000 miles.



So times have changed and the modern motor car is a pretty amazing piece of kit. We do a lot more miles now at higher speeds and the cars are very reliable. Okay, when things go wrong the costs can be scary. Service checks put a big dent in your wallet but we have to put it in perspective and remember just how much work this car has done and realise that the cost per kilometre is not too bad after all.

Other memories are of attempting to repair the vacuum wiper motors which mainly played up because of vacuum leaks. Who could forget the frustration of the wipers stopping when accelerating up a hill? The Vauxhalls had a mechanical wiper driven by a flexible cable from the camshaft, and I still remember the blood-curdling scream when a mechanic working behind the dash started the cars engine and the wiper linkage shot across and trapped his fingers.

Brake relining would frequently involve having the drums reground. We would have to rivet the new linings on with shim underneath the lining to allow for the bigger drum. Rear axle breakages were fairly common and I remember going to a Bedford milk tanker with a broken axle on the driveway into a milkshed. We had to dig a trough in the bank to make room to pull the broken shaft out. The tanker was too laden with milk for the farmer's tractor to shift it.

Fibre camshaft gears would chew out but while this didn't result in valve versus piston dramas it was still a fairly major repair job. Initially with the grey Holden engine the manufacturer's advice was to remove the engine and extract the camshaft and press a new gear on. However we soon developed a method of doing the gear in place by locking the camshaft with a clamp fitted through the fuel pump hole.

Then there were accessories. A new Holden would be sold and all those parts we take for granted now would have to be fitted as extras – mudflaps, exterior rear vision mirrors, windscreen washers, radios, heaters and even oil filters on some early models.

bw



REMINISCING WITH JACK KANE

Words by Kevin Casey



Three Vulcans on the left and two Republics taken at Forbury School about 1930.

Jack Kane is a tiny wee bloke with a great sense of fun and wonderful recall. A chance conversation extracted a tale or two from the spritely 87 year old so, for posterity, I listened and scribbled for an absorbing day. Jack entered the world in 1920, a world centred in the family cartage business next to the Forbury School in Melbourne St, Dunedin. He hasn't gone too far, living just 200 metres further along the street in a house he built in 1953 on land that once provided summer grazing for the Clydesdales. His father, Bob Kane, started a carrying business in 1881 with one Clydesdale and a dray gaining a contract to cart coal from the Birch St wharf to the Gasworks. If a collier was in, a steam crane lifted huge baskets of coal and dumped them into the dray, otherwise the driver shovelled it off the wharf. At the Gasworks he shovelled it through a window, one ton returning one shilling. Bob was joined by his brother Joe and the business became R & J Kane. The fleet gradually grew and by 1924 numbered 20 side-tipping drays, 20 Clydesdales and a half-draught which is a Clydesdale crossed with a light horse. The half-draught pulled a spring dray and could trot when it was empty whereas draught horses never trot – they plod. When hills were on the route, the drays, which carried a ton, would travel in convoy. At the hill, one horse was unhitched and connected by a swingle tree to the other, unhitched at the top and both horses pulled the other dray up. Life was unhurried then! There

were frequent trips to Portobello carting building materials such as crushed metal and cement. Drays were loaded the night before and left standing with props under the shafts at horse height ready for a 7am start. On the way home, the driver would shovel on a cubic yard of spoil from ditches under construction, unload that and reload finishing about 7pm – quite a day.

By 1924 horse power was outmoded and the Kanes brought seven new 2 ton Vulcan trucks supplied as a chassis with only a bonnet fitted. These were driven from Lyttelton with the drivers sitting on petrol-tin boxes. There was probably a good supply at just 7 mpg with the petrol gravity fed from a tank in front of the driver where you would normally find a dashboard, not required as there were no gauges! Kanes had their own blacksmith, a very big man called Jack Horden adept at such skills as making tools, dray tyres and forge welding springs. He thought his employment would be over but no, Bob sent to England for technical information on the Vulcans and told Jack he was now a mechanic. Big Jack didn't like anyone except little Jack who he found handy to get into tight spots for such tasks as starting nuts. Local carpenter, Tommy Rennie, built the bodies in the Kane yard with all except one, three way tippers. Some had split screens and a door at the back of the cab to carry long lengths. To operate the tip tray, the driver stood on a lever outside the cab engaging a mechanical device against a

leather facing on the exposed flywheel, causing a hydraulic pump mounted on the running board to hoist the tray via a driveshaft. Later Vulcans had the lever inside. The clutch was also leather faced and each truck carried a cylinder of pink Fullers Earth. When the clutch became contaminated with oil and slipped, the driver would open a little trapdoor and give it a shot of Fullers Earth which was also an effective fire extinguisher. A pit was dug in the old smithy and an overhead gantry fitted to swing the engine around to the bench. Eventually, one truck was kept out of service being overhauled from top to bottom before rotating with the next in line – they had no odometer of course. Their kerosene lights were converted to electric at this time. Nobody was laid off when the trucks arrived. The horse drivers became truck drivers although some had trouble changing gear. They tended to stop at the bottom of a hill, assess the grade, select a gear and leave it there. The DCC traffic cop turned up to issue drivers licences, five shillings per man – 2/6 for the licence and 2/6 for the test. Nobody was tested. He simply came back the next day with the licences.

About 1930 two Republics joined the fleet. These American trucks were faster than Vulcans, which Jack says could not pass a tramcar. He could run just as fast. The Republics could do 30–35 mph with the bigger one good for 4 mpg empty and 2 mpg loaded! They featured a ball lever gear

change whereas the Vulcans had a gate change. Their tip trays were also superior being cam and roller driven by a hydraulic pump powered from the gearbox. A knob on the dash was pushed in to stop the motor, earthing the magneto. Pull it out and crank to start. About this time Bob bought a 5 ton Renault for the wheels as they fitted the Republics. Bill Bramwell bought this truck new and was still paying it off when it threw a rod while carting coal from Kaitangata. Otago Motors took it back and sold it to the Kanes. There was only one other Renault in Dunedin, owned by Bill Casey of WC Casey & Son. Bill and Bob did not get on. "You could only fallout with Bob once," says Jack. Bill's Renault screwed an axle as they were prone to do – so he asked Bob to help him out with one from the wreck and was promptly told to go to hell. In desperation, Bill Casey sent his son, Jim, around to Kanes as he got on very well with Bob and Mary Kane (Bob always called her "Mick"). "Would this be a social call, Jim?" "No, I know you don't get on with Dad but we're desperate to buy an axle." "Well I won't sell it to the bugger but you can have it for nothing." The carriers generally got on well. Three traffic cops lived in Melbourne St and they would delight in calling in to tell Jack they had just stopped George Hanson again for an overlength load. George was too mean to buy a flag and would just tie a piece of string around the longest length "Oh no,

some bastard's pinched my flag again!" He always got off.

The Vulcans were getting old and costs were mounting. An extra financial drain occurred when the first speedway was being built where the Chinese market gardens were – now the site of Kings High School. An Australian company had the contract to build it and R & J Kane carted for them. Unfortunately the Aussies went belly up owing Bob £1,000. They offered a half penny in the pound which they were told to shove where the sun doesn't shine. Much the same as today's trans-Tasman relations. Hard on the heels of this disaster, the biggest Vulcan was damaged while carting wet clay to Carisbrook for the embankment. Some clay stuck in the top corner of the tray tipping the truck over. The driver jumped clear (no door) catching his foot and executing a perfect somersault landing on his bum. A Pommy driver asked him if he was hurt "No." "Stop your bloody acrobatting around here, then." (You have to do the accent.) The truck was repaired and signed off by the insurance agent. Not long after this, handling deteriorated and the chassis was found to be broken. Kanes wrecked it and their sole return was £17 for the motor sold to Fairfield Brick & Sand to power a digger. Another was sold to the St Kilda Borough. These Vulcans were a pig to drive but young Jack, just a slip of a lad ten years of age could manage it. One of the drivers, Jack Malone, had a soft spot for

him with Jack a regular passenger and soon the "back-up driver". Malone would have a smoke with Jack driving by standing at the wheel using the hand throttle. He would jump on the clutch pedal and whack the lever through. One time in Prince Albert Road a car was heading straight for them "What will I do?" "Just go to the right side" was the reply "Now what." "Just stay there in case another car comes along." Not much traffic then!

Jack and his friends became avid speedway fans gaining free entry courtesy of a Kane truck dragging harrows around the track between races. Ginger Inglis was the star rider.

By 1933 the Vulcans and Republics had been replaced by Bedfords, one 5 tonner and four 3 tonners. The Kanes were inclined to buy several trucks with one cheque which pleased Cooke Howlison Ltd no end. These British Bedford Speedwagons were a lot quicker so could do more work. Sixty mph with a load on and six miles to stop it, Jack states, and apart from lousy brakes would faint at the sight of a hill. Jack laughs uproariously. "We used to throw a sack over the lights so it couldn't see the hill!" They were no good on the beach either so the Bedfords didn't stay long, replaced by Chevys. In July 1935 Jack turned 15 and obtained his licence. Bert Thurston, a DCC officer, issued it asking him what he was going to do now. "Leave school, work for my father and call



Photo taken in 1925 or 1926 showing the Kane children, Mercia in the cab, Jack on the step and Eric. This Vulcan has the split screen and door at back of cab. The Mascot has not been stolen, electric headlights fitted and you can see the hoist pump by Jack's leg.



Working late at Forbury Park. Ex Army '42 Chev. Note LHD and sliding roof hatch. Letter J on weight class plate indicates max load 6½-7 ton.

Alex Dyson with gun and Jack Kane with Jack's '38 Chev.

him Bob for the rest of my life!" You won't be driving heavy duty trucks? "Only when you're not around". "You'd better have an HT licence then." He had to know just three rules applicable to trucks: 1) Could not pass a stationary tram, 2) maximum road speed anywhere is 25mph, 15mph across an intersection and 3) the minimum parking distance from an intersection. The practical test was to take off on Pitt St with a three ton Chev – four times. "I'm sure the bugger didn't want me to have a licence and I kept calling him Sir!" Dunedin also had Government Traffic Officers and the separate borough of St Kilda, which ended at Bayview Rd, had its very own traffic cop, who couldn't drive. He was also a plumber and rode a pushbike, pulling vehicles over by standing in front of them having mentally calculated their speed! Jack delighted in baiting Plod by passing his bike with the motor screaming in second gear so it sounded like he was speeding. If our moonlighting plumber suspected overloading, he would order the driver to proceed to the Gasworks weigh-bridge pedaling furiously along behind. The Chev Jack used was one of five 3 tonners that replaced the Bedfords. Jack remembers them as good trucks, especially in the sand and we should have kept them. All the Chevs except Jack's '38 (he wouldn't let it go) were replaced by Internationals in 1939. These proved less than satisfactory at Tomahawk Beach. The driver, in this case Jack, would back his truck into a sandhill and shovel on four ton of sand filling the back first and then lifting the hoist a little to fill the front. The Inter promptly dug a hole so the load had to be tipped off and the process repeated further along with the same result. In the end a load of contaminated sand was shovelled on from harder ground and Jack stuck to his Chev after that. He reckons the Bedfords didn't have the power to dig a hole and attributes the Internationals' problem to a very steeply angled driveshaft causing the whole back end to bounce and therefore dig. Each driver had his own truck and no other driver could use it. Even the boss had to ask permission. One time Jack was

driving too fast with the regular driver as a passenger and was told at the yard: "If you ever put your arse back in this truck, I'm finished."

The Kanes had a 1,000 gallon tank (one shilling a gallon) and only the boss was allowed to fuel the trucks, which he did each morning. Another common load was cement which came in jute bags. Milburn Lime & Cement's store was in what is now the Spotlight building on Cumberland St. The Kanes kept a big stack of cement bags. Their storeman, Jack Berland, would hook the bags onto the tray and the driver, using a hook with four little prongs, would snag the bag, draw it over his knee and thrust the leg up in one fluid motion sliding the bag 13' 6" to the back of the tray. I can remember my father telling me about cement in jute bags. He was a builder and it was common on a big job to have 20 to 30 men in a circle mixing concrete with shovels and then passing buckets up the scaffold by human conveyor belt. Hard-working men and he, like most of them, ended up with a crippled back.

Metal was obtained from several quarries. There was the Andersons Bay Quarry in what is now Dunford Place opposite Bayfield High School. A chute was used here. Calders Quarry in North East Valley used a Barbara Green Olden bucket loader. It had a Buda engine and was quick, whereas Palmers Quarry had a slow electric system. The driver shovelled on half using a special fork like a hay fork for 1½" stones and a shovel for everything else. When forming roads the base was 2½" stone then 1½" topped with "all in" commonly known as shitmix-derived from SM or stabilised macadam. On soft ground a base layer of spalls (large stones) was necessary.

War arrived and one Sunday the Army phoned to advise they were coming around so line up your trucks. They had all the registration numbers and took the four latest trucks but missed the lowest mileage Inter which was "accidentally" left in the shed. This was Jack's truck which he had used just twice and gone back to his trusty Chev. If you wanted permission to buy a

new truck after the war you had to first buy one from the Army, either your own or one of theirs. If you bought your own truck they also charged you for all the repairs done to it during Army service! Kanes bought five. Due to a heart condition, Jack was graded P4 and carried on working.

The day after midget subs attacked Sydney Harbour the Naval Auxiliary Patrol Service came calling. They wanted his boat and knowledge of coastal waters to defend Otago Harbour against the sneaky Japs. The threat was quite real as the Japanese had been in North Island waters and mine sweepers were being built at Port Chalmers. Jack had a 35' launch and his River Ticket (good for three miles off the coast) plus a PVOS – Propulsion Vessel Other than Steam. He had become interested in boats having his first race aged thirteen after being given a hull and then acquiring a 17hp Caley outboard from dad who took it in lieu of a debt. The Otago Power Boat Club members took him under their wing. When having a beer, they would supply Jack with a big bottle of lemonade. Years later, 27, married and a father, they still offered him only lemonade and out of respect for their care for him Jack never asked for a beer. He told the Navy he was P4 so they gave him another physical, checking the feet first of course. After a Kane wisecrack about foot in mouth disease he was told "Put your boots on sonny, you're grade 1". Three boats were rotated, one night on and two off patrolling to and sometimes beyond the Heads. The crew numbered four: Chief Petty Officer Kane, a Petty Officer, seaman and signalman who communicated with the shore by Aldis lamp.

When his father died in 1945, Jack took over the business with his brother Eric joining a year later but Jack sold his half to Dr. Bell and another person in 1947. Jack moved his family to Waikawa, fishing commercially for one year until an ulcerated stomach meant a permanent return to Dunedin.

Continued next issue



1914 Ford T Raceabout

Words Joseph McClintock

Photos Chris Leith

The photos of the completed car were taken at historic Tiptree Cottage, Harewood, Christchurch. They were taken recently after the car had travelled over 5,000 miles since restoration

Originally the plan was to build an Irishman's special for the Irishman Rally. The first plan was to build a special based on a 1926 Studebaker Standard 6 running gear with possibly a Studebaker straight 8 engine. But after competing on several Irishman Rallies I noticed that large cars seem to bury themselves in fords and mud, so the decision was made that the car had to be light. Having driven Dad's 1912 Ford T for many miles I decided to build a Ford T race-about. The collecting of parts from swap meets, fellow club members and from overseas took about 10 years.

The majority of the running gear came from a farm in North Canterbury where it had been since the 1930s. When I collected the bones of the car it had found its way onto the farm scrap metal pile and was under old roofing iron, fencing wire, pots and pans.

Another major part collected in New Zealand was the radiator, an after-market V type, which was originally on Stan Andrew's Ford T special that set the Australasian land speed record of 93.26mph in 1924. The Corbin rev counter came from the Winchester swap meet ex Rob Ross. A Muncie auxiliary gearbox (overdrive) and

some Quad-BEC front brakes came from Canada via a family friend.

Approximately 1999 assembly started. I wanted a set of wire wheels but could not locate any so I borrowed one from Peter Turner and copied it. With the help of a good friend Simon Steffens we made new hub wheel nuts and internal hubs from scratch. I bought new rims and had them dimpled and laced. Front and rear axles, springs and Hassler shock absorbers were rebuilt along with the Muncie gearbox.

The next thing was to rebuild the radiator. I made a new core because the original tubes had split due to frost damage.





One hundred and twenty brass tubes were cut to length and tinned with solder. Eighty-eight fins were cut and tinned. The original radiator had no fins only tubes but was prone to overheating. All the tubes and fins were assembled in a jig and placed in Mum's kitchen oven and heated to 220° to melt all the solder. I put an aluminium foil tray in the bottom of the oven to catch any drips of solder or flux, unfortunately the tray melted and I had to strip and rebuild Mum's oven! Malcolm Cameron made a new brass top tank for me due to the original being beyond repair. The top and bottom tanks and side tanks took approximately 120 hours to assemble and solder together. Another job done. Prior to 1914 the Ford Motor Company insisted on fitting genuine Ford bodies to their cars but in 1914 Henry decided to give a factory warrantee to his chassis and running gear even if fitted with a modified body, this opened the door to a flood of specialist aftermarket bodies for Fords.

The bodywork was styled from an advert in 1914 for an Auto Sheet Metal Works of Chicago Gentleman's Streamline Roadster. To start with, the rough shape

was made in customwood to ensure all correct dimensions and angles and that it was comfortable to sit in. Then the final woodwork was made using Southland beech. Woodwork is something I have had little to do with in the past but having built the frame work for my car I now quite enjoy it. Gus Burke skinned the body in sheet metal and made the mudguards. Gus also formed all of the bonnet sheet metal and I riveted it together. I then prepared all the parts for painting. The chassis and body and panels were coated in a friend's spraybooth and the remaining parts at home. Brent Taylor did the pin-striping for me.

