

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 295 December 2008/January 2009

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50TH HUNUA 100

Behind the Wheel of a Bugatti Type 37A

The oldest Norton?

Club News and Events





This photo was taken outside the Premier Garage in Greymouth in the late 1930s–early '40s. Second from left is Mr McGlashen owner of the garage and buses. Fourth from left is my father Lofty Johnson and the lady in the middle is Mrs McGlashen. Second from right is Jack Lindbom. Buses include Bedfords, Minervas and possibly Hudsons. The Garage is still there but is now a furniture shop.



Early dozer with hydraulically operated blade outside Premier Garage in Greymouth, Lofty Johnson at controls.



My father in Greymouth on his new 1928 Harley-Davidson 350 "Peashooter". He and friend Curly Baker each imported a new one from America to Greymouth in 1928.



Somewhere on the West Coast, not sure when or where.

These photographs have been supplied to Beaded Wheels by Canterbury member, Ron Johnson.

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 295 December 2008/January 2009



David Jones in his 1923 Essex waiting
to start the Auckland Branch Hunua
100 Rally, page 12.



Behing the Wheel of the Ballamy
Bugatti, page 26.



Follow the rise and fall of The Apollo
Company, page 22.



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COVER

Glenn and Marion Morris motor their 1928 Ford Model A Phaeton.
This vehicle was the overall winner at the recent Hunua 100.

Photo John King, Auster Productions



president's message

Over Labour Weekend Gaynor and I were guests of the Auckland Branch, celebrating the 50th anniversary of their annual Hunua Rally. Earlier Val and Roger Ball had offered to host us for the event and had also offered a back seat in their Model A for the rally. I must admit that riding in style is much more relaxing than driving and I'm beginning to enjoy this form of motoring. This weekend was a great success and my congratulations go to the Auckland Branch for a most successful event and also our thanks to Val and Roger for looking after us.

A week earlier we were also in Auckland, this time for a Waikato Branch outing to the Ardmore Airfield to take a flight in the Catalina flying boat. This was a particularly special opportunity as Dad had worked on these aircraft in the Pacific during WWII. The work and the enthusiasm of the Catalina Club is not unlike the VCC. The continued operation of this machine is quite a feat, as is supplying the amount of fuel it consumes on an hourly basis. The flight was quite outstanding and I would recommend this to anyone who has the opportunity. We also had the privilege of seeing through an aircraft restoration workshop which is presently undertaking the rebuild of a WWII Mosquito aircraft. Again quite amazing and not unlike the work and skills required on a car restoration, just more intense and greatly more expensive.

Just last weekend the Waikato Branch celebrated 50 years. As with many of our branches, Waikato was a club in its own right in the beginning, and in latter years came under the umbrella of the VCC.

Fifty year awards were also presented to eight members, one of these recipients was Les Bethel, the only foundation member still within the Waikato Branch. Also of interest is that at this stage Les still has the Graham-Paige car his father bought new.

During the evening function a continuous slide show revisited past events, personalities and vehicles of the Branch. This was a good opportunity to relive past activities and also wonder where various vehicles and people are today.

FIVA voted in late October regarding a change to the definition of Historic Vehicles. If passed this will change the age limit from the present 25 years to 30 years.

The VCC nominated the Swiss Vehicle Association to vote in favour of this on our behalf.

I was disappointed to hear recently that some members are suspected of using GPS systems to enhance their rallying skills. While some branches specifically state in their rally instructions that electronic aids are not to be used, there is no mention about this in section 20 of the Branch Manual. In my 35 plus years of club membership I have always understood that the use of aids such as cell phones and GPS devices are not in keeping with the intent of our activities. If you have any thoughts on this matter, convey them to your Branch Committee for consideration.

We have received positive feedback from many of the participating Branches that have received computers supplied by National Office.

Many thanks to Kevin Clarkson, National Office and the suppliers for the quick assembly and distribution of these.

As I write this, Christmas is only a few weeks away. With the warmer weather approaching many of you will be enjoying motoring your older vehicles. I'm sure you will all respect faster traffic and pull over to allow these vehicles to pass safely.

Finally Gaynor and I wish you all Season's Greetings and hope you have a happy and safe holiday period.

Greg Terrill
National President



as we see it

I'm often told that *Beaded Wheels* is a good/great magazine. Usually the comment is general and does not specify why we are good or great. This is OK because it generally means that we have the look of the magazine right and the editorial content is reasonably balanced for most tastes. This is what we try to achieve.

Occasionally I am also reminded of things we have done wrong. No matter how careful we are, printers gremlins do get in. Without the feedback about our errors or omissions we would never know how we may go about improving things to reduce the mistakes in future issues. So, while I prefer positive comments, don't feel bad about reminding us when we have done something you think is wrong.

We can always build a better magazine when we have a large range of contributions to choose from. This means that from time to time we will receive contributions that we are unable to use and we decline these regretfully because we know the time and effort that goes into an article.

It is a fact that most articles we receive are altered by us to a greater or lesser degree and contributors must accept that we need to do this from time to time. We have to be aware that *Beaded Wheels* has a wide readership and we have to take care to ensure that content will not offend or otherwise damage the reputation of the Vintage Car Club or *Beaded Wheels* itself.

All the above is really just a long-winded way of saying that you should keep on sending us those articles that are currently just a twinkle in your eye. Put pen to paper and let us help share your story with our readers.

Thanks again to our regular contributors, Grant Hitchings for his *The Way We Were*, Dianne Ross for her *Brass Notes*, Andrew McClintock for his *Federation of Motoring Report* and all our Branch Scribes for their notes about happenings within their own branch.

We trust you will enjoy this issue and wish all of our readers an enjoyable and safe festive season.

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

DECEMBER

6	Gore	Digger's Run
6	E Bay of Plenty	Chairman's Run
6	North Otago	Windsor Rally
6	North Shore	Swap Meet
6	Southland	Vickery Venture
6	South Otago	Tokomairiro Show
6	Wairarapa	Masterton Xmas Parade
6-7	Wairarapa	25th Gold Medal Motorcycle Rally
7	Auckland	Annual Gymnic-Meadow Brook Farm
7	Bay of Plenty	British Car BOP Christmas Picnic & car show
7	Canterbury	Children's Christmas Picnic
7	Horowhenua	Christmas Dinner
7	North Shore	Open Day
7	Southland	Moped Rally
7	South Otago	Moped Rally
7	Waikato	Combined Cancer Kids Run
7	Waitemata	Gymnic
7	Wellington	Children's Christmas Party and Sunday Run
10	Taupo	Christmas Dinner
11	Nelson	Christmas Lights Run
13	Canterbury	Veteran Picnic Run
13	Far North	Christmas Cracker
13	Manawatu	Christmas Extravaganza
13	Northland	Gymnic & Pot Luck Christmas Cheer
13	Waikato	Barbeque Dinner
14	Gisborne	Club Captain's Wing Ding
14	Hawke's Bay	Club Christmas Picnic
14	Wairarapa	Christmas Gymkhana & Dinner
14	Manawatu	Feilding Christmas Carnival & Parade
14	Nelson	Christmas Picnic Run
14	North Shore	Christmas Party & Gymkhana
14	Otago	Christmas Barbecue
14	Rotorua	Poker Run
14	S Canterbury	Children's Xmas Party

14	South Otago	Christmas Run Posh Afternoon Tea
14	Taranaki	Potter's Paddock
14	Taupo	Fun Run
14	Wairarapa	Xmas Gymkana & Dinner
21	Auckland	Xmas Bike Run
25	Taranaki	Santa's Big Day Out
26	Canterbury	Boxing Day Run
26	Wellington	Boxing Day Picnic & Family BBQ
31	Waitemata	New Year's Eve

JANUARY

1	Auckland	New Year's Day Run
1	Ashburton	New Year's Day Run
1	B Peninsula	New Year's Day Picnic
1	S Canterbury	Fairlie Parade
1	Waikato	New Year's Day Run
2	Auckland	Veteran Coast to Coast
2	Canterbury	Motorcycle New Year Run
2	Marlborough	Motorcycle Run
4	Canterbury	Picnic Run
10	Far North	Autospectacular
11	Waikato	Moped (Blue Smoke & Pedals)
11	Wairarapa	Coastal Run
11	Nelson	Picnic to Rabbit Island
17	Wellsford/Wkwh	Car Display at Warkworth A & P Show
17-18	Gore	Safari
17-18	North Shore	Summer Saunter
17-18	Otago	Coast to Coast incl. Jackson Rally
17-19	Wanganui	Burma Rally
18	Southland	Open Day
18	Marlborough	Motorcycle Run
18	Northland	Lunch & Beach Walk
24	Canterbury	Moped Run
24	Far North	Summer Gymkhana
24-25	Bay of Plenty	Anniversary Weekend Rally
24	E Bay of Plenty	Rooster Run
24-25	Otago	Dunedin Brighton Run

25	S Cant	Ladies Run
29	Far North	Auto Spectacular
31	Ashburton	Annual Rally
31-1Feb	Wellington	Club Captain's Safari
31-1Feb	Gore	Crank Up Weekend

FEBRUARY

6	Waikato	Glenbrook Steam Festival Run
6-8	Gisborne	Planes, Trains and Automobiles
6-8	Wellsford/Wkwh	Commercial Campout & Military Muster
6-8	Waikato	Long Weekend Tour
6-8	B Peninsula	Southern Festival of Speed (Ruapuna)
7	E Bay of Plenty	East Coast Rally
7	S Otago	Southland Rally
8	Northland	Birthday Run
8	Wairarapa	Fun Run
10-13	C Otago	Prince Henry Rally
13-15		Southern Festival of Speed (Levels)
14	Auckland	Veteran Rally
14	Far North	Jim's Valentine
14	Manawatu	Ruahine Ramble
14	Wanganui	Don Simpson Memorial Blue Smoke & Pedals Rally
14-15	Canterbury	Annual M/C Rally
14-15	C Otago	National Veteran Rally
14-15	Otago	Vintage Venture
14	Waimate	Wallaby Rally
15	Waikato	Motorcycle Run
15	Nelson	Alan Moss Memorial Run
15	S Cant	Chairman's Run
15	S Otago	Picnic Run
17-22	Hawke's Bay	Art Deco Weekend
20-22	Hawke's Bay	Vintage on Wheels Rally 2009
20-22	Teretonga	Southern Festival of Speed
22	Waikato	Club Run
21	Gore	Festival Rally
21	North Otago	All British Day
21	Taupo	Turangi Run

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

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national office news

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100 Year Vehicle Badge

The Management Committee has agreed that financial VCC members can apply directly to the National Office for their 100 Year Vehicle Badge. Vehicles should hold a valid VCC ID Card. Applications must be in writing providing the name/owner of the vehicle, valid VCC ID Card number and where the badge should be sent to, if different from the information on the club database. At this stage there is no charge.

New National Office Staff Member

You will all be pleased to hear that the National Office has a new part time staff member, Sharon Cliffe. Sharon will be working Tuesday, Wednesday and Thursdays 9.30am until 2.30pm. During busier times she will assist further. Hopefully I will start to sound a little less stressed if you are speaking with me!

25 And 35 Year Badges

The 25 year badge was introduced as a Wellington Branch initiative in 1992 and later they introduced the 35 year badge. These badges were approved at an Executive meeting and branches from around the country were invited to

apply for the badges for their members direct from the Wellington Branch. The Wellington Branch committee recently made the decision to extricate themselves from this responsibility and advised the National Office to liaise with Diane White to obtain all the records.

Discussions were held by the Club's Management Committee and it was agreed that as Diane White was happy to continue administering the badges on behalf of the Club, the management would appoint her to undertake this task. Branches must provide the information necessary to authenticate the applications which should be channelled via the National Office to Diane who will respond directly to the Branch. All enquiries by members on 25 and 35 year badges (just like the 50 year badges) must be direct to their own branch. It will be the branch which submits the information in writing to the National Office. No direct contact should be made to Diane White who is administering the task on behalf of the Club's Management Committee.

For All Holders of Historic Race Licences

There has been a change to the VCC Speed Regulations. We have added a portion in relation to tyres, section 23C, in between Eligibility and Driver's Equipment.

This now clearly describes allowable tyre specifications for any VCC Speed Event. Your tyre information is also logged on your VCC Log Book, so please make sure when you are applying for one that you clearly indicate in the appropriate place on the application form, the vehicle tyre details and specifications.

TYRES

General

Tyre compound and construction must respect the specifications that were applicable to the period the vehicle represents. Chassis and suspension componentry were

designed to accept the loads and forces induced by the tyres of any given period. To install a tyre of improved technology could impose loadings that exceed the chassis and suspension design parameters.

Race Tyre For Circuit Racing And Speed Events

Cars in period 1931 to 1971 must use Dunlop Vintage or L section racing tyres which have 204 compound only and tread pattern CR65 or earlier

Road Tyres

All cars may as an alternative to using period racing tyres use tyres suitable for legal road use (i.e. DOT approved road tyres having 2mm minimum tread depth across 75% of the width of the tyre and around the entire circumference of the

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The Tread Pattern Must Be In Keeping With The Period The Vehicle Represents.

Any road tyre used in a race or speed event must have a speed rating compatible with the capability of the car.

Licence Expiry

All members who hold a VCC Historic Race Licence are responsible for making sure that their licence has not expired. A number of people will find their Licence may have expired on 31 March 2008 or since this date. If you are one of these people and still wish to renew your Licence, please forward \$22.50, along with your VCC HRL number or old HRL card, and it will be updated.

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

mailbag

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

Dear Sir,

Re the photos on page 2 of issue No 293.

The centre one is a Daimler charabanc circa 1910, that operated in the Tikitapu Blue Lake area near Rotorua. I have several postcards dated 1916–1919 by the same photographer showing this vehicle at different times. There was also a standard phaeton-bodied Daimler of similar era which was first registered to a WM Parata, Rotorua.

There is a side view photograph with a group of 17 in the vehicle plus others on the vehicle, on the front cover of *The Way We Were – Pictorial Memories of Early New Zealand – Rotorua/Taupo/Central North Island*. The vehicle is obscuring some signage that refers to visiting the 'Famous House' and reference to photographs, and another small sign ending with the word 'Motors'.

Both vehicles have wooden windscreen surrounds, and wooden wheels (the latter possibly indicating the 1910 date as most Daimlers after that date were on wire wheels, and metal framed screens a year or so later.)

The lower photograph is also a Daimler Charabanc (an early stretched limousine?) on what appears to be an extended car chassis (by the radiator style) rather than a commercial chassis. I recollect having had a postcard of a similar charabanc which I think was titled *The Sandown Belle* but I do not recall if the front of the vehicle was in the picture, as the photograph would have been taken to sell to the occupants.

Robert Duns

Dear Sir

Beaded Wheels No 292

Referring to the photograph on the inside front cover of the 1930s coach I advise as follows:

The vehicle is a 1935 Model 211 Diamond T seating 14 passengers. The



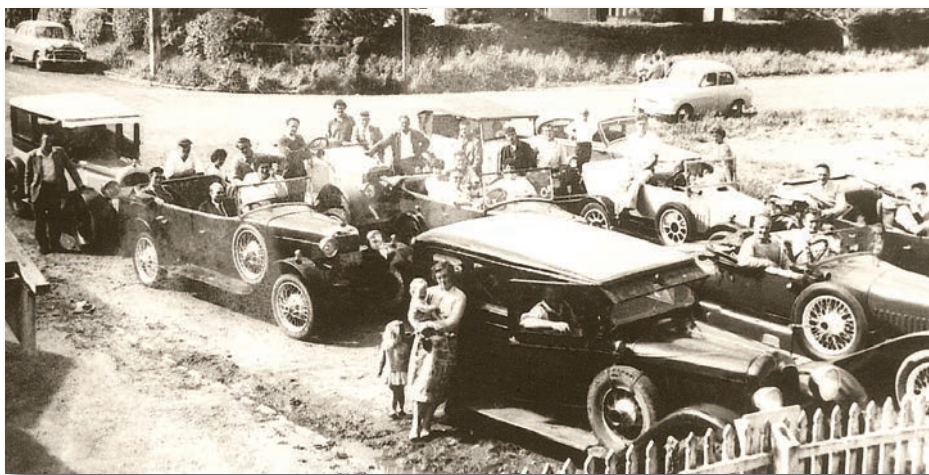
owner, Markeys Motor Services Ltd, operated passenger services between Auckland and Hamilton from approximately 1930 until purchased by the Government Railways Department on 25 October 1937. In 1931, Markeys advertised that a service every two hours was provided between the two points.

The "AARD", in part of the signwriting, denotes an association of motor passenger service operators, initially New Zealand wide, and founded in Napier around 1920 by RR "Dot" Woodcock. The AARD Booking Office in Auckland was handled by the Markey family until 1937 when the office came under the NZR Road Services control.

The photograph probably depicts the Parlour Coach just out of the body builders with the proud coachbuilders also in the picture. I am unsure as to the body-building firm, but possibly it was Albion Motor Bodies Ltd. However there could be other possibilities.

The Diamond T became Fleet Number 399 in the NZR Road Services fleet.

Clive Otway



Dear Sir

The Veteran Car Club of Australia (Tas.) Inc is designated to host the 2010 National Veteran Rally for pre-1919 manufactured vehicles.

This event will be held on good sealed roads in gentle undulating rural country, to the south of Launceston, (with few hills), between 24-31 October 2010.