Deep buttoning upholstery is a real challenge, but after several attempts with cheap fabric it was time to do it with good fabric. This turned out well. Surprising what you can do on Mum's Bernina sewing machine.

The last major job was the engine. Ford Ts are prone to breaking crankshafts so this weakness had to be cured. Additional main bearing webs were bolted into the crankcase (this was a conversion you could buy from the Laurel Motor Corporation

—makers of the Roof 16 valve head). A new crankshaft was machined from solid with the help of Simon. (Many thanks to Barry Elcock and Don Bennetts for the use of their lathe and mill). The finishing grind and balancing was done by Bert Hey. A new camshaft was turned from solid with five bearings and then ground by Mace Engine Reconditioning. I bored the block to .030 oversize. New valves and springs and high compression pistons were fitted. Compression ratio is 6.25 to 1, as high as you can go with a standard cylinder head. Inlet ports have been enlarged. An aftermarket inlet manifold and brass Kingston L3 1.5 inch carburettor is fitted. Ignition is by Bosch DU4 magneto. An original Bosch mag mounting bracket and drive gears were found in the Canterbury Branch parts shed but it would not clear the steering column (obviously made for left hand drive) so a new mag drive bracket with the required clearance was cast. A new aluminium sump was cast to give extra oil capacity. Other smaller jobs included making a new fuel tank and fittings and restoring all the kerosene and gas lights. A new speedo was made to



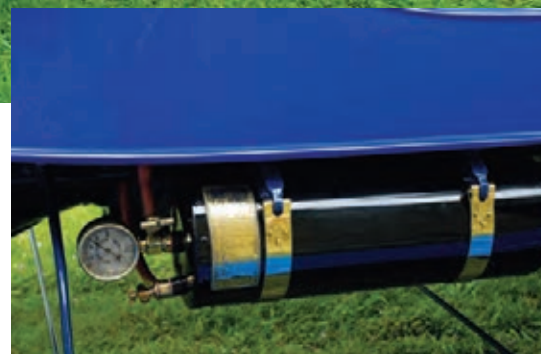
match the Corbin rev counter and internal bob weights etc were salvaged from an old Corbin motorcycle speedo, a new housing, rim, face and internal gears and shaft were made (approximately 60 hours work). This project has grown from just an Irishman Rally special to a complete Veteran restoration.

The car performs as expected, with a cruising speed of 55 to 60 miles per hour and has travelled over 5,000 miles since Boxing Day 2005 and has competed in two Irishman Rallies. The original plan was to locate and fit a Roofs 16 valve cylinder head, but after getting the car going the performance is more than adequate and limited by the beaded edged tyres and braking. The Model T was a dream come true for aftermarket manufacturers in the 1910s and the 1920s with over 15 million cars made. If you sold one part to one in a 1,000 owners you would have had a busy workshop. The accessories available ranged from dress-up radiator caps to complete new 16 valve twin cam engines. Common accessories included different wire or disc wheels, different radiators, bodies, ignition systems and conversions from buzz box

to mag or distributor. Also available were auxiliary gearboxes and two speed diffs and electric light conversions for gas-lit vehicles. There were starter motors and generators for cars that were not fitted with them, often chain driven from the front of the engine. You could also convert your Model T into a large truck with extended chassis rails and chain drive to the rear wheels – there was even a tractor conversion. In the mid 1920s serious race car builders such as Frontenac started to see the benefit of building cheaper dirt track and board racing cars loosely based on Ford Ts.

Apart from the brakes I have gone out of my way to ensure all the parts and modifications would have been available and possible when the car was new

bw



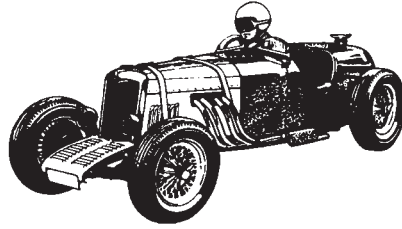
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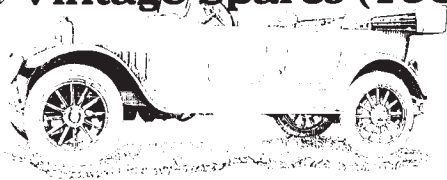
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GLITZ

Saturday 12 July 2008

The 145 party goes, some sporting boas, bow ties, ball gowns and tails, gathered for nibbles and drinks in the museum and entrance foyer where the Just Four Now barber shop quartet rendered appropriate songs for the occasion.

On entering the theatre for dinner, a colourful display of black and gold greeted members. Tasi, Diane and helpers had transformed the theatre into a glamorous night club—that also happened to have a Wurlitzer organ, more correctly called a Hope-Jones Unit Orchestra, Style 260. Shortly afterwards the Wurlitzer burst into life with organist Les Fifield and console rising up through the floor.

The Wurlitzer played background music during the evening, including appropriate action music to the showing of a Charlie Chaplin silent film featuring old car racing.

The celebrations included a welcome from Chairperson, Tasi Betteridge, and



Robin Simpson and Julie Engebretsen, who met at the Wellington Branch and announced their engagement at the dinner.

Cathy Haddock



AND GLAMOUR

A Glitz and Glamour Nite was promised for the Wellington Branch 50th Birthday Party celebrations at the Southward Car Museum—and it was certainly an evening of glitz and glamour, plus good food, music, entertainment and fellowship.

Words Roy Southward
Photos Winton Cleal

the presentation by National Secretary John Coomber of 35-year badges to Barry and Hilary Pettengell, and 50-year badges to founder members Ivan Benge and Roy Southward. Ivan is now a member of the Horowhenua Branch, whose Chairperson Warren Birch and members joined the evening to celebrate with Ivan.

The food was served in good time, and the evening finished with the presentation of prizes. The Most Bling award was won by Dorothy Blackward and Selwyn Warren, and the Best Dressed Couple were Norma and Ernie Pailthorpe.

That the branch is in such good spirits and full of vitality after 50 years is a great compliment to all past and present members. Although the underlying interest is older cars and motorcycles, the Wellington Branch is a 'club' in the truest sense—where friendships flourish, camaraderie competes, and every now and again we can enjoy the trappings of past decades. bw



Overall view of the foyer at drinks before dinner



Bill Munro, Bevney Munro, Ruth Findlay and Winton Cleal in Southward Museum



Tasi Betteridge, Wellington Branch Chairperson, receives the 50 year certificate from John Coomber



Norma and Ernie Pailthorpe, winners of Best Dressed Couple award



...k and Peter Simpson



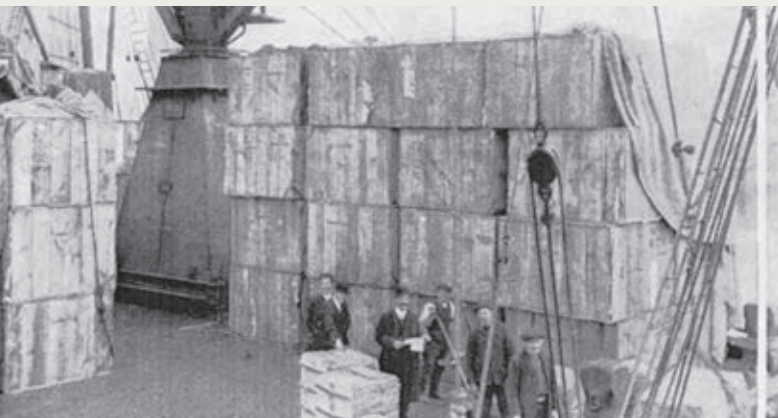
Bay of Plenty Branch Chairman Ron Elton and Kerry Elton



Kate and Stan Garmonsway



Jan and Warren Corkin



The History of Model T Fords in New Zealand

Researched and collated by Andrew McClintock

It is presumed that any Fords imported into New Zealand prior to 1906 would have been private imports. There was a 1903 Fordmobile Model A imported in 1904. This car was restored in the 1970s and is owned by the Colonial Motor Company. There was a Model K six cylinder that was last seen abandoned on the side of the road to Muriwai in 1921. There were examples of most if not all early models.

Frederick Meadows who was the export agent for Trengrose & Co dairy product importers of Tooley Street, London had owned one of the first Locomobile cars in New Zealand. He later owned a Cadillac and a Ford and in 1906 formed the Automobile Company of New Zealand to become the first Ford distributor. In 1907 Gordon Hughan, a blacksmith and cycle agent of Carterton, realised the future potential of motor cars and decided to get the Ford agency as he thought Henry Ford made good cars. By purchasing a Ford Model N as a demonstrator in 1907, he was granted the Ford agency for that area by the Automobile Company of New Zealand in Wellington.

Later realising he couldn't run two businesses, Mr Meadows offered the Automobile Company to Rouse & Hurell, a coach building business that was experiencing a downturn in the sale

Above left: Unloading 303 Model Ts in New Zealand in May 1931, at the time the biggest single shipment of cars into the Southern Hemisphere.

Above right: A ford viewed for the first time by a group of maori in far away NZ. This Ford was the first automobile of any kind that members of their group ever saw. It was the first car to go into a particularly inaccessible part of New Zealand.

of horse-drawn vehicles. The decision to purchase, was done by exchanging 590 Rouse & Hurell shares and allowing Fred Meadows to become a director.

Rouse & Hurell ordered the first 12 Model Ts through Peabody's, the New York Ford agents, in 1908. Meadows' contacts through Tooley Street in London stretched world wide. Other business people were very interested in getting a Ford sub-agency and most of the motor department manager's time was spent negotiating sub-agency arrangements, rather than selling motor cars. The company had also taken on other agencies as well, Belsize and Itala cars.

The supply of Model Ts was inconsistent and a letter was sent to Peabody's in New York asking for guarantees of a regular supply of Fords in the future. When Ford discovered New Zealand was part of the British Empire this improved the relationship and

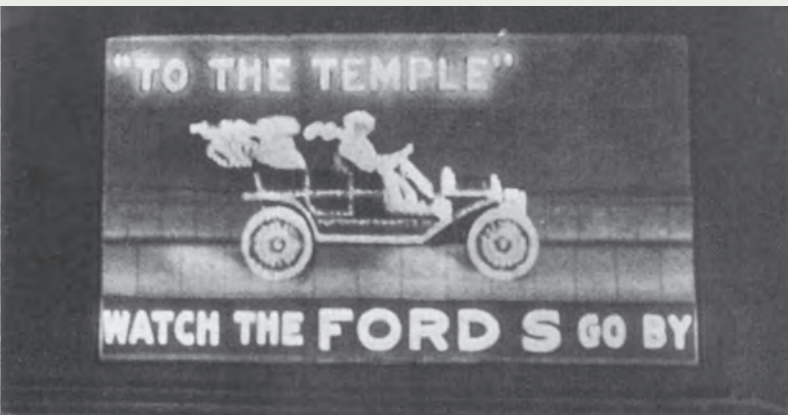
An example of one of the first 850 cars. The top, head lamps and acetylene generator are optional extras. All running gear was painted body colour. It has two pedals and two levers. Linoleum running boards with brass trim. Smooth tyres white floor mat. No windscreen

Figuring the best way to get out of a bad hole – this photograph from the February 1916 Ford Times. The accompanying article highlighted the King country as "one of the most interesting sections of the Britain of the South",



20 Beaded Wheels





Could this be the first public viewing of the Model T? This electric display 35 feet long and 22 feet high was erected on top of Detroit's Temple Theatre, it was first illuminated on the night of June 8, 1908 to the cheer of a large crowd.

the arrangements. Ford notified the Automobile Company that the head of the Ford Motor Company of Canada had since 1904 held the rights to sell Ford products to the British Empire but not Britain. The supply of cars from Canada was more reliable.

By 1910 there were about 3,500 cars in New Zealand and the company decided to get out of coach building entirely and to concentrate on the motor business. In 1911 the company name was changed from Rouse & Hurell Carriage Building Ltd to the Colonial Motor Company Ltd. (CMC).

By now they were ordering Model Ts monthly in lots of 12 at a time. This grew to an order of 54 cars in April 1912 and each month more and more cars were ordered. Sales reached 637 cars for 1912 and in January 1913 100 cars were ordered. In May 303 Model Ts arrived, at the time the biggest ever single shipment of cars into the Southern Hemisphere. By 1915 there were over 40 Ford dealers in New Zealand and many more sub-dealers and service agents. Car registrations had reached 17,000 with Ford cars accounting for over one third.

The cars were assembled in Canada and test run and then the top, windscreen and wheels were removed. Everything fitted into a wooden crate about 4' 6" high and shipped to Auckland, Wellington or Timaru. They were then forwarded to the Ford dealer by rail or coastal shipping. Auckland supplied the top of the North Island, Wellington supplied the lower North Island, and Nelson and the West Coast, and Timaru supplied from Invercargill to Kaikoura by rail. The agents unpacked the crate and assembled the car often on the side of the road.

By 1919 approximately 40,000 vehicles were registered in New Zealand with still one third of them being Fords.

From 1922 the CMC set up their own assembly plants and the cars were assembled in New Zealand from components ordered from Canada. Parts made in New Zealand included fuel tanks, tops, upholstery and trim. bw



Footnote – If you want to know more about Ford cars, trucks and Fordson tractors of any model or year as imported into New Zealand from Canada, UK or Australia the book "Ford Ahead" by Roger Gardner is recommended.

did you know...

Henry Ford's first car the quadricycle was built in his woodshed in 1896. The Ford Motor Company was formed in 1903.

The first documented Model T, number 1, was assembled on 27 September 1908 and shipped 1 October to the Ford Motor Company, New York. There were almost certainly prototypes built and tested from early 1908 but no records were kept.

In the heyday of the Model T over half of the cars on the road worldwide were Model Ts.

Canadian Fords were assembled in Walkerville, Ontario – right hand drive for some provinces and for export. The engine blocks were cast in the US. Canada started casting their own from 1919. Canada assembled Ns and Ss in 1908 but none of the 1908 assembled Model Ts came from Canada. From 1909 Ts were assembled from US components but as the years went by more Canadian parts were used.

Dodge Brothers had been supplying Ford with parts, mainly forgings, since 1903 but the Dodge Brothers name would not appear on Ford parts after 1913 when they started building their own cars. Dodge Brothers supplied chassis, front axles, crankshafts, connecting rods, flywheels, steering wheel centres, crown wheel carriers and many other forgings and castings.

From 1907 they were using Ford vanadium steel (actually chrome vanadium). Ford was the first US auto manufacturer to use vanadium steel.

AJ Whites and HJ Wigzell designed and patented a spring cushion for the front seat of NZ assembled Model Ts and were paid a one shilling royalty for every one of their seat bases fitted.

In 1914 a touring car cost \$550. Ford were so pleased with the sales figures that at the end of the year every buyer in the U.S. was given a \$50 refund.

Ford referred to the T as the Universal Car. The Model T was affectionately called a Tin Lizzy or a Flivver.

Ford stopped using brass trim and brass radiator surrounds in 1917. The brass was required for artillery shells and bullets for WWI.

Tyres on early Ts were smooth (no tread) until about 1915.

The wheel ruts left by horse drawn vehicles were wider on southern roads. The Model Ts sent to NZ had four inch wider axles than those sold in the US. The wide track was available in the US as an option when ordered.

more did you know...

The bodies on early Model Ts were made by – The Pontiac Body Company of Pontiac Michigan from 1908 until 1911, or The C.R. Wilson Carriage Company 1908 until 1911, Kelsey Hayes from 1910 and various other manufacturers from 1910 onwards.

An electric starter was not standard equipment until 1926-27 but it was available as an optional extra from 1919 if ordered

The Model T was actually 22hp until 1913 when the compression was lowered from 4.5:1 to 4:1. It was then 20hp. Ford always quoted it as 20hp. If the British formula using bore and stroke to calculate RAC HP (used for tax purposes) is applied it also works out at 20 RAC HP. Was the Model T used as an example when the RAC came up with the formula?

Ford introduced left hand drive for the first time with the Model T

Model T Ford facts, figures and fallacies

X Any colour as long as its black ...

is a common quote but there is no evidence of anyone at Ford ever saying this. Besides it isn't true. Fords came in red, green, grey and blue. Among the first 69,000 cars Ford only record one black car assembled on 13 May 1909. Black was used as the first coat on dark colours and restorers may presume this was the original colour. Brewster green and dark blue were so dark they appeared black. Black became the standard colour from 1914 but records show some assembly plants were being told not to order colour paints as late as 1919. Dealers also added pin-striping and colour paint jobs to new old stock to ensure they sold when new model years arrived. The 1926 and 1927 cars also came in a selection of colours. No records of colours of early Canadian cars are available but it is presumed the same supplier and colours were used.

X Model Ts are all alike as peas in a pod.

When most people think of a Model T they picture a black car of the 1920s, there were a huge number of changes e.g a brass era body won't fit on the later chassis, body panels are not interchangeable, very few parts of a 1909 Ford will fit a 1927 car.

X The Model T was the first car assembled on an assembly line.

Oldsmobile used an assembly line for the 1901 curved dash model. Ford introduced the first moving assembly line in the 1914 model year. Prior to the moving assembly line it took 14 man hours to assemble one chassis, with the moving assembly line it took just 1.5 hours. It was taking 29 minutes to fit all the magnets and spacers to the flywheel this was reduced to 13 minutes.

✓ Henry Ford was a demanding boss

He worked long hours himself and expected a dedicated work force. If he saw a worker not pulling his weight he was sacked on the spot, there was every chance the foreman would be dismissed as well. He had no time for unions, but in January 1914 Ford introduced a \$5 per day pay rate more than double the previous rate and double the amount you could expect for similar work elsewhere. All the staff were paid the flat rate of \$5 per day regardless of their level of skill. At the same time an eight hour work day was introduced (6 days a week), previously nine hours. This probably had more to do with the factory working three shifts a day than giving staff more leisure time.

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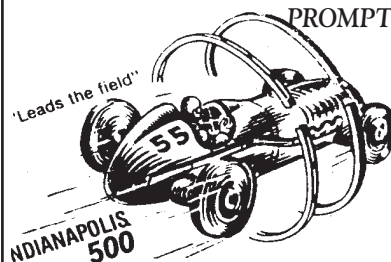
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VOL CXVI ser no 5820

FORD ANNOUNCES NEW AUTOMOBILE

In July this year the Ford Times magazine showed pictures of the new Ford Model T and in the September issue it was announced that the new Model T would be ready for delivery on October the first. Our editor sent a telegram to Ford asking for more details, we have subsequently received a postal card from Peabody's Ford dealership in New York inviting our attendance at the unveiling of their first new nineteen nought nine Ford. We sent along our science reporter Clark Kent.

My initial surprise on sighting the new Ford auto carriage was that it is operated by the driver seated on the left. The Ford man told me this makes driving easier when passing horse drawn wagons and trams as people alighting can be spotted sooner giving greater time for the appropriate action to be taken. The automobile in question is a five seater touring model painted red. They will also be available in green and grey. It has linoleum running boards and a white rubber floor mat with full fenders and running boards similar to the Model S but with the added advantage of inner splash panels and a running board apron from the body skirt.

When mounted on the automobile it is noticeably roomy. The gasoline tank is under the front seat Ford fashion. True to Ford's claim of an inexpensive but not cheap car for the multitudes this automobile is priced so people in middle income can afford one at \$850 apiece without a top, windscreen or lamps. Peabody's can supply a top for \$80, a tonneau cover for \$35, a windscreen for \$30 and gas lamps for \$18. A speedometer is also available at \$25.

The mechanic started the machine with just one turn of the cranking handle. He knew exactly where to set the levers and there was no hint of back kick. I suspect it had been test run earlier in the day. The car is equipped with the usual Ford trembler coils but instead of relying on dry cell batteries it is equipped with a newly invented flywheel magneto to provide electromotive force for the coil box. There is still provision for batteries to aid starting in extreme cold.

I was quick to accept the offer of a test drive on the vehicle. It was quiet in operation for an automobile with such a small muffler box. The first thing you notice by its absence is the mechanical oiler for the motor, it is now built-in and automatically supplies more oil as the rate of speed increases.

The controls are similar to those of the Model S that I reported on in the Fall of nineteen nought seven. Both have planetary gear transmission with two forward speeds. Having the gear selection lever on your left is an advantage as it leaves your right

hand free to facilitate steering. The major advantage over previous Fords is that now both low and high speed are controlled by the left foot pedal, this leaves both hands free to operate steering and engine controls. Experienced Ford men will know how difficult it is to hold the lever back for low gear whilst steering and exercising throttle control with one hand.

When the Ford salesman demonstrated driving he explained the outer lever was

My impression is that this automobile is far and away ahead of any former Ford product. It's a dandy and if they can turn out these machines in numbers to supply demand they will have a winner now that the demand for automobiles is a perfect craze.

the normal parking brake, the inner lever is pulled back for reverse and the left pedal pressed down for low speed and released whilst moving the inner lever forward for high speed. If the pedal is held at half travel, neutral is selected, set the lever half way and neutral is maintained. The right pedal operates the transmission brake. With practice it proved simpler and afforded better control than previous Ford systems.

The motor provides a generous twenty horsepower and the car takes rough terrain ruts and crevasses in its stride. This is attributed to the car's light weight and triangular mounting of the front and rear axles, both mounted to the central gearbox and the transverse springs. The motor is also mounted at three points, this eliminates the tendency to twist the chassis or engine.

As humanity is now embracing the new form of transport this low priced Ford should prove popular.

On returning to Peabody's and removing the hood I was even more surprised as there is no flywheel at the front of the motor, it is now totally enclosed at the rear. As there is no flywheel fan Ford now fit a fan to the front of the motor on a shaft extending from the water pump which is gear driven.

The greatest surprise was the one piece engine incorporating all four cylinders and the crankcase, this seems a long way too large and expensive to replace, however I am assured \$30 will purchase a replacement the same price as a dual cylinder casting for the existing Ford. There are no inspection plugs for valve removal instead the whole top of the engine is removed, an innovative procedure. The Ford mechanic informed me that a valve grind will require less investment in time than previously. Carbon scraping no longer entails an engine being pulled down. I was anticipating viewing the new oiling system but alas there is nothing visible. The crankcase, flywheel and epicyclic gears all run the same oil and are all totally enclosed meaning no more mud and dust in the transmission. The seasoned Fordist will feel guilty at not having lubricated the bands and gears.

The machine looked light and flimsy and the mechanic became very defensive when he overheard a comment to this effect. He was quick to point out that special Ford vanadium steel was used in all key components. This vanadium steel has proved its worth in the Model N and S, it won't let you down. My impression is that this automobile is far and away ahead of any former Ford product. It's a dandy and if they can turn out these machines in numbers to supply demand they will have a winner now that the demand for automobiles is a perfect craze.

Peabody's have been deluged with forward orders, some even for export. They won't be able to furnish these orders until after Yuletide, in the meantime they can still supply Model Ns or Ss, but in the future it is rumoured Ford may only make one model being the T. Until you acquire one "watch the Fords go by".

For the technically minded below herewith please find a summary of data from Ford's advance catalogue - Motor four cylinder, four cycle, vertical 20hp, cylinder head detachable, crankshaft drop forged heat treated Ford vanadium steel. Cooling gear driven centrifugal pump. Transmission new design Ford spur planetary bathed in oil vanadium steel. Lubrication splash and gravity pump. Clutch multi steeled disc operating in oil. Final drive enclosed cardan shaft bevel drive gears, all moving parts enclosed in dust proof casing running in oil. Front axle one piece I beam vanadium, front and rear axle Ford three point system (patented in all countries). Wheel base 100 inch, tread 56 inch, 60 inch for southern roads where ordered. Standard equipment side and tail lamps (oil), tube horn, gas lamp brackets.

I beg to remain your science reporter Clark Kent.



South Island Easter Rally

Words Alan Wills
Photos Graham Brooks

Marlborough: (always conjures up a warm comfortable feel to me) were hosting the National South Island Rally so it was no argument as to our intentions for the Easter Weekend.

Making arrangements with travelling companions we book early, score a comfortable large unit within walking distance of the Marlborough Clubs and do those pre-rally car things, like greasing, servicing and stuffing the door pockets with hand towels. It should need no explaining, however, we are in an English sports car and at best the weather equipment was designed to only keep out the big bits. The really runny stuff makes it way through the ducting and footwell flaps to deliver a cooling stream of water at about mid-calf. Solution, the aforementioned pocket packets.

Notwithstanding a thick sea fog for the first few hours of travel that reduced the normally beautiful coastal road of world photographic acclaim to 100m visibility, we as usual, entered the grape draped hills into typical Marlborough warmth. Those ever expanding vineyards flourishing on the de-stocked bare hills is an obvious example of a little moisture accurately applied. We have motored in Blenheim many times and one of the lasting impressions is the friendliness of the local members, we were

hosted on Friday in typical style at the Branch Clubrooms with the BBQ mussels still being dispensed when the last of the entrants were heading for their lodgings.

We were gently reprimanded by two Blenheim members for using a motel and not staying the weekend with them. The prospect of four people for four nights fazed them not, but our independence is probably the reason we are still good friends after 35 years.

The Marlborough countryside is so suited to motoring at leisure. Beyond Havelock the Queen Charlotte Drive is open car enjoyment at its best with the bush, the birds and the glimpses of sea view. Only a motorcycle and sidecar would improve it.

The best part of any major club event is the opportunity to spend time hovering over the vehicles and talking to like minded enthusiasts. At the Polo grounds on Saturday and also at the paddock events at Omaka, we were able to engage in this to our heart's content. If there is one outstanding attribute the average VCC member has, it is the ability to talk

endlessly, often to the point of boredom, about old cars and bikes. Nowhere else in the world you would hear a two hour debate on the pros and cons of felt against cork for sump seals, or a discussion on the subtleties of gaps, clearances, end play and slop. Let's face the truth about our great hobby, we can say that we are purely a car club but we are a people club with the common interest in old cars. We need to have a sounding board for our pet theories and opinions, if it were not so we would motor on our own then put our vehicles back in the garage. We need to have our egos massaged, we thrive on the "love your car" comments and we need to cast surreptitious glances at other restorations to establish our own benchmarks. That is why we travel hundreds of miles to attend National events, not for the gastronomic experience and boisterous celebrations. We applaud the branch and Rally Committee for their fortitude under trying circumstances.

All the essential ingredients were there and we had great motoring, excellent company, lots of laughs and the towels didn't come out once.

bw

2008 NATIONAL SOUTH ISLAND EASTER RALLY RESULTS

Over all winner PPG Trophy

David Bruce, Marlborough 1931 Riley

Concours Townshend Trophy

Brian Newberry Canterbury 1913 Nazzaro

Pennzoil Trophy – Teams Event

North Otago Branch

Sun Alliance Trophy *Branch with best percentage attending rally*
West Coast

BEST PERFORMANCE BY CLASS

Pioneer

Wayne & Sharyn Nicoll, Southland 1908 Cadillac

Veteran

Joseph McClintock, Canterbury 1914 Ford T

Vintage

David Bruce, Marlborough 1931 Riley

Post Vintage

Kim Rose, Wellington 1935 Austin 7 Ruby

Post War Vintage

Peter Yeatman, Canterbury 1956 Morris Minor

P60V

Kevin Stevenson, Canterbury 1973 Rover

Commercial

Roger Reid, West Coast 1930 Model A Ute

Motorcycle

Glenn Harris, Marlborough 1927 Triumph N

FIELD EVENTS

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Glenn Harris, Marlborough 1927 Triumph N





1912 FORD MODEL T

Words Marilyn McKinlay Photos Chris Leith

I an and I have spent many happy hours travelling in the company of our Vintage Car Club friends including Andrew and Fay McClintock in their distinctive green 1912 Model T Ford. This car has earned our respect as a very good touring Veteran. Recently I had the privilege of spending a morning learning how to drive, not just the 1912 Model T but also had a brief spell behind the wheel of the fabulous 1914 Model T race-about owned and built by their son, Joseph. Not being an American car buff I had never really thought much about the significance of Henry Ford's most famous car. 16.5 million Model Ts were produced in the years 1908-1927. Some say "it is the car that put the world on wheels" and it is celebrating its centenary this year. Andrew McClintock agreed to let me drive his T and said he would like to attempt to replicate the situation of a new Model T owner having his (or maybe even her) introductory drive almost one hundred years ago. I became that new owner / learner driver for the day. Having set the

time, I arrived at his house and was greeted by Andrew and Joseph and two Model Ts, the aforesaid 1912 and Joseph's 1914 raceabout. Without much fuss my unique opportunity was about to begin.

"New owners were given this book which tells you all you need to know in question and answer format," said Andrew as he handed me a leather envelope with an original Ford T manual inside. "They were given brief operating instructions and had a short ride with an instructor before being sent away in their own Model T." Andrew continued "Shall we go?" "Yes" said I, nervously.

The back wheels were jacked up "to make cold hand starting easier" I didn't take much notice about that point as I was still thinking "What have I got myself into now?"

"The driver must always check the tyres" explained Andrew, "petrol and especially the oiling places before driving away." I heard that loud and clear. Then we climbed aboard and drove a short distance in traffic

to our destination. Andrew handles the Model T with the effortless ease of a long time driver. "Like riding a bike", he said smiling at my anxious look, "you never forget."

Then the exciting part began. I was surprised by my own nervous anticipation. Andrew's first instruction was "driver gets in first, from the passenger's side." As I climbed up into the driver's spot I was thinking "glad I'm not wearing a long skirt and a big Edwardian-type hat". With the engine already running I tried to take in the view from the shiny, black, deep-buttoned bench seat. Feeling quite comfortable I held onto the neat, smallish, wooden steering wheel. Looking through the very large windscreen there was brass everywhere with long leather straps securing the top down between the little bonnet and the sweep of the green mudguards which I thought would have been very important in those days of mud and gravel tracks and very few tar-sealed roads.

The set up of the controls was totally different from any other car I had driven. At first glance it seemed quite confusing. See fig 1.

Clutch, reverse and brake pedals, where's the accelerator? Andrew was talking to me "Forget all you know about operating a car."

"Strange choice of words" I thought but later I read that exact phrase in that little Ford Manual. The first chapter is entitled *The Car And Its Operation*.

Looking at the three foot pedals Andrew explained, "left to right you have a gear-changing lever which is not quite like a modern clutch, then the reverse pedal and the brake. On the left of the steering wheel you will learn to use the hand throttle." "Yes, I can understand that" "You won't need to touch the advance and retard lever today. Grab the hand-brake lever on the right that's important too." At first I was very confused but under Andrew's patient tutorage I began to get the hang of it as I practised moving slowly forward. I was pleasantly surprised at how smoothly the Ford pulled away at such low revs. I spent quite a while mastering the techniques of operating the Model T system of foot and hand-controls. Reversing seemed just too easy, it moved just as fast backwards as it did forward. Stopping required a bit of co-ordination and concentration. Damn, I stalled it! Watching the physical effort of hand-cranking led me to realise that would be the most daunting part of becoming the owner of a new 1912 Model T Ford, for a woman my age, as no doubt some did back in the 1900s. Away we went again. This time I was a little more adventurous and drove a loop route alongside a busy sports ground, with children and adults crossing my path. In my mind, the startled looks on their faces, as we intruded into their normal Saturday morning ritual, mirrored the looks on the faces of folk seeing a Model T on the road for the very first time one hundred years ago. The car also rode easily on a rough shingle track. I was becoming comfortable in this new machine but was very aware that I would need to travel cautiously for many miles to become fully confident behind the wheel. We didn't attempt the task of driving up and down hill that day. That would be a lesson to be undertaken in the future even though the new Model T owner may have had to tackle hills on his first drive home. That's quite a daunting thought.

Then I had a bonus, Joseph invited me to take the wheel of his beautiful electric blue, 1914 Model T raceabout. There is no windscreen and the driving position is really comfortable once again. After the initial slow start and practise

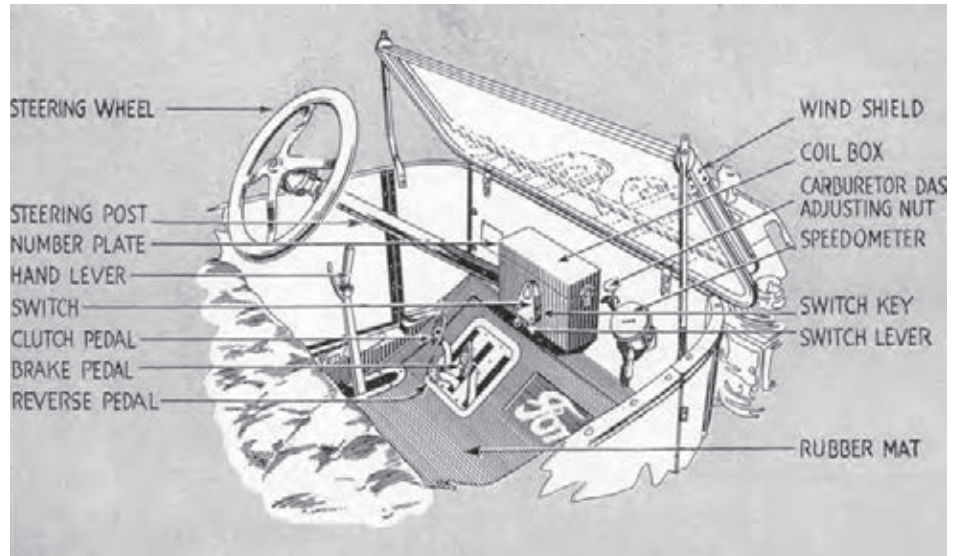


Fig 1. "The Ford control is simple – all at the driver's hand" Taken from an original Ford 1914 Manual.

Answer No. 13

How do the Foot Pedals operate? The first one towards the left, marked "C," operates the clutch and by it the car is started and its operation largely controlled. When pressed forward the clutch pedal engages the low speed gear. When half-way forward the gears are in neutral (i. e., disconnected from the driving mechanism of the rear wheels), and, with the hand lever thrown forward, the releasing of this pedal engages the high-speed clutch. The center pedal, marked "R," operates the reverse clutch. The right-hand pedal, marked "B," operates the transmission brake.

Answer No. 14

What function does Hand Lever perform? Its chief purpose is to hold the clutch to neutral. If it were not for this lever the driver would have to stop his engine when he got out of his car—for there would be no means of holding the clutch so that the engine might run free. This lever must always be in a vertical position when the car is at rest—in starting—and reversing. Pulled back as far as it will go, it acts as an emergency brake by expanding the hub brake shoes within the rear wheel drums. Care should be taken not to pull back the hand lever too far when the car is to be reversed—it should merely come back far enough to hold the clutch in neutral. And it should always be pushed well forward when the car is under way or the clutch will slip when in high gear.

Answer No. 15

How is the Car started? Slightly accelerate the engine by opening the throttle, place the foot on the clutch pedal, and thereby hold the gears in a neutral position while throwing the hand lever forward; then to start the car in motion, press the pedal forward into slow speed and when under sufficient headway (20 to 30 feet), allow the pedal to drop back slowly into high speed, at the same



An impressive line-up, Joseph McClintock, Marilyn McKinlay, Andrew McClintock.

manoeuvres, forward and reversing and that all important stop, Joseph said with a grin "Into top gear now." Wow. What an adrenalin rush! At first I felt as if it was out of control but I soon discovered how responsive to the controls it was. Driving this slightly later model seemed to be a bit softer than the green 1912. The turning circle was good in both cars. Once again I drove around the sports field track. Finally Joseph took me for a blatt down the road in the raceabout. It was breathtaking, now I know why he chooses motorcycle gear for touring. At the end of the morning I



was left with the urge to learn more about operating a Veteran Model T. If I really was the new owner of a Model T Ford in 1912 I'm sure I would have frequently headed out to the hay barn to gaze at this wonderful machine. The thrill of driving

it would probably never have left that fortunate person. Thank you Joseph, Fay and Andrew for sharing the cars with me.