Expressions of interest are now being invited and can be obtained from the Rally committee, PO Box 439, Mobray, Tasmania, Australia 7248.

Kelvin Callahan, Rally Director

Dear Sir

As a follow up to my letter in *Beaded Wheels* 293 re the Shuter special. I received a letter from Mr Barrie Grant from Hamilton who worked for the Ford Dealer Armstrong Motors at that time.

He said the Ford Thornton was passed onto Vic Shuter from his brother Frank. The Special motor was a 5½ litre side valve Cadillac from a WWII army tank. Thanks Barrie.

Gavin Abbot

Dear Sir

We would like to ask if anybody could identify the area where this photograph was taken. Our reason for asking is that the Sunbeam (second in the closest line) is in our possession and we would like to fill in a gap that we have in the history of this vehicle.

We purchased the remains of this vehicle from a wrecking yard in Kaikohe in the late '60s in a rather sorry state. We are in possession of the number plate which can be seen in the photograph.

The car was originally purchased by Colonel Powles and was passed down to his son Sir Guy Powles.

Our history of this car from leaving this owner and our subsequent purchase is vague, the Powles descendants are unable

to identify the three occupants who are shown in the photo and if we can identify the area shown we may be able to trace the car's history more fully.

Derek Winterbottom

Dear Sir

The letters from Bill Veitch and John Demp *Beaded Wheels* No 294 stirred memories of Chryslers, Waikouaiti and Dunedin. Family photos show that my mother and her lively brother Eric Williams raced a Chrysler 70 roadster at the beach against Brian Todd and others, in the earliest Todd Motor days. Eric had persuaded my fine staid grandfather to exchange his fine staid Chandler for something more sporting. Life was never quite the same at the top of Pitt Street.

The 70 was soon exported to Levin to become Dr Jim and Ella Thompson's essential transport for an extensive town and country medical practice. Also social occasions that included racing, hunting, the aero club and early skiing on Ruapehu, with the rumble (or dickie) seat available for a new family. It was later replaced by an even more desirable roadster with a lower profile, wire wheels, air vents and more. That one I think is now on permanent display at the Southward Museum. In those days Chrysler held third place in world auto sales, even with its Sporting roadster costing three times as much as a roadster Chevrolet.

Graeme Thompson

Dear Sir

Re Briscoe Cars, *Beaded Wheels* 292

On reading this interesting story I was reminded of a new car advertisement in a 1915 NZ Herald in my memorabilia, giving some details of models and a price of £275. I enclose copies for interested readers. A few years ago I heard of a Briscoe in Auckland so sent the owner photocopies. I see there are three Briscoe owners listed in the official register of NZVCC members and cars (Auckland area)

Thanks for *Beaded Wheels* – a wonderful magazine.

JAP engined 2-stroke but discontinued this in 1926 to produce a larger more 'sporty' bike. I understand that motorcycles were built with larger JAP engines and in fact some with Villiers engines.

Further to this in the May 1987 edition of *The Classic Motorcycle* there is an article about the Norton factory with an accompanying photo taken shortly after the end of WWII showing my wife's uncle Frank Sharratt.

I would dearly love to track down a Sharratt motorcycle if one could be found with a view to buying, but if not, any information about the make would be much appreciated.

Ron Walters
Downunderup,
11 Lloyd Avenue, Ravenswood,
West Australia, 6208
grumps2@westnet.com.au
Phone 0061 8 9537 8172.

Dear Sir

In 1897 Harrison & Gash was formed to manufacture horse drawn carts. They went on to become the NZ agents for Morris cars and trucks, Thornycroft, Peugeot, Willys-Knight, Renault, Albion Trucks, Overland, Monogram, and many others. During the 1920s they had large premises at the bottom of Khyber Pass in Newmarket, Auckland.

Unfortunately much information was lost as a casualty of the Great Depression of the 1930s.

W.A. Harrison's grandson, Russell Hooper, is trying to

piece together the history of this company and would like to ask readers for any items that they may have or remember. A photo exists of the staff of the company in 1926 and can be emailed to anyone who may be able to identify personnel. Russell can be contacted at the following:

Russell Hooper
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Onehunga, Auckland, New Zealand
Ph +64 21 939436 Fx +64 9 6365932

Dear Sir

Reading the comment in the *Timelines* column in the August/September issue about Napier, has prompted me to send in



these photos of my grandfather seated in two of his charges. The larger tourer is a Napier, but I am not sure about the make of the "shopping" model. I understand Napier made a range of sizes at the time from two cylinders to six. No doubt this was used for runs to the station and so on.

He was one of the first "graduates" from the Napier chauffeur/mechanic training school at the factory in Acton in 1902 or 1903, going on to become chauffeur to a South African diamond magnate until the First World War when he entered service as a driver.

His employer did exactly what you report about the rejected Napier entry in the French race being rebodied. He would race his new motor as a basic chassis with seats for the driver and mechanic and later have a more civilised body installed for regular road use. The larger car shown here probably raced at Brooklands among many other racing venues of the day. And the radiator mascot shown in the inset is most likely a reference to his licence endorsement for travelling at 20mph through Hyde Park!

After the war he moved his family to Bradford in Yorkshire where he ran a transport business for many years with a model T truck, hauling wine and coal over the Pennines to and from Liverpool, swapping the body for a charabanc on weekends and taking day trips around the area.

My personal memories of him from around 10 years old are of visiting him in his last job before retiring, which was tending the massive steam engine which powered the local woollen mill.

Tony Warren
twarren@ihug.co.nz

Are You a Car-Buyer?

Mr. Visitor,—

Is the purchase of a motor car in your plans for the near or distant future? If so, right now is the opportunity to make the acquaintance of two extremely popular cars. We particularly mean the "Briscoe" and the "Cadillac." Each of these is in the very front rank of its class. Each is a "1915" model, possessing the many improvements of the season, and each is worth every penny of the price they cost. We suggest that at least one afternoon be devoted to an inspection of these cars. Make an appointment by phone. 1178 is our Telephone number.

Cadillac.
The "Cadillac" is the highest type of present day motor car; it is the "Car de Luxe." Every improvement that brain brains can devise is found in this car. What Cadillac were first placed on the market, the manufacturers determined that they should represent the greatest perfection attainable, and every year has witnessed the Cadillac giving the lead to the world in motor improvements. In addition to the constructional improvements, the 1915 Model is fitted with an eight-cylinder "V" type engine, which imparts a power upgrade to the crank shaft every quarter of a revolution. These "impulses" surge into each other and the flow of power is continuous and the torque constant. How great the success and how material it improves the pleasure of driving can only be realized by personal experience. But to enumerate all the characteristics of the unexcelled Cadillac, would require space. Why not come and inspect this car?

Briscoe.
"Briscoe," the car of wonderful value, designed in France and made by French engineers in America. Typically French in every detail, yet sold at the inexpensive price of £275. Crissled in design, having a perfect streamline body. The mechanical equipment has four excellences for which French motor engines are rightly famous. The "Briscoe" has 107-inch wheel base, wide centre headlight, electric lighting and starting systems, automatic carburetor, electric horns, clear vision wind shield, and very fine upholstery. All bearings are bronze lined with babbit. The suspension system utilizes long springs which makes riding very easy, and is also fitted with a full floating rear axle. You have the choice of two models, either the five-seater Touring Model illustrated above, or a very smart Sporting Model, seating three passengers; and no matter which you select, the total cost, complete, is only £275.

Dexter & Crozier LTD.
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Wallace Brownlee

Dear Sir

From building Austin 7 Specials in England as a 20 year old in the 1950s and having been sports car oriented all my life, I have of late become motorcycle obsessed (according to my wife). I have at age 72 just purchased my first motorcycle, a 1953 matchless G3L.

However this is not the focus of this letter. It transpires that my wife, nee Sharratt, is a descendant of the manufacturers of motorcycles of that name. The details that I have so far been able to discover are pretty sketchy. In 1923 Gilbert & Gordon Sharratt produced a 147cc

historical snippets of motoring
interest from years gone by

Graeme Rice

timelines

Dear Sir

With regard to the letter from Neil McMillan in *Beaded Wheels* 294, the appliance he shows is a Vapour Humidifier and Decarboniser.

What it does is to eliminate carbon from the cylinders and keep the pistons and cylinder head free of carbon.

I sold and fitted these as an agent about 1934. This of course was during the depression and nobody was keen to spend money. They cost me £5 each from the supplier and I charged £6 each fitted to the motor. The fitting comprised drilling and tapping a hole into the exhaust and also the intake manifold.

In operation, the exhaust pressure in the cylinder of the appliance moved the rod on a simple valve, opening the intake manifold to the moist air from the radiator drain pipe. They were very effective.

Spencer Barnard

Dear Sir

My Uncle, Dr Neville Fursdon, in the 1950s acquired a derelict 1917 Buick 6 from a hillside near Queenstown. He completed the car's restoration during his medical career in Tokoroa.