Happy one hundred years Model T.

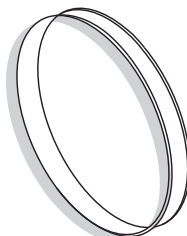
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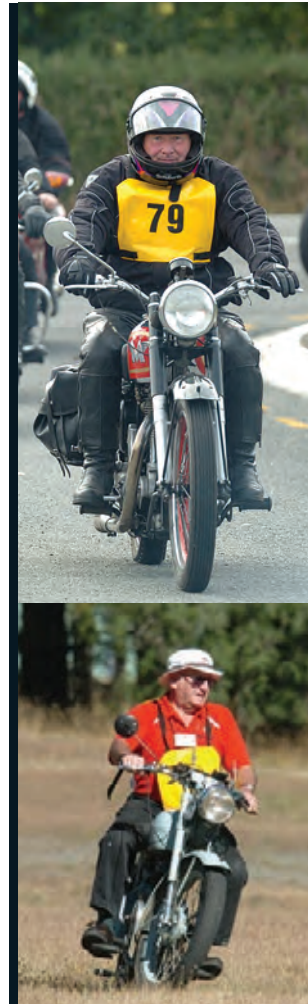
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IRISHMAN 2008

Darfield to Fairlie

Words James Webb Photos courtesy TJ photos

For any of you that know me, you will know that I am a faithful supporter of this rally. I simply love the idea of driving over challenging roads, getting into parts of New Zealand that are privately owned and would not normally have access to, or an opportunity to visit.

This year's Irishman Rally was pretty much the best one I have been on, and by saying this I know that I am running the risk of offending a number of people. I know a few people who have organised previous Irishmans, and in particular one North Canterbury farmer who introduced me to Vintage motoring eight years ago in his shiny Rolls-Royce.

The rally commenced at the Darfield Recreation Centre, meeting at 7am on Saturday 31 May for a 7:30 departure. Darfield is about 45 km from the city limits of Christchurch and due to the early start, we needed to get away from Christchurch no later than 6am. As is often the case with best laid plans, we were late from the beginning, not making it to the city limits until 6:40am. As it turned out this was not an issue, as there were many other vehicles arriving into Darfield well after us. But, I have been last before and a whole day of "catch-up" is nothing to look forward to.

This year I was accompanied by my wife, Jane and two friends, Jason and Jo, all Js this year. For those of you who don't know my car it is a 1929 Buick model 25x named Oscar. The model 25x is the export version (right hand drive) short wheel based tourer

with the smaller 239 cubic inch motor on the shortest 116 inch wheel base. I have owned the car for 5 years now, and love it. I think the tourer is the best configuration of Vintage car you can have. Wind in the hair and the ability to take friends along to share the experience and fuel costs.

Saturday was a non-typical Canterbury winter's day. Sure it was clear and sunny, but for this time of year a 'nor west wind was not normal, and the weather was "warm", above zero degrees C. Due to the total lack of rain on the radar, it was roof down driving from the beginning. The passengers in the back appreciated the newly added Auster screen and this allowed them to enjoy the scenery without being too cold or blown around.

The rally route for the morning took us up the south bank of the Waimakariri River and then across private farm land and finally through an expansive forest close to Porters Pass. The hill climb in the forest tested a few cars' cooling ability, but I didn't get the gauge past 185° F. Having the water pump overhauled a few years back with modern seals and the radiator leaks soldered was all totally worth it.

Exiting the forest was an entertaining experience. The track down was steep and slippery. Many vehicles slipped their way out, rather than driving it in total control. A small crowd gathered at the bottom in the warm sun to watch the action and quench their thirsts. It was reported that

one vehicle even did a full 360 spin before continuing on as if nothing had happened.

From the forest it was easy flat gravel roads to Mt Somers for a beautiful hot lunch of soup, meat balls and veges for mains, and then a slice and coffee for afters. After lunch, I swapped with Jason and he assumed the responsibility of driving for the rest of the day. I could now relax in the large comfortable rear seat which, is actually closer to a sofa. It was so nice to have someone else do the driving and give me the ability to relax and enjoy the scenery. Jason is a very capable driver and after a few poor gear changes he got the hang of it and the rest of the drive was easy.

Mt Somers to Fairlie was over some of the most beautiful undulating South Canterbury roads. Initially the roads were flat, but as we got closer to Fairlie some of the foothills came into play. Unfortunately we experienced a flat tyre close to Geraldine and this delayed our progress. The tyre was changed, but two other cars passed us while re-fitting the spare. We were now officially "tail end Charlie", the last Vintage on the road.

Due to the fading light and the limited candle power up front, we didn't complete the final stages through to the Kimbell pub. We just headed back to our motel and sorted out the flat tyre to ensure we had a spare for Sunday's run.

Dinner was at the Old Library restaurant. This is about the fourth time I have

eaten here, and each time the service is either average or average. This year it was only average. I booked a week out, and given the numbers, they simply didn't have enough staff on duty. I have recently moved from Dunedin to Wellington and I had arranged to catch up with the Otago team. In all we booked for 18 and 16 made it. This was a great effort as the Super 14 was on, but we all knew Canterbury would win anyway, so why watch!

Sunday was forecast to be a little rainy, but again the weather was favourable. I hadn't put the roof up from the previous day, so it remained down. The driver's briefing was conducted from the rear of a support ute by George Senior, and we were informed that we would be driving over six private properties. This is exactly the kind of driving I love. Not long distances at 50+mph on the seal, but complex driving in lower gears over what would best be described as 4WD tracks dodging fallen rocks and crossing multiple small rivers.

After a quick run of seal then gravel we entered our first farm on the eastern side of Fairlie. The track that we followed took us along the side of a hill, and the views across the valley down towards Tekapo were spectacular. Today we were within the first 20 cars, and for the back of the fleet there were some delays due to only one vehicle being able to complete a section of track at a time. Some vehicles even needed to fit mud chains on the driving wheels

to get up the steeper sections because the track was getting a little cut up.

Lunch was in a woolshed at Aries Station close to Burke's Pass. Today we had a choice of vegetable or pumpkin soups, then lamb chops, sausages and fresh veges followed by the usual slice of cake with either tea or coffee. This again was a fantastic lunch in the quintessential Irishman's rustic woolshed setting. This was a great way to finish what was one of the nicest and most enjoyable drives I have completed in my Buick. We didn't drive an excessive number of miles, but it was far enough and challenging enough to feel totally satisfied.

Now that the "official" driving had finished, it was time to head to Strathconan for Shand's Patch, or should it be known as Pete's Patch, as Peter Johnson is now the owner. Peter prepared a fantastic bonfire for us that would make any pyromaniac happy. The events were held and the winners decided, I didn't partake, as I had another puncture today, and didn't want to risk another with the drive back to Christchurch tomorrow. Unfortunately, I was not paying full attention to the competition as I was checking out some of the other 103 vehicles and catching up with the other 250+ people. Well not everyone, but I was doing my very best.

George and Russell managed to achieve a fantastic Irishman's experience. I have only been to 8 of them, and I know there are many others who have been to 30 or

more, but to me, this rally was what it was all about. The roads tested the machines, without pushing them to breaking point and there was little sealed main road or highway driving. Unfortunately there were a few cars that experienced the curse of the mechanical breakdown, but it would be fair to say that this was bad luck rather than rough roads. The lunches were beautiful and huge thanks to the catering crews at Mt Somers and Aries Station for their appreciated efforts. Most of all the weather was up to it. If the rain did arrive on Sunday, I think the track we travelled on would have been impassable, even with chains, so I am happy that we were able to get through.

Oscar is parked back in the shed now. He had two flatties and used about 1.5 litres of oil, but no water. He also has a wooden wheel that needs repair, as some of the spokes and the centre nuts on the hub have worked loose over time, nothing serious.

I don't know the total distance travelled this year, but I think it would be about 450-500 miles return from Christchurch.

Bring on the 2009 Irishman. This year's winner, David Wright is moving to Dunedin and with the runners-up being the Otago Classic Motoring Club, I think there is a good chance that we will be starting the 2009 rally down South. Good luck to these guys, I'm looking forward to it already.

DW





VCCNZ Management Committee 2008-2009. Back Row l-r: Tony Bartlett, Rod Brayshaw, Registrar; Bob Ballantyne, Kevin Clarkson, Beaded Wheels; Frank Renwick, Speed Steward; John Cheynoweth, SI Club Captain; John Foot, NI Club Captain.
Front Row l to r: Diane Quarrie, Julie Cairns, Administration Manager; Greg Terrill, President; John Coomber, Secretary/Treasurer; Betty Wallace, Archivist.

VCC National AGM

Tauranga – 8 & 9 August 2008

Clive Taylor, Bruce Hutchinson, Chris Railton, Ron Elton, Jack Hoven and Ray Singleton organised this year's event on behalf of the Bay of Plenty branch, including celebrating 50 years since the foundation of the branch on 17 August 1958.

Ray Nitschke, Tom Wood and Wally Jelaca provided display exhibits – 1924 Douglas, 1954 Ariel, 1913 Humberette and 1914 Overseas motorcycles and Yvonne and Ivan Allen displayed some mannequins in magnificent period costume.

Bay of Plenty branch members in their vehicles, organised by Ray Singleton, met delegates arriving on Friday afternoon, in time for the Executive Meeting beginning at 7.30pm at Fahys Motor Inn, Tauranga. During the Executive meeting the possibility was raised that the club should provide a laptop to branches to assist with secretarial

duties and communication. There was some discussion before a motion was put to the meeting and passed unanimously that the club would provide a laptop computer to all branches free of charge.

The AGM commenced at 9.30am, Saturday. New BOP Branch Chairman, Ron Elton, introduced Bay of Plenty Mayor, Stuart Crosby, who spoke about the Bay and its growth.

National President Greg Terrill asked for a minute's silence for members who had passed away during the year. Reporting and accounts followed the usual pattern.

John Chynoweth, elected unopposed, is the new South Island Club Captain following the retirement of Dianne Ross. The new North Island Club Captain is John Foot of Waikato.

The organised bus tour took members to Raewyn Yeoman's Century of Sewing and

then to the home of Yvonne and Ivan Allen to see more period costumes and Veteran cars.

The evening dinner at the branch clubrooms, attended by 141 members, began at 7.30pm, with Peter Butler an excellent MC. National President Greg Terrill, presented 50 year awards to Trevor Mitchell and Jack Hoven. Also recognised was Vernon Russell who was unable to attend.

The evening entertainment included mime by Jack Hoven and his troupe, 'A Hole in the Bucket' by the Hayseeds, and two sessions of the 'Andrews Sisters' that brought the house down in roars of laughter.

The evening concluded about 10.30pm with a vote of thanks by Branch Chairman Ron Elton to all members involved in running the weekend. bw



President Greg Terrill presents Diane Ross, retiring South Island Captain with a certificate of appreciation.



Stunning entertainment from The Andrews Sisters aka Frank O'Dwyer, Tom Wood & Tony Dodunski in full cry. Photo John Lucas

Model T Book

The New Zealand Story

John Stokes, who lives in Rangiora, has been researching the Ford New Zealand history over the last few years. This has taken much longer than anticipated but the first fruit of that work will be launched early in 2009.

The book covers the development of the T from the earlier Fords. The focus of the book is what happened in New Zealand, but that dovetails with events elsewhere. The result includes the development of Ford of Canada, the differences between the US and Canadian cars, the war effort and so on. Steps have been taken to ensure the statements made in the book are accurate, checked and double checked – and this has led to what John describes as an extraordinary find that hopefully will have tongues wagging amongst motoring enthusiasts for years to come.

This is also a social history, which is important because the Model T was instrumental in much social and economic development in this country.

John is putting the finishing touches to the book right now. Members who may wish to see their Model Ts in this publication should contact him directly.

PHOTOS

The best formats are

- 1) Digital – photos need to be high resolution, minimum 600dpi.
- 2) Good quality colour prints
- 3) Colour transparencies (slides) are also acceptable.

ENGINE NUMBERS

John thought he would attempt to collate a list of surviving cars, by engine number. For Model T Club members, he will work with Rod McKenzie, using Rod's listing. To be included, you will need to get your engine numbers to Rod pronto....

Slow mail to Rod is 39 Francis Drake St, Waipukurau, or fast mail is rod.mckenzie.wpk@xtra.co.nz

Note – Engine numbers should be taken from complete cars (although the car doesn't have to be mobile)

OTHER MATERIAL

If you think you might have something of interest for this project, please contact John. All material will be returned.

Contact

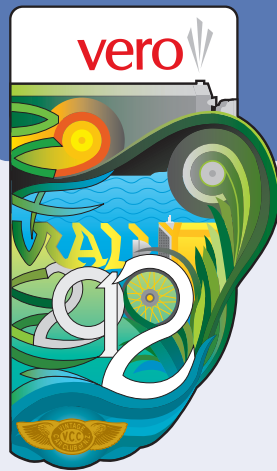
John Stokes

62 Ashgrove Street

Rangiora 7400

Ph (03) 313-7013 (027) 2244810

Email to allstokes@xtra.co.nz



Nō Muri Pūkenga Kō Mua Pūa Wai

Rally Dates...

Just to remind members that the dates are the 17 to 27 January 2012 at Wanganui.

Website

We have told you that the website is up and running and we are now fine tuning it. The people who have registered their interest in attending the Rally and receiving further newsletters, have helped iron out some of the bugs in the system. As at 12 September 2008 we have had registered on line interest from the following areas:

North Island	24
South Island	18
West Australia	2
New South Wales	3
Victoria	1
Canada	1
Scotland	1

If you know of any person or groups, car or motorcycle clubs or any motoring organisations locally or internationally who may be interested in receiving further information please contact the web site with their details. We will endeavour to contact them and provide them with Vero Rally 2012 up dated information with the aim of encouraging them to enter the Rally.

Spreading the word.

We have been lucky in that I was able to attend a motoring meeting in England earlier this year to promote the Rally and with 10 other VCC members will be meeting with Vintage Car clubs in South Africa in October. The North Island Club Captain is currently on the Buick Rally of Queensland and will be promoting the Rally amongst the Australians. Ed Boyd rallied in Canada at their National Rally. Ivan Horn is currently on the Model T Tour in America and has indicated that a group is keen to come to rally here. In all these cases promotional material has been taken and given out to those who expressed interest.

If any of you are going overseas to rally or make contact with motoring organi-

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Organised by the Vintage Car Club of NZ Inc.

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Email: info@rally2012.co.nz www.verorally2012.co.nz

RALLY UPDATE 4



*Ed Boyd
Promotions Officer*

sations apply to the website and arrange some material to take with you to promote the Vero 2012 Rally and New Zealand in general.

Keep in mind that if you visit the website there are details there for Transport Logistics to help in the shipping of their vehicles to and from New Zealand.

Questions to consider

A questionnaire will be distributed in the near future to branches to give thought to what the members want with a number of aspects of the Vero Rally 2012. As an organising committee we are very conscious as to what our members want when it comes to motoring in this large rally. Ever since I was the North Island Club Captain, I firmly believe that there is a large number of our members who wish to take part in rallies but do not enjoy the stress that competitive rallying places within the confines of the vehicle. This rally could be the first time that members may elect to be competitive or non-competitive. When the branches receive the questions for consideration have your say so we can consider your motoring needs in the Vero Rally 2012.

Final thought.

Have you visited the website?

Bruce Hutton QSM, FPSNZ
Rally Director

BRASS NOTES

Words Diane Ross

randross@kinect.co.nz

As nobody has come forward to share the writing of this column I will try to put something together for each issue of *Beaded Wheels* but will be relying heavily on input from members to keep me up to date with Veteran news from around the country. My email address is randross@kinect.co.nz

The National AGM of the VCC was recently held at Tauranga. Members were treated to a visit to Ivan Allen's shed that houses a nice collection of Veterans including 1906 and 1907 Cadillacs, a 1911 Wolseley, a 1913 Renault DG and an unrestored 1913 Alldays and Onions. Ivan's wife, Yvonne, has her own 'workshop' where she creates period costumes copied from original patterns. The display she has is one of the best I have seen. Nice to see both partners sharing the same interest but in very diverse ways. Displayed at the conference venue were Tom Wood's 1913 Humberette and a 1914 Overseas motorcycle owned by Wally Jelaca as well as a couple of later motorcycles. The previous week the 1907 Cadillac, the Humberette and Bob Taylor's 1906 Reo were on display for the centennial of the Te Puke Hotel.

On the way home we shared some time on the ferry with Earl and Rose Preston. Earl filled me in on his latest project, a 1915 Swift he acquired from Grant Taylor. Earl is the sixth or seventh owner. As I understand it the car began its days in New Plymouth and has moved from the North to South Island from time to time without having anything done to it. It's reputedly the only one of its model outside England. Earl intends completing the restoration in time for the 2012 Vero Rally in Wanganui.

Waimate Branch hasn't been renowned in the past for Veteran vehicles but Stewart Townshend's 1915 Ford T restoration is now ready for the paint shop and will hopefully be on next year's National Commercial Rally in its home town. This is a depot hack and that was a new term for me. Apparently families travelled by car and the depot hack followed along behind carrying the luggage.