The car has a colonial body, was painted green with black mudguards and featured on the *Beaded Wheels* cover in the 1960s.

Dr Fursdon sold the Buick to someone in Hamilton in the late 1960s and is interested to know who owns the Buick today and where the car is. Please contact the writer with any information.

Peter Withell

raywellfarm@xtra.co.nz or

1112 Selwyn Lake Road

RD2 Leeston 7682



Dear Sir

Please find enclosed two photos of a 1929 Essex Coach. I thought they may be of interest for the readers of *Beaded Wheels*.

One was taken when the car was near new. It was bought new by my father's cousin, Massey Benge, of Te Marva Upper Hutt. The photo shows him and his wife Alice and a farm worker. I don't know who the children are. The car is still in the family, now owned by his son Gordon of Levin and is in good motoring condition. The other photo taken about two years ago. My father Len and I have serviced it most of its life and I still do. Hope these will be of interest.

Ivan Benge.



100 YEARS AGO – 1908

Cars weren't dominant – Cousins and Cousins of Auckland appealed to "Mr Settler" by flattering him – "you know what a good buggy is, We make the best and you probably know it – If you don't know it you've evidently never used a Cousins & Cousins Buggy. Why Don't You? We have 50 vehicles in stock."

Q

A Mr E Souter and Mr A Wilkinson made a record breaking trip leaving Cambridge at 1.13pm on 26 December in a "Motor Car", (no make mentioned) according to the Auckland Weekly News. Six hours later (with 45 minutes for stoppages), they completed the 98 miles to Tauranga.

75 YEARS AGO – 1933

Signs of the depressed times. *Motorsport* editor Bill Boddy road tested an 88mph, £595 Aston Martin 1½ litre 2/4 seater starting with – "In these days when cheap mass-produced cars dominate it is extremely pleasing to get out in a thoroughbred model..." and ended by saying "I have great respect for the folk at Feltham, who, despite hard times, have resisted the urge to cheapen their products."

50 YEARS AGO – 1958

Farina styled cars were everywhere. Upright, chiselled, angular and finned Peugeot 404s, FIAT 2100s, Wolseley 15/60s, Austin A55s and later Morris Oxfords, MG Magnettes, Austin A99s and Wolseley 6/99s. Not even placing the reversing lights at the top of the rear light stack instead of at the bottom made it obvious which was the Austin and which was the Morris version.

30 YEARS AGO – 1978

Hybrids already? Ford announced they were looking at introducing a "hybrid" in Australia. By that they meant using the styling of the British Granada to clothe the same old Falcon mechanicals. Tut Tut.

Q

Ford needed something to combat the new Commodore range. GM spent over \$100,000,000 getting this one right for Oz – rack & pinion steering, disc brakes, three equipment levels – SL & SL/E, two sixes and two V8s

THE WAY WE WERE

Words Grant Hitchings Photos Kevin Ball
and Grant Hitchings



The Holmes at home in their Austin 18/24.

Each month there is a regular inflow of newsletters to our Archive from VCC branches throughout the country. They give a summary of past events and those planned for the future, as well as articles of local interest. Reading them an impression is soon gained of those branches that seem to be the most active and Wairarapa Branch appears to be up with the leaders in this regard.

With a little time on my hands and needing a change of scenery I headed up to the Wairarapa and spent a few days with the membership there. I should explain that I had never passed through this part of the North Island before, always travelling via the Kapiti Coast when north of Wellington so it was a completely new area to explore. There seemed to be plenty of undulating hills and rolling countryside with lazy curves ideal for Vintage motoring especially for old motorcycles. Evidently the Rimutaka Range filters out a lot of traffic from Wellington.

Branch History

Wanganui Branch was the first branch created in the North Island and was established in the mid-50s. Rex Porter, a resident of Carterton in the Wairarapa owned a 1900 De Dion car and with a young 14 year old companion, Roy Elwin, participated in the branch rallies which entailed a day's journey to the rally venue in Wanganui, another day for the rally itself, and another day to return home.

In 1958 the Wellington Branch of the Vintage Car Club was formed and Rex and Roy, along with a number of new members joined this branch. Included in this group were a number of present Wairarapa members including Glen Bull, Peter Groves, Chris Slater and Barry Gillum. The first old car show staged in Wairarapa was in a local garage in Carterton in July 1959, and the Wairarapa Automobile Association Jubilee Picnic Rally was held on 10 February

1962 at the Tauherenikau Racecourse. It attracted 36 Club vehicles – a large number for that era.

In 1963 a sub-branch of Wellington Branch was formed to cater for those living in Wairarapa and then in 1968 it became Wairarapa Branch.

Its area of responsibility is bounded by the Rimutaka and Tararua ranges, the coastline to the south and east with Pahiatua at the northern limit, although VCC members living north of Eketahuna prefer to belong to Manawatu Branch for convenience.

Clubrooms

The first clubroom for the fledgling branch was in part of the disused Masterton Dairy Company which the membership rented until 1975 when the branch moved its headquarters to the Arts Centre in Bruce Street Masterton. A shift to premises in the redundant Kopuaranga School at Mauriceville was made in 1976. Unfortunately its location at the far (northern) end of the branch area made it inconvenient for most of the membership. Security was a concern at this address too so the membership looked for alternative accommodation.

At Clareville, a small settlement eight miles south of Masterton, the A&P Association have their headquarters comprising showground, parking area and a large multi-purpose stadium. The local hockey association has an all-weather ground there too and shares the facilities. In 1992 the Branch approached A&P Association management and negotiated a long term lease for use of the ground at the northern end of the stadium to erect an addition to the existing building for use as their clubrooms. Will Holmes, a long-serving member of Wairarapa Branch and a building contractor, agreed to take over the organisation of the project and Clerk of Works duties. Materials were sourced

(much of them donated) and members volunteered their time to help. Work parties were organised for each Wednesday and on weekends although participation in VCC rallies took precedence. Fund raising was carried out, a debenture scheme instituted and with a Lotteries Commission grant the project got underway.

The new complex, opened by the then VCC National President Alistair MacIntosh, includes a large lounge area giving access to a kitchen shared with the stadium. The facility is available for hire and is proving popular among locals. As part of the lease agreement the A&P Association has call on the use of the lounge during their events. It appeared to me that the scheme was a very efficient arrangement for both organisations and the hockey club as well.

I was most impressed with the Parts Shed which is situated in the area underneath the stadium and clubroom. The ground was excavated to give full headroom and concrete floor laid and foundation walls lined. Rows of shelving were installed as well. With a floor area of about 300 square metres, it should serve the branch well for many years.

The Branch Rallies

The two major events held each year are the Rex Porter Memorial Rally in March and the Gold Medal Motorcycle Trial late in November. While I was there a run was held to keep the membership up to speed with straight line navigation. This method of navigation has been around for many years and I was told that it was introduced for military purposes.

Some Branch Personnel

Of the four members resident in Wairarapa who joined the Wellington Branch when it was formed, both Rex Porter and Roy Elwin have passed away, the latter just two weeks after receiving

his 50 year award from the then VCC President, Leigh Craythorne, in 2005. He had also been granted Life Membership of the branch. Rex Porter's De Dion car is now on display in the Southward Motor Museum.

Glen Bull is still active in branch affairs and was the first Chairman of Wairarapa Branch. He, with wife Maureen who has had a spell as Branch Secretary, are keen Vintage motorcyclists and are responsible for organising many of the Branch motorcycle rallies. I was interested to learn from them that Wairarapa was the first to stage the National Motorcycle Rally in 1962. Glen along with Bill Munroe of Wellington are the sole riders to have participated in all of these National events. Glen has an impressive array of old bikes displayed in a museum setting, with a Honda Goldwing touring machine there as well. When it becomes Club-eligible in 2012 it should generate much interest on Club runs. Maureen has written two books featuring NZ motorcycles and has just completed a third covering motorcycling in NZ from 1960 to the present. This is due for release. She has compiled a history of the first ten years of Wairarapa Branch too. (I first met Maureen during the last National MC Rally – she on her moped and I on my moped – it was love at first sight for both little 'bikes.) Glen and Maureen have each taken turns at editing the branch newsletter

Chris Slater was Branch Chairman from 1983 until 1985 and is very active in branch affairs. While farming he became interested in vehicle electrics and established a business in Greytown winding coils for magnetos. A keen restorer of cars (and an avid steam enthusiast) I hoped to learn a little about his coil winding while up there. Unfortunately he and his wife



The Wairarapa Branch clubroom.

left on a big OE at the time of my arrival which effectively torpedoed that idea.