Peter Hayman, also from Waimate, has a 1906 Wolseley-Siddeley 2cyl 4 seater as his next challenge. At the moment he is waiting for a gearbox to arrive from Ireland. Importing this

proved to be a cheaper option than rebuilding the one he has. Peter's aspiration is to have a Vintage, a Classic and a Veteran vehicle. This was made a reality by swapping the Wolseley-Siddeley, owned by Colin Kirby of Leeston, for a Jaguar that he had no further use for. Peter would be keen to hear of any other examples of this model Wolseley Siddeley in the world.

New Zealand's Veteran car fleet is about to increase with the importation to North Otago of a 1916 Overland by Ernest and Brenda George. The car has been in the same family since new and left New York at Easter to begin its journey to NZ via Hong Kong and Sydney. The Georges have been anxiously awaiting its arrival.

Alistair Day, South Canterbury Branch Chairman, has a 1912 Overland. Alistair has been too busy to start restoration but has lifted the car onto blocks in the shed so maybe with this more in his face attitude something productive might start to happen before too long.

The hot news in Christchurch is the acquisition of a single cylinder 1904 De Dion by Gary Moore. After relinquishing the city mayoralty Gary offered to help with Malcolm Cameron's De Dion restoration. They heard that one the same owned by Mr Justice Ellis in Wellington could be available for purchase, the upshot being Gary now owns it and the two cars are being rebuilt side by side. Gary intends that the rebuild will be entirely to original specifications. To keep himself motivated he is planning a single cylinder tour through the Haast, hopefully, in 2010. He asks that anyone interested in joining the tour to get in touch with him.

Craig Keenan has most of the bits to rebuild a 1911 Metallurgique. The car began life on a farm near Sanson where it was wrecked, parts ending up in the hands of several enthusiasts, Craig has managed to source them from various places and now has most of it together again. It has helped that the same family still own the farm and some bits were still lying around. Craig tells me that there are only 6,500 miles on the speedo.

Richard Daghish has picked up a single cylinder 1905/06 Rover motor and gearbox and is looking for any other parts to help with the rebuild.

In October there are two important jubilee events involving Veteran vehicles. In the North Island members will be taking part in the celebration for the centenary of the opening of the North Island Main Trunk Railway. South Island old-timers will be taking part in an event commemorating the 50th Anniversary of the Picton Pennzoil Rally organised in 1958 by Sam Slyfield.

Remember if you would like information from your area of the country let me have some details and I can follow it up.

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When restoring your car there is only one way to restore your metal window frames & dashboard: metal woodgraining. For information and free quotes contact Barry Drake. Phone 03 447 3802 or write to 1623 Chatto Creek, RD3, Alexandra 9393. MEM

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We can balance most Vintage and single cylinder engines, fans, driveshafts etc. Work is carried out on a modern digital machine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

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I HAVE A 1971 ROVER 2000TC that is now de-registered and starting to slowly deteriorate. I was wondering if any VCC members would like to take it off my hands and give it a new life. If anyone is interested please contact Malcolm Browne email: browne.mvb@xtra.co.nz

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MODEL A TUDOR 1930 Some spare parts included in the sale. Currently warranted and registered. Green and black in colour. Immaculate condition, fully restored. Reluctant sale. \$23,000. Phone 021 948 889 MEM



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1912 CLAMSHELL DIFF HOUSING. Need repairing. \$800.00 Ph. 06 752 2149 or 0275 445 884. MEM



1960 AUSTIN HEALEY FROG-EYE. Very reliable. Well maintained, regularly rallied. \$25,000 ono Phone 07 847 7784 MEM



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1957 LLOYD ALEXANDER 37k original miles, air cooled, 4 speed 600cc. Was running but stored last 15 years. Best offer contact Jim 07 823-5852 or email mastark@xtra.co.nz MEM



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1924 STUDEBAKER Special 6 tourer. Older restoration, engine rebuilt 2002. Extensively rallied throughout NZ. Many spares included. \$29,000 ono. Phone 09 833 7687 after 6 pm. MEM

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1928 WILLYS KNIGHT MODEL 56 two door sedan, dismantled, original car to restore. Chassis and parts blasted and painted. Extra gearbox, axle, wheels, and motor parts. \$7000. Phone Dave 03 578 9485 Blenheim. More details Canterbury Swap Meet Site 125. MEM

1963 MORRIS OXFORD Current WOF and registered. Good body. 190,000 miles. \$4,000 ono. Phone 07 896 8963 Kevin after 6pm. MEM

FORD MODEL A 1929 TOURER. One owner 80,000 miles. Offers please. MODEL T and A parts – lots available. Phone 06 368 3472. MEM

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MODEL A CONRODS New replacement conrods engineered for the 21st century. Stronger than original with doweled bolts for precision cap alignment. Shell type bearings, no alterations required. For more information phone Motor Reconditioners 2002 Ltd, 03 366 0914.

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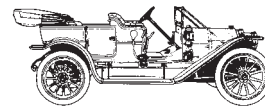
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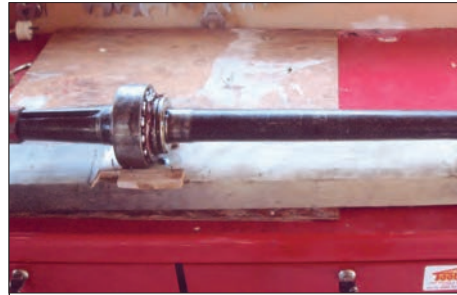
AC 2 LITRE SALOON, 1950. New woodwork in body. Much mechanical work done but engine and interior remain to be done. Lots of literature and contacts and a truck load of spare parts. Would trade on mobile pre-1960 vehicle. Phone 07 863 3554 or email bhdayl@paradise.net.nz MEM



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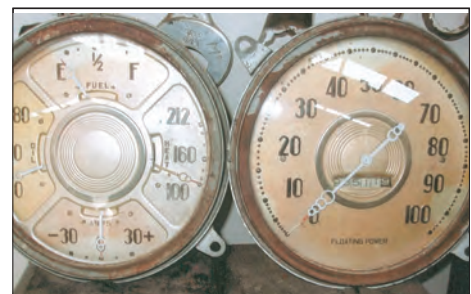
1970 WOLESLEY 18/85 auto. WOF and registered currently in use \$2,000. Phone Wanganui 06 342 3758. MEM



1952 MORRIS MINOR CONVERTIBLE First of the overhead valves. Replaced with 1100cc motor and later gearbox. Reg and new WOF. New roof and envelope. Great car for the summer, a really tidy and reliable car. \$7,000 firm. You would not restore this for the price. Phone 03 383 6395 or email: tony.annette@paradise.net.nz MEM



1939 FORD V8 DELUXE SEDAN, restored 11 years ago. I have owned this car for 10 years. Had 15,000 miles of pleasure well maintained. Worth inspection, some spares. WOF \$26,000. Phone Barrie 09 445 0325. MEM



DODGE (D9) 1938 SPEEDO/INSTRUMENTS, diameter 6" (155mm) \$120 plus postage. Contact Lindsay Oamaru 03 437 0809 or 021 230 1062 MEM



1964 JAGUAR MK II 3.4L Manual no overdrive. Straight original South Island car. Extensively refurbished. New paint, head lining, carpets, refurbished wood, seats. Excellent mechanically. \$23,500 ono. Phone 03 358 2834 MEM



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




1956 VOLKSWAGON SEDAN fully restored. Registered. WOF. Reluctant sale \$8,000. Phone 07 549 5060 evenings MEM



JAGUAR MK11 3.4.AUTO. Chrome wire wheels. Sahara Gold with light tan upholstery and carpets. Motor reconditioned 27,000 miles ago. \$25,000 ono. Phone Keith 06 278 8452 MEM

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ALTA OVERHEAD VALVE CONVERSION for Side valve 1952 Morris Minor. Phone Mark (06) 765 7544 MEM

ARIEL OWNER? Need parts or advice? Contact Graeme 021 617 761 email graeme.c@ihug.co.nz MEM

AUSTIN 7 PARTS 1936-37. Don't mind whole rusty car. Phone 03 578 5701. MEM

BODYPARTS 1935 FORD V8 ROADSTER. Two door soft top. Phone 03 528 8578 MEM

BUICK PARTS, INFORMATION, PHOTOS ETC for 1915 to 1924 6 cylinder and 4 cylinder cars. anything big or small. Phone Jim Baird 06 273 8717 or email pre39hq@hotmail.com MEM

CHRYSLER 66 FRONT AND REAR curved bumpers or any bumper parts at all would be helpful. Alastair Jones 7 Chestnut Way Bellevue Tauranga 3110, phone 07 576 1144, e-mail mactrac.bop@clear.net.nz

DODGE 1927 OR 1928 Senior Six sedan body shell, doors, scuttle or whole car. Phone Darren 03 216 8766 evenings, email dmcleod@slingshot.co.nz MEM

FORD T would consider any model or year. Partly restored or on road condition. Ph 03 308 1940 MEM

FORDSON TRUCK 1947 model E83WCF owners/ service manual, wiring guide or other information to complete restoration. Contact Jim Phone 07 823 5852 or email mastark@xtra.co.nz MEM

HISTORIC RACING CAR PARTS WANTED to complete restoration of 1974 GLH Lynx Formula Ford - especially Hewland Mk8, oil tank, steering wheel & column etc. Please phone Murray (04)293 3601 or email kay.murray@paradise.net.nz

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MEMBER'S TRAILER TRAVELLING FROM ASHBURTON to Auckland, January 2009. All space available, limited space may be available on return journey. Contact David Oakley, Ph 03 308 7323 or 021 370 956 Email d.oakley@xtra.co.nz

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Beaded Wheels is delivered to over 8,000 subscribers and members of the New Zealand Vintage Car Club every issue – our advertising is read by enthusiasts throughout the country and overseas. Now you can reach a broader audience by choosing to publish your advertisement in our magazine and also on our club website. Advertisements are listed on the internet for the length of time the issue of Beaded Wheels remains current.

WANTED TO BUY *continued*

NUMBER PLATES Looking for any of these number NZ plates x 22163 1932-33, 44 545 1936-37, 39 210 1937-38, 22 857 1939-40, 65 748 1940-41. I am quite happy to swap other plates or buy. Please contact Jon Chaston work 03 338 3139 evenings 03 322 4350 or email workshop@anztee.com MEM

NZETA/CZETA SCOOTERS to restore and parts. Phone Dave 06 843 5151 fax 06 843 5849 or email snipe1949@xtra.co.nz MEM

RILEY 1.5 late 1950s to early 1960s rear iring brake drums and backing plates'. e-mail rrmoss@xtra.co.nz or phone Ralph on 021 330 615 MEM

ROVER 2.6L six cylinder motor 1960s for Landrover series 2A or B ph/fax 06 875 0030 Hastings. MEM

TYRE REPAIR KIT (patches and cement type) Model A car or similar, used, or anything considered, also Ford V8 crank handle or extension, and a set of Ford feeler gauges. Phone 06 278 6937 email ijs@xtra.co.nz MEM

TORQUE MAGAZINES WANTED. To buy, borrow, or take over to complete my personal archive and provide info for Nelson Assembly Plant Reunion displays. These were the staff magazine sent to all NZMC retail branches and Assembly operations until about 1988. Phone 03 544 7904 or email milleraj@xtra.co.nz

TYRES FOUR NEW CROSSPLY 15 x 6.70 New or Used. Phone 09 424 7554 MEM

1959 - 1965 SUZUKI MA50 or Suzuki M50 50cc. Complete bike or motor/gearbox parts and workshop manual. 1969 Yamaha F51 50cc, complete bike or motor with 5 speed gearbox. Any condition. Phone Clive Whitham, 06 344 2645 or 0274 474 647

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- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
 - Advertisements must be of a **non-commercial** nature.
 - Advertisements **must be submitted in writing**, by email (preferred), post or fax. Photographs will only be returned if a stamped addressed envelope is supplied by the advertiser. Digital photographs may be supplied by email in .jpg format, send a high resolution file to achieve best results.
 - Advertisements **must be resubmitted** for each issue
- they are required to appear in.
- The recommended length of advertisements is 45 words – the maximum space available is 65 words. *Beaded Wheels reserves the right to edit all copy.*
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\$64*

Text & colour photo.

Tick which column you require

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Up to 45 words including phone number. Supply a colour photo of your vehicle. Include SAE for return of photo, digital photos may be submitted to our email address: beaded-wheels@vcc.org.nz

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30 JANUARY – 4 FEBRUARY 2009.

The Model T Ford Club of New Zealand Inc is holding a six day celebration to commemorate the Centenary of the Model T Ford, over the highways and byways of sunny Marlborough.

This event is suited to those who wish to experience friendship and fun with other T owners on our legendary annual National Rallies and who enjoy motoring their Ts in the true Veteran and Vintage style.

FOR FURTHER INFORMATION AND A RALLY ENTRY PACK, CONTACT:

John Gray – Rally Chairman
 Telephone (03) 464 0616 (home) Email: jbgray@xtra.co.nz



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Entry forms can be downloaded from www.easterrallyhastings2009.blogspot.com or available from branch secretaries or Rally Secretary

Rally Secretary: Esther Smith Ph: 06 843-9668 or 027 464 7314, humber@xtra.co.nz
 Rally Director: Diane Quarrie (06) 876-4009 or 027 324 4818, dianeandgeoff@paradise.net.nz

MANAWATU BRANCH OF THE VINTAGE CAR CLUB PRESENTS:



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 Swap Meet
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 Saturday 18th October - from 6am
 Entry: - Sellers \$15 Buyers \$5**

Contact Trev Hardy Ph 06 323 4040 Email t.s.hardy@clear.net.nz



Hawkes Bay Branch

of the Vintage Car Club of New Zealand

Annual Veteran Rally

22 November 2008

Also join our Homestead Run on 23 Nov
Entries close on 12 November 2008

Rally Organisers

Rod & Scarlett McKenzie phone 06 858 9562 Fax 06 858 9564
Email rod.mckenzie.wpk@xtra.co.nz

Entries to: Veteran Rally HBVCC, PO Box 3406, Napier 4142



North Shore Branch

Vintage Car Club

Annual Swap Meet

40 Masons Road, Albany

Saturday 6 December 2008

Everyone Welcome

Entry \$5.00 Site Fee \$5.00

Gates Open 7.30am

Enquiries

Dallas 09 424 3598 email dallasandsue@xtra.co.nz

Brent 09 489 1310, 021 679 260 email brent.mathieson@xtra.co.nz



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BAY OF PLENTY CLUBROOMS, 29 CLIFF ROAD,
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STALL HOLDERS \$10 ADULTS \$5 CHILDREN FREE

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Please contact Garry Linkhorn for further information.
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AUCKLAND BRANCH

Vintage Car Club of New Zealand

28th ANNUAL MOTORCYCLE RALLY AND SWAP MEET

21 - 23 November, 2008

Programme:

- | | |
|----------------------|--|
| 21 Friday November | Informal BBQ at clubrooms |
| 22 Saturday November | Rally: about 90 miles of scenic and interesting
motorcycling over sealed country roads, followed
by prize-giving dinner at the clubrooms |
| 23 Sunday November | Motorcycle Swap Meet at Mt Smart Stadium
from 9am |

More Information

Rally Coordinator:

Martin Spicer ph (0274) 454 593

Rally Secretary:

Alan Grout ph (09) 625 7500



CANTERBURY BRANCH VCC

PRELIMINARY NOTICE

The Canterbury Branch of the Vintage Car Club of NZ are pleased to be associated with our neighbouring Clubs, the NZ Vintage Machinery Club and the Canterbury Steam Preservation Society to organise and run a large combined event to be called the

MCLEANS ISLAND VINTAGE COUNTRY FAIR

This event is planned to take place over the weekend of
28-29th March 2009

within the grounds of our three clubs situated near Christchurch, New Zealand. All types of Vintage Machinery, Tractors, Traction Engines, and Steam Trains Vintage Vehicles and Memorabilia are to be combined to make this event a very memorable occasion.



This notice is to inform & allow visitors from Overseas and New Zealand time to organise their travel and accommodation requirements.

Contact Ted Hockley Phone: 03 352 7862 for more information



NELSON VCC SWAP MEET 7-8 MARCH 2009

Nelson VCC invite you to the Antique to
Retro Extravaganza at Founders Park, Nelson

Swap Meet - Car & Car Memorabilia Auction Car Display

Car Rally to the Antique & Classic Boat Show at Lake Rotoiti on Saturday, along with the Classic Motoring Awards competitors.

**ANTIQUE VALUATIONS • ANTIQUE FAIR
• RETRO FASHION SHOW • RETRO & ANTIQUE DISPLAYS**

plus a disco on Saturday night . . . groovy!

To book a stall (\$20) for the Swap Meet, to enter items in the Car and Car Memorabilia Auction, or to register for the Car Rally to Lake Rotoiti, please call John Walker on 03 548 7150 or email john@houseparts.co.nz



WAIKATO VINTAGE SWAPMEET

CAMBRIDGE RACEWAY, CAMBRIDGE
Sunday 16 November 2008

Gates open 7am

Sites - sellers - buyers are \$5 each

ORGANISED BY: Waikato Branch of Vintage Car Club and
Waikato Vintage Tractor and Machinery Club

ENQUIRIES

Ph Les Webster 027 2274954 or after 6pm 07 8874954

2009 NORTH ISLAND Club Captain's Tour

The Tour will be starting in Taupo on the evening of 28 March with a get together meal and finishing in Hastings on afternoon of 7 April, three days before the North Island Easter Rally which is based at the Hawke's Bay Racing Centre. The route will cover approx 1,400km (875 miles) over gravel and sealed roads with main highways used only where there is no alternative.



Registration of interest will close on 15 December 2008 with a limited number of 30 vehicles.