My hosts for the weekend were Will and Ruby Holmes and I had a very enjoyable stay with them. The Holmes have been members of Wairarapa Branch for many years with Will being Chairman from 1989 to 1993 and Ruby, Branch Secretary from 1998 – 2005, 2007 – 2008. Will has also served on the VCC National Executive Committee and as mentioned previously managed the building of the new clubroom. The son of a railway worker, his childhood was spent in various railway towns in the North Island. His primary schooling was mainly at the small railway town of Cross Creek which was the base for the Fell locomotives hauling the trains up the Rimutaka Incline. After attending secondary school at Masterton, Will commenced a building apprenticeship eventually starting his own business, Holmes Construction, based in Greytown. The company has developed and with Will's sons now involved, is engaged in many multi-million dollar projects around the greater Wellington and Wairarapa area.

I saw six stately old vehicles in his collection and a 1937 Indian Scout motor-

cycle. Presently he is restoring a 1923 4-cylinder ACE motorcycle which will be an impressive machine when finished. My choice though is his 1910 4 cylinder, 4.5 litre Austin 18/24 roadster which he restored in time for the 2006 Vero Rally in Invercargill. It is a blue-green colour which Will describes as Kingfisher blue. I imagine many readers who were at Invercargill will have memories of this distinctive vehicle.

My thanks to my hosts and the branch for accommodating me – I had a wonderful time and I hope to meet up with them again at some Club rally or other VCC function.

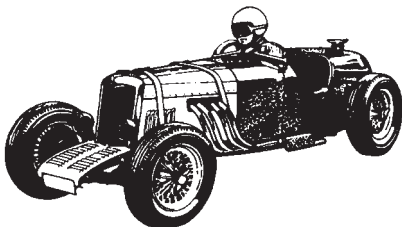


Glen Bull, left, the first branch chairman, and the incumbent, Howard Sims

The Wairarapa Branch held its 40th anniversary celebration recently. The following is a report received from it of the function organised to mark the occasion.

The 40th Anniversary Dinner of the Wairarapa Vintage Car Club was attended by 48 members on Saturday 18 October 2008. We had a great happy hour and a very enjoyable meal. We were entertained by the Park Nine Ladies and their half hour act was enjoyed by all. The Chairman Howard Sims recalled several items from the past and then went on to tell everyone about a trip down south to Invercargill that quite a few of the members did to a motorbike rally – what a hilarious trip. There were just a few of the original members and some of those told about the events of the past. It was a great evening and brought back many happy memories.

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Fifty Years of the Auckland Hunua 100

Words Tracey Winterbottom Photos Stephen Winterbottom

Lyons farm line up

Labour Weekend 2008 was the 50th Hunua 100 for the Auckland branch. Stephen and I were looking forward to this rally for a number of reasons.

50 years is a special occasion, for us. The Hunua 100 is something we have grown up with, and a Hunua is where we first decided that each other wasn't so bad.....

We were looking forward to perhaps seeing vehicles that haven't been out for a while and as keen competitive rallyists we were looking forward to the plotting of Colin and Pam Bell.

Celebrations started on Saturday with our branch clubrooms open; a shiny parts auction, a sausage and a beverage or two. There were photos and memorabilia from past Hunuas to view, and then over 70 people stayed to enjoy an evening meal before Sunday's rally day. Opinion was divided over whether we were in for a real "regatta" or just another fickle Auckland Labour Weekend Sunday.

Dad remembers clearly the Regatta of 1964 when even in a closed car you got wet! And then in 1975, I recall very heavy rain flooding roads and worse still, Mum and me having to change a tyre on the Chev van! I'm sure others have other memorable moments.

So this year 137 starters, 31 of them out of towners, 12 motorcycles, 3 Veterans and 52 Vintage vehicles assembled for an early start on Sunday, at the Ardmore Marist Rugby Clubrooms in Papakura. This matches the mid '70s when entries were around the 140 mark. In the early 1980s entries knocked on 200. Of late, as with many branches, entries for the Hunua have been under 100.

Sue and Mike Coleman headed the touring section off in their 1929 Crossley tourer. Sue (nee Secombe) had driven this car in the very first Hunua when it was named the Spring Rally, 50 years on Sue is driving the same car! David Adams I'm told, also on the first rally, jumped ship from his Dad's Bentley to drive someone else's Sunbeam for them. Must have made an impression as David now drives a '32 Sunbeam 20.

Roy Cope, John Irvine and Barry Robert all out on Sunday were involved in the organisation of the first rally.

12 Beaded Wheels



1929 Crossley driven and owned by Sue Coleman (nee Secombe), 1959 and 2008



Team Essex: Norm Dewhurst, 1925 Essex; David Jones 1923 Essex



Team Sunbeam: Dave Allbon's 1929 16.9; Kim Heppner's 1924 20/60

Other entrants from the very early 60s entered this year were Dave Lane with his 1930 Studebaker, Barry Robert in his 1924 Lagonda, Alan Roberts with 1948 Chev and Chris Wood in his Austin 20. Chris was the first person to win the Hunua for a second time in 1968 having won the 1966 rally. There were also at least eight entrants who are "second generation" members.

It was great to see David Jones and family out in the '23 Essex tourer that had been well known in the '60s and beyond. Auckland 50 year member Phil Jones, who passed away earlier this year restored this car for the 1965 Haast Rally, and rallied it for many years. Of late it has been patiently sitting in the shed awaiting some attention. The car now belongs to son David and family and I know quite some hours went into getting it back on the road for this year's Hunua. In 1966 Phil won the fast class with the Essex.

After digesting our riding instructions, ensuring all paper was under plastic and children were secure under the tonneau, we were off. We were immediately into the rural roads of South Auckland, Ardmore, up and over Monument Road and into Hunua, roads the Sunbeam knows well. Too well as we fell into the first little trap, taking a left that wasn't a turn, realising our error it was too late – we were in sight of a manned check! As with the rest of the day, instructions still worked, and some crews went all day without realising their mistakes. The sign of an experienced good plotter.

A road sign without "Rd" in it had many travelling in the wrong direction around a loop and then a straight ahead seemed to have confused some. We had to wait for a couple of cars who were struggling up the wet slippery slope before we could proceed in the direction we thought was right. We then had some major time to catch up, coupled with the touring class being in front of us. There are quite a few who can probably recall a large Sunbeam looming close in their mirror. I found in one bulletin from the '60s a note reminding drivers of the protocol to "toot their horn three times if they want to pass" I think this would only add insult to injury, and I'll leave the subject of allowing cars to pass for another day.

There was another timed section after morning tea and as we got close to lunch the lure of Lyons farm was too much for some. First came Muir Road; some missing the beautiful signwriting skills of Pam and Colin; others then taking a silent check as an instruction. Further down the road we were pleased to find we were the

RESULTS

Ladies	Ellie Pye	1970 E type Jag	Auck
M/cycles	1 Allan Grout	1972 Honda	Auck
	2 Leo Fowler	1942 Indian	Auck
	3 Gary & Maria Waldron	1953 Velocette	Auck
Commercial	1 The Cosseys	1923 Ford T	Waik
	2 Kevin Lord	1946 Chev	N/Shore
	3 George & Ella Haffenden	1959 Landrover	Auck
P60	1 Graham & Muriel Gill	1970 MG	Auck
	2 Peter & Gail Northin	1964 Daimler	Auck
	3 Bruce & Claudia Jeffrey	1964 A40	N/land
PW	1 Paul & Carol Fussey	1957 MGA	Waik
	2 Merv & Judy Stowers	1959 Humber	Auck
	3 Peter Wood	1946 Chev	Auck
PV	1 Bob & Deb Ballantyne	1935 Auburn	N/Shore
	2 John & Shirley Foot	1937 Buick	Waik
	3 George Urquhart	1933 Rolls-Royce	Auck
Slow Vintage	1 Wayne & Carrie Roberts	1924 Velie	N/Shore
	2 John & Janice Gardiner	1928 Ford A	Auck
	3 Norm & Pat Dewhurst	1925 Essex	Auck
Fast Vintage	2 Russell & Jocelyn McAlpine	1930 Ford A	Auck
	3 Rodger & Val Ball	1930 Ford A	Auck
Overall Winner	Glenn & Marion Morris	1928 Ford A	Auck

first to get an on-course manned check, as we were number 77 you can understand Mark was beginning to feel very lonely!

For many years the Lyons family had allowed us to use their farm and I believe the Hunua and Lyons farm are synonymous for those who have been around a while. The barbeque lunch and the cooks charged with cooking are "world famous" in the Auckland branch. Not used for some years, it was quite neat to show our kids where we had been as children although I don't recall the eels in the creek as Stephen does – must be a boy thing!

It was wet enough to dampen the usual picnic on the grass so the cooks were inside the big shed and everyone congregated to compare notes, renew old acquaintances, and perhaps dry off a little. When the skies cleared it was possible to get round outside to have a closer look at the vehicles.


A two hour lunch break allowed plenty of time for recovery and then we were off on a short afternoon section that was untimed. A gentle cruise through some great Vintage roads and back to the start to finish. For us it was a quick drive home to get ready for the evening dinner.



1924 Velie, Wayne & Carrie Roberts – slow Vintage winner 2008, repeating 1965 result

There are many stories of dinners past. I have it on very good authority that in the '60s these often went well into Monday morning. At first there was a dance and supper. In 1966 this would have set you back £1 for a single ticket. In 1968 the first dinner was held and by coincidence 100 tickets were sold. In the '70s the dinner became a very grand affair at the Sorrento with live bands and cabaret entertainment. One year I found that Ray Woolf had provided a show. Our usual night now, is a very enjoyable dinner and dance in our clubrooms. For the 50th we moved to the rugby clubrooms where we had started and finished the rally. Here we enjoyed an excellent meal and live band. National President Greg Terrill spoke a few words and cut the birthday cake.

A great weekend all round, great camaraderie and an excellent rally that catered for the pure rallyist without losing those more relaxed about their rallying. A huge thank you must go to the entire organising committee and particularly Colin and Pam Bell for plotting the rally. People sometimes forget that we are all human, have jobs, families and other commitments and that time and effort is given for love of our old car club.

Here's to the next 50 years. There is certainly more change to be recorded, but hopefully the cars in our garage will see a third generation of the family out enjoying Vintage motoring. 



Lunch in "the shed" at Lyons farm



Waiting to start – David Jones 1923 Essex

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The Southern Road Trip

ROTORUA TO INVERCARGILL BY 1930 MODEL A (2007)

Words Mike Melville, Colin Bishop, Peter McMullen Photos Tom and Joe Melville

I have had my Model A for the last seven years and have enjoyed every hour I have spent in and under it. Recently my wife and I have decided to pack our bags and move to Australia with the plan to return in a few years.

As we did not wish to sell our car my brother-in law Colin jumped at the chance to look after it while we are away. The challenge being we live in Rotorua while he lives in Invercargill.

We looked at transporting it down by truck but after a little thought and discussion we decided to drive the old car down. Although I was confident, the family had their doubts.

Despite that, a few hands came up for the planned southern road trip.

My good friend Peter from Hamilton was keen to do the first leg from Rotorua to Wellington. There we had arranged to pick up my son Joe.

Joe and I would then travel to Christchurch to pick up my son Tom who would travel up from Dunedin. My brother-in-law Colin would come up from Invercargill to take the Model A to new accommodation.

With the decision made, the plans were set. We estimated six days should do it. After going over the old car, and obtaining a new WOF, I fitted a box to the back to carry a spare gearbox, tools, fuel, water

and a second spare wheel. We were ready to roll.

Day One

Peter and I planned to share the drive to Wellington.

We left Rotorua at 6.30am on Wednesday 5 December, down SH1 to Wellington in beautiful weather. An uneventful trip until the Desert Road when the old car boiled. More water was required urgently, and despite frozen streams we topped up the car and the spare water bottles.

Off we went to Taihape for morning tea, making good time and checking our progress, estimating arrival in Wellington at our present rate at about 2.30pm changing drivers regularly.

Wellington appeared, the car was going well and we picked up number three son, Joe, from his building site in Lower Hutt. Back into central Wellington to sort afternoon tea and accommodation for Peter.

As we cruised down the motorway and up the Thorndon off-ramp, there was suddenly no drive!

We coasted off the motorway and stopped at the first intersection to investigate. We checked the gearbox and found it to be working well. We noticed an elderly gentleman as he walked up the hill. He stopped to watch us. We checked the differ-

ential and found one very loose wheel on the right hand side. At this point the gentlemen introduced himself as Martin Ferner saying "I am a member of the Wellington Vintage & Veteran Car Club and I can help you." The time was around 4pm. What unbelievable luck – Henry was truly watching over us.

Martin rang around and contacted a friend, Terry Mathers.

Terry knocked off work and travelled from Wellington to his home, and back with an axle, tools and other materials.

Meanwhile with Martin's assistance we cut blocks of wood to support the car and my son and I dismantled the right hand side of the diff in a school car-park and removed the broken axle in readiness for the arrival of the new axle.

With the arrival of the axle and other parts and tools, reassembly was in hand.

The car was fixed and tested by about 10pm.

Thanks were offered to all the gentlemen who had gathered and made up the observer party, supplying lighting, advice and other assistance. One gent stating it was better entertainment than watching TV. Off we went again down to the Bluebridge terminal as we had missed our booked crossing at 8pm. Bluebridge kindly booked us on the next crossing at



End of day four.

3am at no extra cost. We then had time to reflect on what had happened.

What a fine group of gentlemen we had met in Wellington. Without Martin, Terry and the others, our best laid plans would have been for nothing. But for the generosity of good men (and Henry) the car was mobile and we were on track again.

Day Two

Peter had left, catching the train to Hamilton, while Joe and I crossed on the ferry Joe took control and very quickly came to grips with driving the old car. We cruised down to Christchurch, battling through heavy rain and head winds strong enough to make the roadside markers lie almost flat on the road. Joe drove all the way in very difficult conditions and did very well. Arriving in Christchurch around 1.30pm we picked up Colin and number one son Tom. The car had been travelling well at 40-45mph, although Joe cursed the vacuum wiper struggling with the heavy rain and wind.

Day Three

We continued south with four people now in the car and bags tied to the mudguards to make more room in the cab. The boys' smelly shoes were tied to the front bumper. We headed inland from Tinwald to Geraldine, on to Fairlie and up over Burkes Pass to Tekapo. A brief stop here to rotate drivers, and on to Twizel and then Omarama for the night. Another good run with no real problems except the need for oil and water top-ups at regular intervals as a result of a crack in the seam of the radiator header tank, and a small oil leak from the back of the sump.

Day Four

It appeared Joe's and my driving days were over as Tom and Colin took control. We headed south over the Lindis Pass to

Cromwell and Lake Dunstan, arriving at lunchtime.

From there we left the main road and headed inland to Bannockburn and up over the Nevis Crossing, a 4WD route to Garston. Both Tom and Colin drew straws on who was to drive first and for how long. A sign near the start of the route warned that the next 24kms were unmetalled, not suitable for cars and had 25 fords! The road was very rough in places; good Model A proving grounds. We met the odd four wheel drive vehicle, mountain biker and a motorbike on the road, and many of them were surprised that we were going all the way through and had no backup vehicle. We were in good spirits and had no concern although they all thought we were crazy.

The climb up into the lower Nevis Valley from Bannockburn was hard and the old car boiled three times resulting in a staged ascent that relied on the water provided by an active water race near the top.

Water in the fords was over the running boards and once almost onto the floor boards. The car stopped only once with water on the distributor. We were not prepared and should have had a sack with hooks to hang under the radiator and engine to stop the water being picked up by the front pulley.

The old car was going well and we cruised into the Upper Nevis and over the top. At the historic ski hut we adjusted the brakes again before the steep decline out to the main road near Garston. Then just a two hour run down to Invercargill.

What a buzz

A great road trip with good friends, in-laws and sons to enjoy the journey with. Astonishing support from the very good people in Wellington. Surprise on the Ben Nevis track by the 4WD drivers when we drove past, telling us we were driving through on a road recommended for 4WDs only. A real treat to take the old car on such a trip and it performed outstandingly. It went well over the badlands of the Ben Nevis and handled the torrential rain and high winds that the Kaikoura Coast provided. It cruised through Central Otago and is now settled in Invercargill. We plan to do it again in a few years, with other sons who could not do this trip. We recommend every one have confidence in their old cars and get out and enjoy a great southern road trip with good company and good memories.

bw

Special thanks to Martin Ferner of Thorndon, Terry Mathers both VVCC members of Wellington, and their friends.



REMINISCING WITH JACK KANE PART TWO

Words & Photos Kevin Casey

Some of the Internationals outside the family residence in Melbourne Street.

Bob Kane's first car was a Wahl, an American car built in Detroit from 1913 to 1914 and powered by a Hazard engine. It was a struggle for George Wahl and partners who were soon forced to unload cars by appealing to the dealers' egos. "Attention automobile dealers, sell this car with your own trademark on the radiator." It got too much for George who drank a bottle of carbolic acid aged just 35. In 1924 Bob bought a new Model T giving the Wahl to his brother who soon bought a 5hp Citroen disposing of the Wahl by digging a large hole in his yard, driving "Wally" in and fitting an earthen blanket. Jack knows the exact spot in Melbourne St but there is a house straddling it now. A big Buick followed the T and then in 1933 a new Chev. The Kanes were valued Cooke Howlison customers and for the next five years he would trade in the one year old car, and by paying £90, receive a new car. In 1939 he bought the last Buick sold in the South Island before the war buying it sight unseen for £700. Dr Cotton owned it after Bob died.