To register contact: John Foot,
North Island Club Captain.
1 Knox Place Cambridge.
Phone 07 823 5641, Fax 07 823 5642
Email: jsfoot@xtra.co.nz



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28 February -
7 March 2009



**21st
Motorcycle
Rally**

Date... 6th-8th March 2009
Followed by the 1,000 miles Hub Rally from 9th-14th March

**Venue... Horowhenua Events Centre
Victoria Street, Levin**

**Featuring The Motorcycle show
Saturday 7th March**

Contact Graeme McKenzie 13 Seddon Street Levin
- themckenzie@xtra.co.nz or phone 06 368 4888

**Supported by The Horowhenua District Council
and Turners Print, 48 Oxford Street, Levin**



CENTRAL OTAGO BRANCH

NATIONAL VETERAN RALLY 14-15 FEBRUARY 2009

Open to all eligible pre 1919 vehicles as per NZVCC regulations.

Central Otago Branch is proud to host the
2009 South Island Veteran Rally
to be based in Cromwell.

Some of the attractions that will be offered during the weekend along with the social events and our friendly company will be a Gymkhana, places of interest, and a choice of long touring or short interesting rally routes.

Entry forms will be circulated to all branches early July. These will also be available by contacting.

<p>Rally Director John Martin Ph/Fax 03 445 0598 Email martin_jw@xtra.co.nz</p>	<p>Rally Secretary Alon Mayhew Ph 03 443 7030 Email alon.tracy@xtra.co.nz</p>
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Far North Vintage Car Club

AUTOSPECTACULAR

**Saturday
10 January 2009**

**Eastern Rugby Football
Grounds, East Street,
Taipa**

Sign posted off SH 10

Gates open 8am to 3pm

Stall holders \$10 per site.

Enquiries to

Murray Baird

Phone: 09 406 1548

E-mail:

murrayandjune@xtra.co.nz

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Public entry - \$5 per person - \$15 per family
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For more information contact:

Brian 03 444 9507

Winton 03 444 9917

Dave 03 443 7906

NATIONAL SOUTH ISLAND EASTER RALLY

10-13 APRIL 2009

HOSTED BY

THE ASHBURTON BRANCH



Celebrating 40 years of Vintage Motoring in Ashburton

ENTRIES CLOSE 28 FEBRUARY 2009

Entry forms available from your Branch secretary
or contact Rally secretary:

Milner Jacob

PO Box 382, Ashburton 7740

Phone 03 308 3392 Email mandjjacob@xtra.co.nz

**NATIONAL SOUTH ISLAND EASTER RALLY
10-13 APRIL 2009
ASHBURTON**



MARLBOROUGH BRANCH



BIENNIAL SWAP MEET & RALLY

BRAYSHAW HERITAGE PARK • LABOUR WEEKEND 2008

SATURDAY 25 Swap Meet

Starting 1pm Sites \$5 Entry \$2

SUNDAY 26 Rally Day

This will offer routes to suit vehicle age and performance all on the flat Wairau plains. This will be a relaxed day with no timed sections or field events but different enough to keep you on your toes. Entry Forms will be sent to Branches in August.

ENQUIRES TO:

Barry Wilson

03 578 1587

Branch Chairman

Dinah Turner

Email redwing@actrix.co.nz

03 578 6677 Secretary



WAIMATE BRANCH

The Vintage Car Club of New Zealand Inc

NATIONAL COMMERCIAL RALLY 2009

Labour Weekend 23-25 October

The Waimate Branch is pleased to be hosting the 3rd National Commercial Rally. To all commercial vehicle enthusiasts, we invite you to come and enjoy a weekend of fun, friendship and touring of our scenic district. There will be many interesting things to see and places to visit. More details of our programme, rally route info, entertainment and entry forms will in due course, be sent to all branches and we hope to see you all in Waimate.

As this is a national event, a VIC is required.

Rally Co-ordinator:

Stewart Townshend

10 Alice Street

Morven

Phone: (03) 689 4999

Rally Secretary:

Mark Thomas

15A Mortimer Street

Waimate

Phone: (03) 689 6232



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Ashburton

Alden Thomas

July saw a busy (very wet) month for the Ashburton Branch. The Garage Raid was well attended by both Ashburton and South Canterbury club members. Six garages were visited, all containing at least one vehicle under restoration. After three of the garages in the morning, a hot 'Pie, Pea and Pud' lunch was enjoyed at the clubrooms.

The Annual Dinner at the Tinwald Club had few members brave the cold, but was an enjoyable night. Unfortunately it seems that few members at a club meeting is a growing trend. We are looking for ideas to fix this problem.

My 21st run didn't really go to plan, although it was great to see a good cross section of hot rods, customs, classics and Vintage cars. As the weather had been wet, our original destination was not able to be visited, and a last minute decision ended us up at the Geraldine Vintage Museum. Always worth a look through. After that everyone sort of went their own way towards home. I think most people enjoyed the drive all the same.

Auckland

John Stokes

The branch extends condolences to the families of David Watson, Bob Coggan and Don Cameron. David had suffered illness in recent times, but Owen and Jayne Hayward would take David out in his 1934 Ford V8. David very much enjoyed the competitive aspects of our club. Bob Coggan was a respected member of the motorcycle section having restored a number of BSAs during his membership. Don Cameron was a fifty plus year member who will be best remembered for his restoration and motoring of the 1907 Sizaire et Naudin. Don and the Sizaire appeared on rallies from 1960 until about three years ago, he was one of the few who appeared on the 1965 Haast Rally and still owned the same car in 2008.

Motorcycles: A new motorcycle member is David Warren with '28 and '29 Norton CSI, a '30 Rudge Ulster and '50 Norton International. Graham Jameson, a Vincent expert, was the speaker at our June meeting. Graham displayed and started an immaculate 1931 Ariel Square Four for the members enjoyment. We understand that Peter LeGros has the Lance Anderson 1915 Henderson engine well underway. The recent Webbs motorcycle auction produced strong bidding. A 1914 Clyno \$23,000, conditional. 1915 Ariel V twin, \$30,000, '26 Harley and chair \$37,000, '31 Ariel Sloper \$19,000, '39 Ariel Square Four \$38,000, PW Matchless Single \$5,250 and the twin cylinder version \$6,500.

Vintage: Stephen and Tracey Winterbottom 1928 Sunbeam, Mike and Adie Moffat Riley 9 and Ron Jacob 1928

Lancia Lambda represented the branch at Waitemata's R'OIL CAN rally

Veteran: Chris North is working on a 1905 Riley Tricar. The radiator is the project in hand at the moment. Peter Le Gros has finished the engine of David Porter's 1904 Darracq and has also finished the engine of his 1900 Locomobile steamer

PV/PW/P60V: New people in this group are Kevin Cole with a 1951 Chevrolet, David Morley with a 1973 E Type Jaguar, and James Pike who has a collection of bubble type cars including, Messerschmitt, Heinkel and Goggomobiles. There are Fiat 500s and a Subaru 360 as well.

Commercial/military: Peter Beaumont has joined with '42 and '43 Willys MB Jeeps. John Campbell's Mighty Mite is now being worked on. Ninety-one year old Frank Knight has started on a 1932 Ford V8 pickup he imported from the USA and has targeted a prompt restoration. Bryan Belcher's 1940 Diamond T has had the wiring done and the restoration will soon be complete



91 year old Frank Knight praring to fit pistons to his 1932 Ford V8 pickup engine.

General: We note with pride the award of The Goddard Trophy to Barry Robert. Our book sale grossed \$750 for the library funds. Response to a survey concerning branch activities and ways of improving them wasn't brilliant, however most respondents seemed happy with things the way they are.

Hunua preparation: The emphasis is on a user-friendly Hunua this year.

Bay of Plenty

Jack Hoven

It was nice to see a good turn out of Vintage cars at our half-day run in June. Sixty people filled the Maketu restaurant to capacity.

Our July mid-week run took us to the home of Bob and Ruth Taylor where the men admired the magnificent job on his 1913 Swift as well as his 1906 Reo, while the ladies were treated to viewing a large collection of dolls next door. A film about South Island trucks was shown as well.

Our half-day July run started with a well supported pot-luck lunch followed by a

scenic tour, ending with afternoon tea and prize giving.

On 2 August the Te Puke Hotel celebrated 100 years of operation and a good number of Vintage cars with many members in period dress supported this memorable occasion. A good number of workers also turned up for a working bee to prepare our clubrooms for inspection and morning tea and lunch after the National AGM.

On 11 August the National AGM was held in Tauranga. Everything went smoothly including the presentation of three, 50 year badges.

Plans are afoot for our 50 year celebrations, no date has been set but you'll all be informed when and where.

Sadly we lost two more members recently; Peter Roberts and Ray Kennedy. Peter took an active part for many years, ably assisted by Pam. They organised mid-week runs, took photos, acted as welfare officers and assisted the Klaxon team for many years. Ray Kennedy and Zoe excelled as catering officers on many occasions. We extend our sincere condolences to Pam, Zoe and their families.

Central Otago

Alan Sutton

Spring is sprung, the grass is ris', is the catch cry in old Central Otago as we anticipate our annual Blossom festival rally in Alexandra. This year ably organised by Bill Grant and John Martin, this event will no doubt feature some new projects due to emerge from the long winter garage sojourn in the region. Alf O'Sullivan has the motor back in his '28 Hupmobile 8, while Robert Duncan's '28 Caddy 341 sports tourer has returned from paint and trim shop looking sublime, currently the big wire wheels are being respoked and painted to match the jazzy new décor, George Wallis is fettling the motor on his recently imported '37 Packard coupe roadster, while over in Cromwell Roddy Maxwell makes great progress on the '34 Chev Coupe. Alistair Stewart has his recently restored '29 De Soto running much better after sorting the intricacies of the vacuum tank, John Martin is well advanced with his 1914 Enfield V twin now looking very pristine and proud with its new handle bars and footboards in place.

Veterans will be very much on our agenda as we plan to host next years South Island event in Cromwell. Locally George Page is building wheels for his 1916 Hupmobile, Barry Walker has the 1912 Clement-Bayard ready for upholstery, while the massive 1918 Twin Six Packard Laundalet project moves apace in Duncan's workshop with the chassis and running gear shining beside the rebuilt coach body.

Our Sunday meetings gain popularity, with the emphasis on an event of some kind to follow each month. Last month's local garage raid and fire extinguisher demonstration by club member Neville Ridd was both enjoyable and informative.

New projects include re-erecting a parts shed recently purchased, forming a steering committee, creating an honours board, and trying to have as much fun as possible with our club vehicles!

Eastern Bay of Plenty Joy Growden

June was quite a busy month with our branch hosting 14 visitors from the Waikato Vintage and Classic Car Club for a meal and chat while they were touring our area.

Some members visited the BOP Branch on Sunday 15 June and took part in their Garage raid which must have been very enjoyable as some did not get back to the clubrooms until 6pm and in the dark.

On 21 June we had our annual Night Owl run which was set by Rob and Dale Watchorn and was followed by pot luck dinner. Eleven cars took part but not many in their Vintage cars. The run was won by Steve and Joy Growden. After dinner the Barry Pierce Trophy was presented to Alan Stewart for the extra work he has done for the branch, including making the miniatures for our East Coast Rally and all the baking he brings along to our meetings and working bees. He was nominated by Rob and Dale Watchorn.

We were lucky in July to have our run on one of the few fine Sundays with nine cars touring round town appreciating the wonderful scenery we have and the fabulous view from Kohi Point. It was quite windy up there but we all made it back to John and Sylvia Sissons for a lovely afternoon tea and chat.

Gisborne Rodney Clague

Sadly I report the passing of three members of our branch since my last notes. Brian Kinge, a member for about 15 months, was the owner of a fully restored Triumph TR7 Coupe which won many trophies in Triumph Club circles, and had commenced restoring a convertible example of the same model. A trip to the Hershey Swap Meet a year earlier had whetted his appetite to import an American muscle car, but this idea was put on hold and Brian instead sold the TR7 he was restoring and purchased a fully restored TR7 convertible just a few months before his death.

Many readers will have had dealings with the Gisborne branch parts people, and with our parts man Terry Wood in particular. Sadly, Terry passed away suddenly on July 31. A tribute to him appears on page 54.

And on 16 August we lost our matriarch, Vi Bartlett, mother of management committee member Tony Bartlett. At 86 years of age Vi was a regular attendee at club runs and club nights until three or four months ago when she became ill. She was predeceased by her husband Les in February 2000.

In order to attract more people out on club runs we decided to trial Mystery Tours in place of the usual instruction type runs, and this so far has proved successful as we visit places of interest around the district that would not normally be seen. Included in this was a visit to a local Bio-Diesel company and to the old (and now dilapidated) Waipaoa freezing works.

Vehicles on the move include the late Ivan English's 1930 Chevrolet which has returned to the Christchurch area from whence it came many years ago, Keith and Avon Webber's 1930 Ford A Tudor which has also gone to Christchurch to reside with their daughter and son-in-law, Mark and Sue Dunn's 1929 Ford A Roadster Pickup which has found a new home in Marton.

Brian Butler's 1930 Model A Van is now road legal, Tony Notting's Morris 8 Sports is getting closer to completion, Andrew Teesdale is working on his recently-imported 1948 Ford V8 Coupe, and a Morris/Austin 1300 has joined Roger Honey's 1913 Model T Ford components in his shed.

Far North

I'm back in business! Sorry for being below the horizon last time, but this retirement business keeps one very busy and the cars get less time now than when I only had the weekends.

Our recent AGM saw a smooth transition and planned change in the main administration positions. No, not an election rig, but this Branch actively encourages having deputies to the office holder who only does a two year stint. It works well as deputies, often reluctant, get a chance to feel their way and with an eventual two year term know it won't be for ever.

Recent mid week activities had a "pub crawl" (visual only) around Kaikohe/Hokianga learning about some of the unique history. A mystery midday meal at the Pennells proved entertaining with the added awareness exercise on "airing" the old cars while in storage – rats had made their presence felt!

The Annual Dinner and Award evening, preceded by an informative look in at the Doubtless Bay Villas and a local model train and taxidermist collection, was well attended at the Taipa Resort on the sea. The year's trophies went to:

Brian Parker Rally: Murray & June Baird
Malloy Trophy: Warren & Robyn MacKay

Mother's day: John & Margaret Wallace
Matthews Cup: John & Margaret Wallace
Points & Attendance: Naomi Mason
Clubman of the Year: Mike Pooley

End of the month noggin 'n 'natters are popular with a small group who enjoy a good chat and feast as did those at the mid-winter Christmas dinner following the Malloy Trophy run.

Aside from the programmed events members supported the Kawakawa public day centred around the restoration of the steam train and Kawakawa to Opuia line. Others joined the parade and festivities for the opening of the new Kerikeri Heritage Bypass. There was some jostling by volunteers to transport the Prime Minister with some interesting reasons!

A full new programme has been organised for the year with the big day, the Autospectacular, on 10 January 2009.

Gore Raewyn Dodds

Our clubrooms are looking a lot brighter these nights thanks to the generosity of Electrix, Gore who have upgraded our outdoor lights and sensors. Their spare parts, expertise and bucket truck are very much appreciated. It is so good to be able to see your way to the door right from the back of the car park and miss the puddles! We have a great area for off road parking which also attracts the younger members of our town to practice driving in circles at speed, hence the puddles. We have discussed closing the area at night but at the moment we get no vandalism with this activity so we will allow the experience to keep happening, who knows these could be our up and coming members. Thanks to Herbie Horrell the puddles never seem to get too deep! It is so good when members see a niche and willingly take up the job, we often forget to comment when a job is done but we do notice and appreciate the many contributions from members who quietly go about their day.

Our Opening Run at the beginning of September was combined with the Southland Model A Club. A very interesting outing organised by John Tremaine, successfully wearing two hats at once. Our next run will be our Spring Run then on to the P60 run and of course our hill climb on the Josephville Hill. Stewart Quartier and Alex McLennan have now got all the t's crossed and the i's dotted, the timing team sorted, the track sweeping and padding organised and entries coming in. They can still be contacted at 03 208 7932 Stewart, 03 202 5868 Alex or stewyq@woosh.co.nz. I am sure the guys have been on their best behaviour so another beautiful day should be guaranteed this year.

Hawke's Bay Richard Anderson

With Mark's elevation to the lofty post of branch chairman at our recent AGM, I have been allocated the position of branch scribe. The incumbent committee was all voted back for another term with Steve Donovan also joining our ranks.

Monthly meetings continue to be well supported and the less formal approach that has been adopted seems to be well received. For our July club night we had a guest speaker from the NZ Foundation of the Blind who gave us an extremely interesting insight (excuse the pun) into working with a guide dog, a truly remarkable partnership between man and "mans best friend", providing a huge boost to independence and confidence. The branch now sponsors a guide dog with the fines from our monthly "sergeant at arms sessions".

While our monthly runs and our mid week runs are well attended, the main event in recent times has been the July Deco Decanted, a mid-winter art deco festival, which gives the ladies another chance to dust off their furs. This event also combines with a major jazz influence. While the branch has for several years had an involvement, this is the first year where we have had an organised rally event. Dressing up for cocktails on Friday night, dressing down for the depression breakfast, street parade with rides round the block in aid of charity and a timed run in the afternoon. First prize going to Auckland visitors Brian and Kerry Pankhurst. Various jazz concerts and dances on the Saturday night and Berocca brunch on Sunday to clear the head for the journey home. A great weekend and one

that any vintagent, particularly those with an interest in jazz, should mark on next year's calendar. This event is sure to grow in stature.

Horowhenua Peter Nightingale

In 1929 an apprentice motor mechanic was employed by Milnes garage in Levin who were Ford agents at the time. He had a fascination with flying and decided to build his own monoplane and power it with a Model A engine. His name was Martin Jack Butler.

In the next three years he completed the project and flew it for 20 minutes at 1000 feet over a local beach. The engine boiled at this point and he made a hard landing on the beach but was uninjured. Our life member Laurie Jenson witnessed the flight and has a good memory of it.