This generation has its "boy racers" while Jack and his mates were probably called larrikins. As schoolboys, he and his

friends would pool their meagre funds and visit Billy Greaves' wrecking yard in King Edward St buying an old wreck that would run. Their playground was the foreshore which is now Portsmouth Drive but then it was a natural skidpan where the lads would flog their old bangers. The Kane petrol pump came in handy here although Dad didn't know what was going on. An old Ford T tourer fell on its side while being broadsided in a puddle. Jack reckoned he could roll it right over and proceeded to remove the windscreen glass. His mates suggested this stunt could prove fatal but Jack was confident he could duck below the wheel and hold onto the steering column. Over it went with a stanchion the only casualty. All the boys had a go with more bits flying off each time, even the steering wheel rim. When the fun was over they would just leave the wreck there and it was always gone by the next day. Old Greaves was retrieving them. Another time there wasn't much in the pot and an old Indian motorcycle had to suffice. They pushed it down to the foreshore but it had too much compression to kick-start. The piston barrels, appeared to be off something else. Two older motorbike mad youths offered

to tow start it. Arthur Bowie would tow it with his Rover bike and Eric Black would drop the Indian's clutch. Away they went, out with the clutch, there was smoke, a bang, flames, the old warrior shot past the Rover and then the rope went tight! The lads pushed the bike back to Greaves in the forlorn hope of retrieving their cash. It eventuated that the fuel was green aviation gas and the cylinders had been modified by its previous owner, Burt Munro.

Jack's first car was a green bullnose Morris Cowley tourer. One sunny day returning from Hoopers Inlet, the top's down and as sixteen year olds do, Jack shows off to his two young female passengers by using the hand throttle and steering with his feet. The '35 V8 coupe coming towards him was unmarked but he could see the uniform. Around the corner, up with the top, u-turn and passed the cop coming back for him. His next car was a green and black Wolseley Hornet sedan developing 12.9hp from its ohc MG motor. Jack remembers the car fondly and later regretted selling it. Turning the ignition switch put the starter in gear and if it stalled, restarted itself. The seats, upholstered in green leather, had adjustable bladders in the squabs and backrests with



Bob Kane posing in a 1925 Oldsmobile belonging to the 'tribe' – Jack and his friends.



Vulcan Mascot



The Kane yard is still there beside Jack's house. This must be 1964-'65 when the new plates were introduced. Ex Army Ford at rear still sports the yellow plate. Other trucks are K Bedford, Commer and A5 Bedford.

each door having a zipped bag compartment. The front wheels were smaller than the rear wheels; perhaps to be swapped over for constant hill work? If so, the four built-in jacks operated by lever from inside the car were a useful feature. A creaking axle broken in the spline couldn't be removed so the Wolseley moved on and Jack bought a new 1938 Chev Master de Luxe for £385. Because of the family business he received a £35 discount, heavy duty battery and tyres, two sets of chains, Firestone radio and a clock-mirror, wound by pulling a little chain.

After the war, new cars or even used cars in good condition were impossible to find. Jack had his name on the Cooke Howlison new car waiting list but it would be a long wait at No. 17 so why sell his low mileage Chev? Norman Him, proprietor of a fish and chip shop, took Jack into a back room and peeled £700 from a huge roll of banknotes. Reason enough so Jack caught the tram home. A black '38 Buick sedan was purchased from Sep Owens, manager of paving mix manufacturer NZ Highways. At 10 mpg the Buick proved too thirsty with fuel still rationed so gave way to a 25hp 1936 Morris. These used the same axles as the 18hp so had a nasty habit of snapping them. The Education Board had bought up and used all the axles so when Jack's Morrie lost its mojo, the axle was welded and the car sold. As he was now living in Waikawa, Cooke Howlison removed him from the waiting list as he was outside their district. A '36 Ford V8 proved less than satisfactory, vapour locking uphill and unable to stop down the hill.

On one trip "Old Henry" kept cutting out on a bump and restarting on the next, later traced to the engine having eaten most of the air cleaner's innards! The V8 was traded for a worn but reliable '36 Oldsmobile.

By 1947 the Kanes were back in Dunedin — at the bottom of the waiting list. A black '39 Chrysler replaced the Olds. This ex-Dunedin taxi had the powerful 110hp Royal engine fitted with a high ratio back end. Low gear seemed like top. He finally got his new Chev in 1952 replaced by a new V8 Bel Air in 1955. A change to Chrysler in 1964 with an AP5 Valiant, a good car but lightly built as the caravan stretched it! During the late fifties he used a 30cwt jailbar Ford to tow their 17' caravan with a trailer hitched behind that containing a 12'6" Hartley runabout with a dinghy on top. Quite a trick through the gravelled Cromwell Gorge with dodgy Ford brakes. There must have been a few of these lethal road trains about as my father-in-law conveyed his family of nine brave souls to Kaiteriteri every Christmas in his Bedford fruiterer's truck with the caravan in tow and a trailer with camping gear and a boat tacked on behind. Imagine following that up the old Mount Cargill Road although it

was probably worse having it following you down the other side!

Along with the cars Jack has always had motorbikes, tending to buy one in good condition for about £35, run it till it needed tyres or a valve grind, sell it for £30 and buy another. He has owned three Indians and one Indian three times — a 1941 Army model 741 B twin. He bought it after the war, painted it and some time later Bob Smith bought the Indian from him only to prang it, take fright and sell it back to Jack. Many years after selling it once more, he heard of an Indian in a Te Anau machinery museum in deplorable condition. Off he went with trailer and straw bed to lay the patient on. Despite a steep \$400 the old Injun was gathered up from several sheds and conveyed home. Some time later Shirley

was cleaning out a cupboard and found an old ownership paper. Lo and behold, the numbers matched. Jack restored his old bike and keeps it chained to the floor, probably so he won't sell it again! Jack is getting on in years. He doesn't ride it now as it weighs over four cwt while he could ride his Corgi or his Di Blasi, an Italian parachutist's bike which folds up into a suitcase, weighing just 75lb. Then there's his little blue Austin, a 1947 sedan which he has restored. It starts and runs like a sewing machine, a real credit to him.

As we talked, each anecdote triggered memory of another long forgotten incident and I feel we may get some more tales from Jack's interesting life. It's been fun. bw

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50 Year Awards

50 years membership of the Vintage Car Club of New Zealand is a significant milestone – we are pleased to introduce recent recipients of club 50 year awards

Ivan Hibberd

Ivan Hibberd joined the Club as a 28 year old in 1958. His first car was a 1923 Model T Ford Roadster painted Desert Sand in colour and bodied by Cooper and Price of Victoria St in Christchurch. Ivan restored this car and subsequently Mr. Cooper, of the original body building company, was unable to fault the bodywork and restoration.

The Model T was motored in many rallies, including Veteran events, as being an early Vintage vehicle it was more like a Veteran than a Vintage to drive.

The Ford T was replaced by a 1923 Hupmobile Tourer, a large car with big centre-lock wire wheels. This had more room to accommodate Ivan's family and was used on many rallies.

Another vehicle owned and driven on Club events was a 1923 Essex Four Tourer which had an F-Head, i.e. overhead inlet and side exhaust valves. Others were a 1938 Chrysler Coupe and a 1938 Buick Sedan with twin side-mounted spares.

In recent years Ivan and Helen have assisted with marshalling and time keeping on various rallies and maintained an active role in the Branch activities.

John A. McLachlan

John McLachlan's interesting collection of Veteran and Vintage cars, fire engines and old farm machinery is housed at the family farm Birdling Brook located 30 miles south of Christchurch.

In 1956 John purchased a 1918 Ford Model T hose carrier, ex the Cobden Volunteer Fire Brigade, for £10 and had it railed over from Greymouth to Leeston. This quaint little Veteran started the collecting bug and John joined the Canterbury Branch of the VCC in 1957.

In 1958 John purchased a 1912 Cadillac fire tender. John attended many rallies in this Veteran before restoring it as a five seater tourer. Having become hooked on Cadillacs John and his wife Allison entered the 1965 New Zealand International Rally around the Haast,

John motoring his 1907 single cylinder Cadillac and Allison driving a 1929 Cadillac V8 model 353 seven seater sedan.

In 1964 John donated the McLachlan Age Mileage Trophy to be awarded annually to the owner of the Veteran vehicle that covered the most miles in a season of national calendar events. This competition is between the Banks Peninsula, West Coast, South Canterbury, Ashburton and Canterbury branches.

Not long after John had purchased a 1914 Dennis fire engine in 1958 a 1918 Cadillac that he had admired as a schoolboy twenty years before was dropped off in his farmyard by a machinery dealer on the strength of John's reputation as a Cadillac collector. Restoration of this vehicle is currently under way with Rob Ross in Ashburton, with previous assistance from Cadillac mechanics, the late Allan Storer and the late Bill Datlen.

John is still a regular rally entrant and his well known vehicle collection is often visited by VCC members on rally routes that pass through Leeston.