The local historic society invited Martin's daughter Joan O'Dea to talk about her father and, over the school holidays, put on a display of memorabilia and photos of the event in the local library. We decided that without too much trouble we could put a replica plane together for the display using a Model A motor and the original propeller stored in an aviation museum. The replica was put together and we had to carry it into the library assembled for the display. It created a lot of interest and helped keep our branch on the map.

Some members attended the Wellington Branch 50th year dinner at Southwards Museum. At the dinner two 50 year badges were presented. One to Ivan Benge, a foundation Wellington member and now Horowhenua member and also to Roy

Southward. Congratulations to you both. A great achievement.

A very successful night rally was held in July with 30 plus people in 14 cars. Winner was Vernon Heath in his war time Jeep.

Graeme Marenzies has added yet another car to his collection. This time a 1938 Ford V 8 Standard coupe.

Wayne Thrower's Hudson now has a VIC and you can see by Mark Morgan's face, is a bit tardy on the start up.

Manawatu Brian McPherson

Despite the last couple of months being cool and darker some members have been beavering on in their sheds (heated or not) on their current restoration projects, while the rest of us pursue leisurely activities. Some of these restorations were talked about at the July Club night. A well attended working bee was held one afternoon to "shelve" an accumulation of parts and also to tidy the Club Captain's room.

The usual keen hard-core group of members endured a very wet trip to Rotorua for their annual Swap Meet in July which was held in very pleasant sunny conditions. I don't know if many parts returned to the Manawatu but one restoration project which caught my attention was sold before I could negotiate a deal.

Only a small group ventured to Foxton to view an old time movie and look through the Audio and Visual Museum. It was a horrible day in Palmerston North but very pleasant out at Foxton.

According to the birds spring is very nearly here and early entries are arriving for September's Vintage Rally. Following



Early aviation enthusiast, Martin Jack Butler.



Horowhenua branch members. Back l-r: Wayne Trower, Norm Porter, Ivan Horn. Front l-r Peter Nightingale, Laurie Jenson, Tom Hayes.



Horowhenua's Mark Morgan starting (!!!) Hudson.



Nelson branch members enjoy the Veteran Allan Moss Memorial Run.



Nelson Branch cars at St Arnauds Car Park.

into October the Swap Meet and Car show is looking good with indoor and outdoor space available for exhibitors and sellers.

Good weather has been arranged for the Labour Weekend Steam Festival and Veteran Rally, which will both be full-on functions, also for the Edwardian Wedding which will be a public event in Feilding on the Saturday.

Nelson

Pat Kennedy

Firstly we would like to welcome recent new members Lindsay and Karen Grey who own several Vauxhalls; Tony Bennett – 1965 Ford Mustang, Tim Evill – Aston Marton and Austin Healey, Barry and Pat Hannah – 1936 Studebaker, Don and Gay Ammon – Rover Special, and Kevin and Diane Greenfield owners of a Ford Zephyr.

Our AGM has been and gone with a reasonable turnout of members, some lively debate on changing to an electronic newsletter with most preferring printed copy. Also members are to consider an offer made by Higgins Park Group (which encompasses Pigeon Valley Steam Scene, Rover Car Club, Historic Transport Museum and Nelson Vintage Engine and Machinery Club) to become part of their already well established set up.

The Mother's Day run and the Allan Moss Memorial Run to the Motueka Airport were well attended and saw several members taking advantage of the cheap flights on offer. After lunch a group of military enthusiasts from Nelson and Blenheim provided some great entertainment with a battle re-enactment. This is sure becoming one of our branch's top billing outings.

Our Annual Snow Run saw local and Marlborough members meet up with a few West Coasters on a very enjoyable "snowless" run to St Arnaud. The recently restored 1936 Studebaker Dictator belonging to Barry and Pat Hannah was out on its first outing and drew much admired inspection. The writer's 1930 Humber Pullman Limousine was also on the run after a two and a half year absence. A thoroughly enjoyable run.

Finally our August Garage Raid was popular — people are always curious as to what other members have ferreted away and are working on. Club nights have been very interesting with various members giving talks on their preferred marques, and we also had a visit to the Air New Zealand hangar to look at local input into the aircraft maintenance and checks, which was well worth the visit and well supported.

The strong winds recently experienced by parts of Nelson have unfortunately created a huge headache for Nelson members Colin



Northland. All the gang enjoying the jazz train, pulled by the restored steam engine Gabriel.

and Peg Gregson. Large trees felled by the wind caused major damage to their workshop and garages damaging their prized 1928 Austin 12/4 and almost completed Austin Seven Special. So if anyone has a spare 12/4 bonnet and windscreen Colin would be pleased to hear from you (03) 545 0287.

Northland

Terry Lambess

On 9 August our branch attended the Bay of Islands Jazz and Blues Festival, parading our cars through Kawakawa main street and displaying them later. Despite rain hosing down, the forecast was for an improvement so we risked the soft top with our fingers crossed and arrived to a fine and sunny Kawakawa. Jazz bands were playing and the steam train *Gabriel* was taking passengers for a Jazz on the Train trip through the main street which is of course State Highway One. The afternoon was a run over to Paihia to display our vehicles on the Village Green. Several of our members took the ferry across to Russell where jazz and blues were also playing. This festival runs over three days with 40 bands taking part. We certainly enjoyed our Day in the Bay.

Saturday 26 July and despite the weather bomb hammering Northland members still ventured up to the clubrooms for a working bee in the Library and also to complete the shelving in our extended Spares Department.

Sunday 27 was still raining but the Look-In was still on so off we went to Rod Dixon's sheds at Waipu. What a surprise there was for us as among several full size Austins was a little Austin A 40 pedal-car.



North Otago. Photo Liz Chynoweth

What a cutie it is. I first saw one many years ago about 1949. I think the firm I worked for were the Austin agents and we thought the little pedal-car was a promotion for the then new A40 Austin Devon. I had not seen another one since. Rod explained that the pedal-car was produced by a company with no connection with Austin at all. In another shed Rod has two Austin Healey-Sprites under restoration. One was a Bug-eye model. We progressed to Keith Taylor's home for an interesting talk on his Hudson restorations. The woodwork around the Roadster was machined from a telegraph pole. I wonder if he told Telecom. The big blue roadster is a tribute to his many skills. Well done Keith. Despite the weather the day was enjoyed by all.

North Otago

Kathleen Perry

Some Branch members covered many miles in March. The Club Captain's Tour started with a barbeque at our clubrooms. John and Judith Miller travelling in both of their Chevrolets and Dick and Beth Wardell, 1922 Lorraine Dietrich did the Tour. Dick and Beth and Len and Maureen Withers, 1961 Rover attended the Scenicland Rally. Len and Maureen were on their way to Nelson for the Rover National Rally. John Adamson, 1932 Hillman; Brenda and Ernest George, 1958 Morris Minor; John and Judith Miller, 1939 Chevrolet; Keith and Kathleen Perry, 1911 Overland; made up the North Otago Branch which won the Penzoil Trophy at the National South Island Easter Rally. This trophy was first presented at an Easter Rally organised by the North Otago Branch in 1963 and forty five years later it was won by a North Otago Branch team! Dick and Beth and the Lorraine Dietrich were also in Blenheim.

On Saturday 29 March nine branch vehicles and one from Waimate met with eight others from Dunedin (Otago branch VCC and Otago Classic Motoring Club members) and travelled to Macraes to view the mining and have lunch at Golden Point. Some visited the Macraes Hotel before travelling through Moonlight, Nenthorn and Ramrock Road to Buckland's Crossing (near Waikouiti) for afternoon tea on the way home.

At our April club night we were entertained by Francis and Kirsty Leslie-Ellis who gave a presentation about their time living, working and driving in Ireland.

The Annual Gerald Lynch-Blosse Memorial Motorcycle Rally attracted thirty entries, and entrants had a beautiful autumn day for their ride. Alister Kermode, Canterbury in his 1922 Ace, won the Vintage class. Bill Veitch, Otago, 1952 Ariel won the PWV class and the Riders'

Choice. Graham Jarvie, South Otago, 1974 Honda; won the P60 class. Lew Williams, Otago, 1975 Suzuki; had ridden the longest distance and Stewart Gutsell, Otago, 1949 BSA got the hard luck trophy. At the South Otago Motorcycle Rally Robert Hutton, Trevor Appleby and Ralph Weir (local riders) were placed in their classes and Robert Hutton won overall.

North Shore Ray Urbahn

Our recent AGM saw Brent Mathieson returned as Branch Chairman after a successful year at the helm. He paid tributes to his committee who in the main will again form his team for the next year. He made special mention of the sterling work of Len Woodgate (assisted by wife Joy) who has stood down after many years on the committee at all levels.

Our July event was a breakfast/brunch at a local Cafe followed by a visit to the Western Springs home of Gordon McIsaac to view his amazing collection of speedway memorabilia covering 70 years of speedway history in NZ. His whole house is devoted to his hobby and there were posters, photographs, certificates, trophies and helmets with original drivers' signatures on them and even souvenirs of track gravel and clay from all over the world.

Our annual August activity was the Triple Combined Rally where North Shore and Wellsford/Warkworth Branch members combine with the Hibiscus Coast Enthusiasts Club for a lightly competitive run over back country roads, this year comprising a hub type rally based at the Waitoki Hall. The first section arranged by Paul and Kathy Collins incorporated a cunning overriding instruction to challenge the memory abilities of participants as they traversed the Albany, Riverhead and Kumeu areas. The second run was planned for the Hibiscus Club by Grant Stott and John Stokes and was notable for questions relating to the Road Code, LTNZ regulations and VCC Rules. The third and final section plotted by Leon and Brendda Salt for the Wellsford/Warkworth Branch included questions and answers which challenged entrants' observation abilities.

It was with great sadness we learnt of the passing of long time member Graeme Letica on 16 June. Members remember him as "Mr Buick". He was co-founder of the NZ Buick Enthusiasts' Club in 1988 and had established world wide contacts in all things relating to Buick cars. Even in failing health he was still producing the quarterly newsletter. Our sincere condolences to Anne and family.



The South Canterbury VCC Vice Chairman plays the Bagpipe as Jim Geddes takes Rosa Peacock for a spin in the Tricar.

Southland Paul Rodmell

Members were heartened to see our old member Vernon Russell receiving his 50-year badge at the Bay of Plenty Branch.

The Branch's coffers have been swelled by members using their Vintage vehicles to help ferry members of the Plumbers and Gasfitters to their conference venue, Bus and Coach Drivers from theirs, and motorcycles used at a Laker House of Travel Euro Nights Tour. Proceeds from "Auction Nite" held in late August should also help keep the finances in a healthy state.

While no major rallies are held in the colder season, the mid-week runs carry on with all enjoying the shorter runs now helping to keep the petrol cost lower, but with a nice warm lunch at the various venues to which they go.

Alastair's "tongue in cheek" review of a book of *Erotic Photographs of the Twenties* in the July *Rumour* got interesting reactions from the members both on club night and personally to Alastair — the latter comments wryly reported in the August magazine.

South Canterbury Bill Weir

Mid Island Rally on 16 March. Despite damp conditions a good number enjoyed a diverse route over to Bluecliffs, back down Gordons Valley, from where we thought it was an easy cruise up to Maungati Hall for lunch. But no, think again! We were directed on past the Maungati Corner and sent over the Pareora Gorge where the first major breakdown occurred, the Knight's Austin A40 Devon from Ashburton started making ominous noises from the engine compartment. Tony Roddick in his

57 Vauxhall stopped to assist. A trailer was needed to get it back to Ashburton so the Wilsons collected the trailer from Ashburton and retrieved the Austin and still made it in time for the after Rally Dinner at the Phar Lap Raceway. Well Done.

Mid Island Results

Veteran

1st in Field Test, Time Trial, Overall and Concours
Colin & Joan Pearce 1914 Sunbeam.

Vintage

B Smith Erskine

PV and PWV

M Jacobs Armstrong Siddley

P60V

J Foster Daimler SP250 Sport

Commercial

J Geddes Austin 10 Van

Swapmeet 5 April: Well, it had to happen sometime, a wet day for our annual Swap Meet, nevertheless, quite a large number of people were there early, but the influx of general public which we normally have just didn't happen. The extension of daylight saving didn't help the organisers as at 7am, opening time, it was still pitch dark so sourcing of lights became an urgent priority.

PV/PWV/P60 Rally 18 May had 40 vehicles heading out back roads to Geraldine and on to lunch at Orari Gorge Station on Tripp Settlement Road. Jim and Pat Geddes were the organisers, Jim being the co-creator of our replica Tricar (Timaru's first car) and Orari Gorge Station was where the original Tricar had resided after Howard Tripp purchased it in 1903 from Cecil Woods. Upon arrival Field Tests were undertaken, Jim coming up with some new interesting ideas. After lunch, the replica Tricar was cranked up with Jim taking Rosa Peacock the present owner of the Station and grand-daughter of Howard Tripp for a ride. Afternoon run was via Clandeboye back to the Clubrooms for afternoon tea and Prize Giving.

South Otago Glenice Smith

The AGM was held and the only change to office bearers was John Cook standing down as Chairman. Welcome to Maurice Lloyd as the new Chairman. Thanks to John Cook for all the work you have done for the branch and we are sure you will continue to do so. To Maurice congratulations and we all hope you will enjoy your new role in the branch. The Annual Dinner was held at the Balclutha Town and Country Club. Trophies were awarded with the Service Tankard going to John Cook for his good work as Club Chairman, Ladies Trophy to Glenice Smith for her ongoing work in the Club, Restoration Trophy presented to Neil and Zena Blackie

for their Standard 10, Sue and Gary Beaumont received their 25-year badges. Congratulations to everyone. At the July meeting the Guest Speaker was Gary Ross who works at the Balclutha Museum. He spoke on early Balclutha and surrounding districts. It was an enjoyable evening with old and young members reminiscing. In August a housie night was held with much laughter. The evening ended with supper and a natter. Thanks to Ian and Lenore Clark for organising another good night. In the newsletter there are a lot more events planned for everyone to enjoy. Don't forget the 10th Weekender is approaching, a time and place is to be decided yet I am sure wherever it is held we will all have a good time.

Taranaki

Colin Johnston

Our annual run to the Mountain House took place in June where the surroundings were peaceful and serene.

Welcome home Peter and Linda Hutton who have just moved back from Nelson after a seven year stint down south. Peter is right into his motorcycles of Velocette fame and they have been in storage at friend Parkys house until his return.

Restoration is being carried out on a 1939 Dodge by Pat Stieller and he has completed all the body painting. John Muter is working on a 1919 Dodge tourer and has all the motor and running gear and front guards completed. Des Cornwall has been working on the woodwork for his nephew's 1928 Durant sedan.

Our Branch has been allocated the 2011 Easter Rally to be held in conjunction with our 50th birthday celebrations. As our branch was formed in 1961 we look forward to being your hosts for this weekend. The Annual Rubber Duck Motor Cycle Rally will be held in September with entries being received now.

Ross Calgher of Waitara spoke to us at the August club night and gave us a very descriptive life as a motor mechanic who started his apprenticeship at W R Phillips Motors in New Plymouth in 1963. He travelled widely in 1977 and worked on McLaren Formula One engines in England where in 1981 he was with the team when they won the British grand Prix with a DFV354, 3 litre Formula One engine. Because of this he was awarded an engraved piston from the McLaren factory which he is very proud of. He moved back to Waitara and built his own Calgher ERS special and won various hill climbs. He has rallied extensively in New Zealand and owned Minis, A40s, Sunbeam Alpines etc. He is still working on motor cars in his hometown of Waitara.

Taupo

Winter is the time when we need to be vigilant about the state of our smoke alarms. So it was timely that we invited Stu Craddock our local Fire Safety office to talk to us about the positioning and installation of smoke alarms. He also gave us an insight into the investigation that is undertaken to determine the cause of fires.

Our June run was a little different, being a Brunch affair. Marty and Lynne Sutherland organised a Follow The Leader run from the clubrooms to the Ploughman's Restaurant, where everyone had a hearty breakfast and a somewhat laid back afternoon.

It was a wet Saturday for the Taupo Hobby Expo this year and this meant a very good attendance at the Events Centre. The Hobby Expo is an annual event centred around the model railway enthusiast but supported by other hobby groups as well as ourselves with a couple of cars on display. This year we had Ray and Barbara McLaughlan's Nash Metropolitan and James Cowries' Austin A40 Farina rally car. While there is very little sign of similarity between these vehicles, it came as a surprise to many visitors that they were in fact both Austins. As usual we had a number of inquiries and the cut away engines on display created much interest.

Our Pot Luck dinner was postponed until we had the kitchen upgrade finished, so it was July when we got together for our Mid-Winter Dinner. Good food, good company and a quiz made for a great evening and the new kitchen has been tested and proved well worthwhile.

The Brass Monkey run was also held in July. It was a late afternoon run finishing at the clubrooms for soup and rolls. The winners, Ray and Barbara McLaughlan now have the honour of setting the run for 2009.

Wanganui

Fay Chamberlain

Despite the nationwide weather bombs we have managed to get out and about in the community during July and August. The annual Mainstreet Market Day saw the club Chev truck giving the usual rides and the arrival of the muddy, interesting cars arriving in Wanganui for the R'Oil Can Rally drew a lot of interest too. Pat and Mike organised the event this year, in our region for a change, and morning tea was at the local clubrooms.

Scrap metal continues to provide great fundraising with good support from members. Even the ladies with their cat food cans are doing their bit!

Membership continues to grow and it is great to see younger members joining up.

Jack Hindess

As the number of vehicles for Sunday Runs was ebbing, chairman Ed suggested a Saturday run be tried out. Very successful it was, with 20 cars and 50 people turning up to be pleasantly surprised by a visit to Ian Chamberlain's latest project, a 64 note fairground organ. Also there was much fun had by all as member Neville Gorrie turned up in his recently acquired London Double Decker bus. Nobody was more thrilled than the children, plus Len Browell, longstanding member who well remembered driving such a bus half a century ago in London.

Club nights continue to be well attended. The library was invaded to bring out all the past photographs taken over the years for perusal by members. Chairman Ed and wife Hinemoa gave an interesting talk and slide show on their recent trip to Canada which included a Vintage car tour.

Ahead lies our annual Shiny Parts and lots of other interesting stuff Auction, plus the annual Night Trial.

Waikato

Jeremy Brook

A new edition of the planning guide for those members organising rallies has been worked on by the committee. Thanks to Jillian Hayton for word processing this. The committee is organising a branch workshop at a forthcoming club night to go through this with members to ensure everyone understands how rallies are to be organised.

The club run in July was a shed raid to three premises in the Waikato. First was Brian Buck's property with a shed full of amazing 1970s vehicles. From there we headed on to Diane and Graham McBride's where he has created a rammed-earth house together with a native arboretum. The last premises visited was that of Colin Pinkerton. Colin is into farm machinery and has a lot of collectors' items which were once found on most Waikato farm properties. These include an amazing range of milk separators and Vintage vehicles of all descriptions. In particular, Colin has a beautifully restored traction engine and our members were much impressed with the standard of the vehicles and machinery that Colin has.

Having been cancelled once and now rescheduled the club is to have a visit to the Warbirds Museum at Ardmore for a flight in a Catalina flying boat.

The motorcycle section had an August run to the Aero Sport Aviation near Matangi. This business is a distributor of ready to fly microlight and sport aircraft. They have their own grass runway. 13 members braved a really wet day to make the visit. They all enjoyed their tour around the aircraft hangar.

Our July club night was a great evening's entertainment provided by Alan Thorensen

who has been to and is soon going again to Bonneville Salt Flats with his modified Kawasaki ZX140 motorbike. His description of his experiences in respect of his attempt with this machine to obtain a land speed record in his class, were most entertaining. Of particular interest was his description of how to slow the motorcycle down after having reached the attempted speed.

At the August club meeting we had a film *The Crude Awakening* about the prognosis for supply of oil in the future and where it has come from in the past. This film made most members attending feel a little anxious about the future of Vintage vehicle motoring if not the future of the whole world economy. We will see.

Just a reminder about the 50th anniversary dinner, to be held on 8 November 2008. A number of bookings have been received already and we are hopeful of a really big turnout on that night. If you are a current member of a club with connections to the Waikato branch or a previous member of the branch we would love to see you at the dinner. Contact Bob Hayton on (07) 856 7238 hayton.rj@xtra.co.nz.

Wairarapa Rosemarie Hickland

The winter months takes its toll when it comes to Club events and it seems quite a few of our members have taken themselves off to warmer parts of the world. For those of us who have had to 'stick it out' at home, the club rallies bring a welcome relief of the odd day out in our Vintages.

This year sees the Club celebrate its 40th year and this will be recognised by a dinner to be held at our clubrooms on Saturday, 18 October, 6pm start, BYO drinks. \$20 each to cover dinner costs. As numbers are required for catering purposes, please contact our Secretary Ruby Holmes. Photos and videos are being sought for display purposes, so start digging them out!

We all know that Straight Line Navigation, etc., can cause dissention between driver and navigator and so a course was run at the clubrooms with Chris Slater explaining the various methods of navigation – this involved setting tables up and being used as the assault course with participants having to 'drive' around them. The following Club Run then included some navigation exercises to test partici-

pants out. So hopefully we are now more learned in the art of navigation and dissention between driver and navigator will be alleviated in the future!

Thanks to those who donated trees and their time/expertise for a firewood raffle, which raised over \$400 for the Club. The Committee is also organising a raffle for later in the year and members are asked to donate non-perishable goods towards it. Bring the items along to Club Night.

Our September rally will be the Peter Smith Memorial Rally on 13 September. Although this is deemed an 'Austin' rally, it is open to all VCC members who will be made 'Honorary Austineers' for the day. See branch newsletter for entry form.

Members will be pleased to know that our club name is now highlighted at the Masterton Hospital after giving them a donation towards the new construction. You have to look hard to find it though – high up on the top left-side windows of the glass corridor that runs from the main entrance foyer to the wards.

Keep warm and happy motoring.

Waitemata Di Humphreys

A keen contingent of Waitemata'ites ventured forth into unknown territory to take part in their annual event where men and women must be hairy-chested and accept the winter conditions, whatever they may be. One important rule, tops down, must be adhered to although this year one un-named Waitemata'ite seemed to have bribed the organisers!

FOB's (Friends of Branch), Pat Bren and Mike Stuart, along with Waitemata'ite Gerald Watson were the winners of last year's "Can" and therefore they were charged with the organising of this, the 2008 R'Oil Can Rally.

Needing to be on the start line at 6.45am Saturday 12 July forced those entered into motoring Friday down to Wanganui for the early morning start.

Once again the country was bathed in rotten weather and the rain never let up until the homeward journey on Sunday.

It was great actually motoring in unfamiliar territory but due to the distance needing to be covered over the three days, Branch entry numbers were down and the usual smaller cars stayed home. The entry numbers remained high though due to entries from Banks Peninsula, Hawke's Bay, Waikato and Auckland Branches.

And for those of you who want to know!.... YES the Andrew MG J2 did cross the start line and the father and son team have finally notched up their first completed R'Oil Can! Congratulations Kevin and Hamish.

The Roger's Bugatti Type 44 has its first stone chip, the Inns Alvis 12/50 requires R'Oil Can afternoon tea stop at Rangiwahia Hall



Colin White won the most meritorious Restoration with his 1972 Lotus Elan +2S.



Rowland Ward and his wife winner of the first Restoration award



Samantha Hall, Young Navigator winner

hospital treatment and the Booth Riley 9 clipped a road bank somewhere near Taihape and an Environmental Impact Report on the condition of the bank is due out shortly.

Congratulations to FOB, Danny Ryan from Waikato Branch who was the dubious winner of the 2008 R'Oil Can.

The new Waitemata Committee is working with enthusiasm and our new *Phoenix* Editor, Kelvin Hill is contributing to the fun and laughter of the Branch.

Our next event is a Breakfast Run followed by our first "Mud Plug".

Wellington Winton Cleal

Part of our Colonial Cup rally involves the Restorations of the Year Awards. This year two cars took part: Colin White won most Meritorious Restoration with his 1972 Lotus Elan +2S. Colin bought the car new in 1972 and subsequently sold it and recently bought it back as a restoration project. The winner of the Southward Salver for best First restoration was Rowland Ward with his 1959 Mark 1 X Jaguar. Congratulations to Samantha Hall who navigated for Laurie



Ashley in the Colonial Cup Rally and won the young Navigator's Trophy.

Our next event was to be the night trial, but this was postponed for one week because of the weather bomb that was forecast for the North Island. The next week the weather was again bad and only two competitors turned up on the night, so the Night trial has now been postponed until 4 October.

On 12 July the Branch held the last of the 50 year celebrations events, that started with the very successful November rally from Upper Hutt to Lower Hutt. This last event was a Glitz and Glamour night held at Southwards Museum. It was a fabulous night with over 140 attending. The evening started with a look around the Museum with pre Dinner drinks and entertainment by a barber shop quartet and then a very nice dinner with entertainment by the Wurlitzer organ. 50 year badges were presented to Roy Southward and Ivan Benge, and 35 year badges were presented to Barry and Hilary Pettengell. At our club night in July we had paramedic Allan Bealing from Wellington Free Ambulance, give us a brief history of the WFA. They have 12 front line vehicles during the day and nine at night. Their first vehicles were Wolseleys and they now run Mercedes ambulances, but still have three of the old Chevys which are used as support vehicles as they have done over 700,000 kms each. Chairperson Tasi Betteridge also presented 35 year badges to Murray Mitchell and Ivan Gardiner.

Wellsford/Warkworth

Rita Jorgensen

Committee members organised our annual Winter Woollies Wander. For a change we decided to start and end the event up north at Paparoa. The "Winter" rain, hail, lightning, thunder and strong wind just before the start with showers

all day. All wrapped up in woollies and off we wandered. Through some interesting scenery and metal but good roads. Luckily no roads were flooded, while seeking those elusive silent checks and trying to answer questions.

Results:

Vintage

Leon & Brenda Salt 1928 Model A Ford

Post Vintage

Tim & Sheryl Cant 1938 Chevrolet

Post War

Doug & Bev Grant 1954 Austin A40

P60V

Murray & June Baird 1961 Ford Zephyr

Overall Winners

Doug & Bev Grant

Wellsford/Warkworth winners Double R Trophy

Leon and Brenda Salt

We visited the *Jane Gifford* restoration project at Thompsons Shipyard next morning, now ready to fit masts and spars. One modern requirement, shower and toilet had to be installed. The *Jane Gifford* carted cement, metal, wool bales etc up the Mahurangi River to Warkworth until 1974. Then on to Steve Simpson to view several restorations and to Paul Hicks who is restoring a 1910 Napier. Onto the Warkworth Museum for a barbecue lunch to finish off the weekend.

Paul Collins from the North Shore Branch gave us a lot of tips on how to interpret rally instructions at our July Club evening.

The triple combined rally on 17 August started and ended at Waitoki near Helensville off Highway 16. A very wet day but enjoyed by the 27 entries. The morning section was organised by the North Shore Branch through Coatsville and Dairy Flat.

First equal Grant Stott, 1925 Chandler; Dick and Rachel Andrews, 1956 Nash Metro; Jim Scott, 1951 Jowett; Brian and Gaylene Cullen, modern.

50 YEAR AWARDS

Trevor Mitchell

Trevor was a foundation member of the Bay Of Plenty VVCC, later to become the BOP Branch of the VCC, in August 1958. He was a committee member for more than ten years, first as the Club Captain and then the Librarian. He was also responsible for creating the club newsletter, the *Klaxon*, in February 1959.

Trevor was instrumental in pushing for the branch to run the 1969 Easter Rally, BOP Branch's first big rally, and was on the organising committee for this.

In 1971, due to business and family commitments, Trevor had to withdraw from taking an active part in the branch but he retained a keen interest. Membership has always been with the BOP Branch but he has had social connections with both Taupo and Waikato Branches and has enjoyed full participation in all activities, competing with varying degrees of success.

Trevor has owned more than 30 cars since those early days, ranging from a 1925 Hupmobile tourer up to a 1951 Ford Pilot which is currently being prepared for road use. He has in the past fully restored a 1926 Essex 6 coach and a 1929 Hudson Landau sedan.

Roy Southward

Roy was a foundation member of the Wellington Branch of the VCC and attended the inaugural meeting at Manthel Motors in July 1958. He served on the committee from 1960 to 1966, including two years as Chairman, and has also taken positions on many sub-committees for various rallies.

During his 50 years of membership he has always offered support to members. Frequently members have benefited by his highly entertaining presentations of his restorations and his overseas adventures.

Roy has enjoyed restoring many Veteran and Vintage cars to an exceptionally high standard. The most memorable being the 1891 Panhard et Levassor, the seventh oldest car in the world, which was obtained from France with considerable difficulty. Roy has competed in two London to Brighton rallies with this car, including the Centennial Rally in 1996. Another notable restoration was a 1930 Hispano Suiza all-weather touring sedan. A very complex car that once belonged to the Shah of Iran! He also restored a 1912 Rolls-Royce from a pile of bits and this car went on to win the Best Restoration at a Rally Of The Ghost in London.



WIN a limited edition Beaded Wheels cap!

Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions.

To encourage you to put pen to paper two lucky authors per issue will win a coveted limited edition Beaded Wheels cap.

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

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 Andrew and Joseph McClintock. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.



Wellington Branch 50 Year Members pictured at the Glitz n Glamour event. L to R: Ivan Bengé, Colin Dray, Mrs Bengé, Lady Southward, Roy Southward, Eleanor Barker, David Barker and Roger White

He remains modest, always approachable and a real gentleman.

Ivan Bengé

Ivan was a foundation member of the Wellington Branch in 1958 and he and wife Rita have been involved since, both holding positions on the committee at various times during their 30 years in this branch.

Ivan Started work in the motor industry in 1946 and joined the family garage in Upper Hutt in 1951. He retired from there in 1988 and moved to Foxton, transferring to the Horowhenua Branch. Their contribution to this branch has been enormous. He assisted with the rebuilding of the fire-damaged building purchased for clubrooms at Ohau. He has willingly shared his very practical mechanical knowledge with members and has assisted with their restoration projects and vehicle maintenance.

He has been part of the organising committee for the very popular branch swap meets and currently is a member of the Parts Department crew where his intimate knowledge of motor vehicles, garnered over several decades, is put to good use. Since the introduction of the VIC Ivan has carried out the inspections for branch members.

He has rallied extensively both in New Zealand and Australia.

Jack Hoven

Jack was present at the first meeting of what is now known as the VCC Bay Of Plenty Branch in August 1958. At that time Jack's cars were a gleaming 1927 Rolls-Royce and a 1923 Chevrolet.

Over 50 years of the branch Jack has served as Chairman for three years, was Secretary in 1976, Treasurer from 1991-96, Club Captain for four years at various times and has also held other positions including the Mid-week run organiser, an event which he instigated. Jack and family have attended most branch events and

have also attended every International Rally except the '65 Haast rally.

Jack has restored 5 Studebakers and readily acknowledges the expertise and assistance of club members. With his keen wit and humour he has been to the forefront in the entertainment troupe which has put on skits and sketches at rally evenings from the early years to the present day.

Jack was involved with the Te Puke Auto Barn right from the beginning and together with Ray Singleton they ran it for six years as a museum and motor show until Ray established the second Barn and it became a business. Jack wrote an autobiography which gave an account of his Studebaker cars and he was also instrumental in writing the history of the BOP Branch celebrating their 50 years anniversary.

Arthur (Vernon) Russell

Vernon, then resident in Invercargill, joined what is now the Southland Branch of the VCC in 1954. Vernon was an active member and became involved in the running of the branch and was on the committee for several years including a stint as chairman. When he moved to Waihi in 1982 he became a member of the Bay Of Plenty Branch and now takes part in the noggin and natter meetings held in Katikati.

One of his interests is the historic collection of photographs and books that he has built up over the years. Today he owns a 1967 Chevrolet Impala, which he acquired in 1975, and a 1927 Harley-Davidson J-D type 1000cc combination. Other vehicles he has owned are 1914 Humber motorcycle, 1929 Graham Paige, 1936 Velocette 250 motorcycle, 1936 Royal Ruby 500 motorcycle, 1952 Triumph Speed Twin 500cc motorcycle and a 1936 Singer Sports 1500cc 6 cylinder car.



Terry Wood

Gisborne Branch

24 October 1935 – 31 July 2008

It is with much sadness that we report the sudden passing of Terry Wood on July 31, 2008. Terry and his wife Jocelyn joined the club in 1991, initially with a 1937 Austin 7 Ruby, later joined by a 1930 DD Dodge which was restored and motored by them for about 12 years before being sold to the Rotorua area earlier this year. During that period the Austin 7 was sold, and an Austin A40 flatdeck joined the fleet, a project that Terry was working on in between doing work on other members' and family vehicles. A very nice 1951 LIP Vauxhall Velox joined the fleet a few years ago, and a Toyota motorhome has provided a lot of pleasure over the past five years as they have toured around the country.

Born in Waverley, one of a set of twins, Terry spent his early life in Waitotara Valley before serving his time in the motor trade in Waverley. He met his wife-to-be Jocelyn at a dance there and they married in April 1959, moving to Owanga where Terry spent two years working at the sawmill. From there they moved to Wairoa where he worked for Baillie Motors for 12 years, and they then moved to Gisborne and purchased a service station. This was later sold and Terry spent time working at Bruce Harvey Motors and Gisborne Motors until eventually purchasing another service station. He retired in 1998 but was kept busy repairing family, friends and members' vehicles.

Terry had served on the committee for a number of years including the position of treasurer. He will be mainly remembered for his efforts in the parts shed where his expert knowledge as a qualified mechanic was of much assistance when sorting through the bits and pieces that came through the parts shed door from time to time. His assistance to the many members throughout the country who had contacted him seeking an elusive part was also much appreciated.

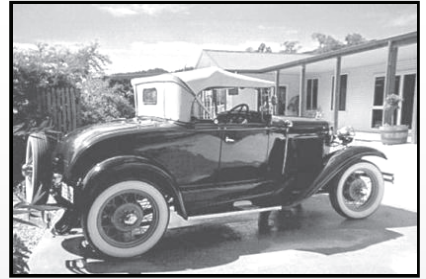
He was the custodian of the Carlton car and Morris commercial truck, the motor of which he had dismantled recently to investigate some ominous noises arising from within.

Terry also organised a team of family and friends to watch over last year's Easter Rally vehicles while their owners were dining, a task that was appreciated by all, and he was kept busy during the weekend with several minor and sometimes major repairs to entrants' vehicles.

His presence in the parts shed and on the club scene will be missed. Our condolences to his wife Jocelyn and their five daughters and families.

Rodney Clague

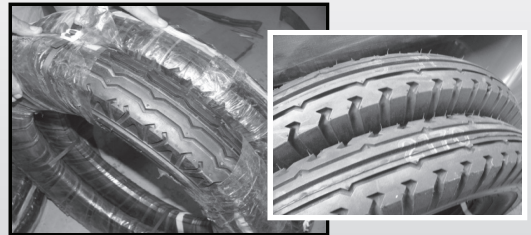
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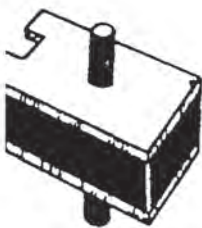
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