John has been a loyal member of the Canterbury Branch for 51 years and a very active member of the Vintage Car Club of New Zealand (Inc.) for the same period.

Ray Shearman

Although Ray has a Vintage Austin he is first and foremost a motorcyclist. His favoured mount is a 1919 Indian Powerplus, thousands of kilometers over the years, most of which have been on gravel. Nowadays, he has another workhorse, a 1941 741 Army Indian, the Powerplus being put out to pasture, now only rolled out and fired up for special occasions. At the end of 2004, Ray and the Powerplus rolled up to register for another Dunvegan Rally in Otago, making a total of 32 consecutive rallies for man and bike! Bikes to be ridden, not just looked at.

Ray has dedicated a large part of his life to competitive motorcycling and this fact was recognized by his being presented with a NZACU Service Award in 1990 and a life membership to MNZ some years later. In 2004, Ray became a Member of the New Zealand Order of Merit (MNZM) for 'Services to Motorcycling'. Many involved



Ray Shearman receives his award from Management Committee member, Kevin Clarkson

in motor sport are aware of the fact that as far as Ray is concerned, "rules is rules". The other side of that coin is that without Ray, BEARS racing would not have got off the ground and as a result, the Britten V-1000 would not have seen the light of day. Those who have finished up in hospital as a result of a race accident will also know underneath that hard exterior beats a heart of gold. Ray regularly visits motorcyclists in hospital, young or old, they are fellow travelers and Ray cares about riders, their machines and motorcycling.

Ron Hasell

Ron was 21 years of age when he joined the VCC in 1958. He was keen to experience an Irishman Rally and his first experience was as a passenger. Ron then started looking for a Vintage car and finally purchased a 1923 three litre Bentley. This car was much used and enjoyed in every type of Vintage motoring event for the next 43 years. Over the years Ron has had other cars, including a Cooper 500, which he raced at Ruapuna and Levels and hill climbed at Invermay. There were also two Mark VI Bentleys, a Veteran Renault, two Triumph TR 6s and Bentley T series.

Ron has also been a member of the Mauer fire engine crew which has attended many club events. Ron has served the club in many official capacities from the early days through to the present time. Ron served on the Canterbury Branch committee in most of the official positions and was Chairman from 1975 to 1977. In the late 1960s Ron served at National level on the Management Committee and with his business expertise in the field of insurance, Ron was instrumental in setting up the Club's insurance scheme with Phoenix, now known as VERO Insurance.

Ron transferred to the Banks Peninsula Branch when it was formed in 1978 and has served on the committee over many years and is currently serving as Treasurer. Ron has also been Banks Peninsula Branch Chairman on two occasions. As well Ron is still organising and running speed events for the Branch. It would be an understatement to say that we don't know what we would do without him. Long may he continue in these roles!

Mervyn Coutts

Like many other young Southlanders in the fifties Merv was always particularly interested in old motorcycles. Over the years he has built up an enviable collection of early Nortons, including a 1924 16H which he still owns, along with further examples of the make from the '30s, '40s and the '50s. All these are bikes which are used, and in 1993 he rode the 16H all the way to Gisborne from Bluff achieving 100mpg!

As a contractor, Merv was always willing to assist Club activities from the

50 Year Awards

fund-raising dodgems, to the task of back-filling the new section when the Otatara Clubrooms were built. He also served on various committees including a long stint on the Social Committee.

For the 1965 Haast Rally he found and restored a 1927 Hupmobile, using the rally to run the vehicle in. This car is still in the family although nowadays Mervyn and wife June are usually seen on Club outings in their 1963 Triumph hard-top coupe.

David Mclvor

David joined the Southland Vintage Car Club in 1955 with a 1922 twin-cylinder 8hp Rover. Later, Tom Mckenzie gave the young Mclvor brothers the bones of a De Dion-Bouton single and this car was steadily and carefully restored and re-restored over the next 50 years, winning trophies and events as it went along.

In 1959 the car for which David has become most well-known was offered to him in the shape of a dismantled Beardmore Sports of 1921. The 2 litre ohc motor self-destructed, and over the years has been extensively remanufactured by David. This has involved all new major components including crank, rods, camshaft and rockers. The result is a superb vehicle with seriously impressive performance, wonderful looks and reliability, that David and his wife Elizabeth have rallied all over the country.

David did a term as Branch Chairman and has played a major role in getting the branch Darracq into the great asset it is now by rebuilding the motor and gearbox parts over the years. He is still the go-to man if people encounter complex mechanical problems and is busy working on the 1914 16/20 Sunbeam coupe in his spare time since retiring.

Russell Mclvor

Russell joined the Southland Branch at the same time as his brother David and together they suffered the 8hp Rover which they felt made walking a pleasure! Before long Russell had his own Ford T two-seater

of 1924 and this vehicle gave a lot of good motoring. As the joint owner of the 1908 De Dion he was also actively involved with veteran motoring as well, particularly in early Dunedin-Brighton Runs.

Russell went to the UK in 1961 and while there bought a 1930 Aston Martin sports which he still owns and has campaigned extensively in this country and Australia. A 1922 Ricardo Triumph bike and a Model 88 Norton from 1953 have been regular contenders over the years.

From being an early *Bulletin* co-editor with David, Russell has been an office-bearer at every level of the Club's activity up to and including a term in the Chair. Like many other Southland early members he maintains a keen interest and involvement in all local club events.


Neil McMillan

Neil joined the Club in 1957 while in Balclutha. His first Club machine was a 1914 Rover motorcycle hastily purchased after he saw five Southlanders arriving in Dunedin on belt-drive bikes for the Brighton Run. His 1927 round-tank BSA was still a daily work bike! Over the years this collection has grown with a 1921 ABC and a 1922 BSA twin being found and restored.

After being given the remains of a Veteran Vulcan in 1959 he initiated another major effort culminating, after thirteen years, in a fully restored 1911 tourer which has been a regular at brass events all over the south.

Neil's other love has been Packards, starting with a 1928 sedan which was stripped and rebuilt for the 1965 Haast Rally to be followed in due course by the reconstruction of a roadster of the same year from a trucked sedan. This car hit the road in 2006. A third stable-mate is a nicely restored 1939 sedan. The only mis-step in the line of achievement was the restoration of an SS1 Jaguar tourer which was discovered to be an awful car and rapidly disposed of.

Neil, his wife Pam, and family moved to Southland in 1958 and have been active

with the Branch at every level ever since. Neil was an early secretary and later Chairman. His interest in history and memory for detail made him the right person to compile the Branch 50-year history, which major task was completed with assistance from his daughter Lana. Retired now for some twenty years Neil is still fettling and is currently starting another round of fleet refurbishment. 

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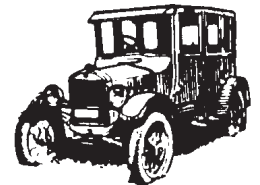
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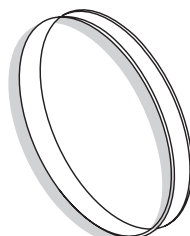
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Presidential Awards

At the 2007 AGM two long serving club members received presidential awards. We belatedly publish recognition of their achievements in this issue.

Rodger Ball

Rodger joined the Vintage Car Club 16 August 1976.

Late in 1979 marshals were being called for the 1980 International Rally so Rodger thought this could be a way of becoming more active within the organisation. He, his wife with their young baby son marshalled at Mamaku where the gymkhana was held.

Rodger joined the Auckland branch committee in 1980 taking over looking after the branch membership. At the 1986 AGM he was elected branch secretary. The same year he took on the position of Delegate for the Auckland Branch. Rodger still holds both of these positions after 21 years. He has been involved with various fund-raising events for the Branch.

The first vehicle his family had was a "basket case" 1928 Ford Model A Phaeton, then came a 1934 Morris Minor saloon in not much better condition, followed by a mobile 1935 Hillman Minx saloon, an ex-South Island car and in 1987 purchased a 1930 Ford Model A phaeton from Hamilton. The latter vehicle is the only "Club eligible" vehicle currently in the Ball household, having had major bodywork done to it in readiness for the 2006 Anniversary Rally held in Invercargill. Whilst travelling to Invercargill the Model A traversed the Nevis Pass, (a truly "Vintage" experience), thanks to the suggestion from Life Member Roger White of Wellington Branch.

Rodger and his family enjoy motoring the Model A in all manner of events, including many out of town events such as the Waikato 50/50, Taranaki Maunga Moana, Bay of Plenty Anniversary Rally, Rotorua Sulphur City and many North Island Easter Rallies, to say nothing of local branch events.

Rodger has been involved with all 24 Vintage Muster and PV, PWV and P60V rallies the Auckland Branch has held, whether it has been marshalling, participating or plotting.

David Allbon

Dave joined the Auckland Branch of the Vintage Car Club of New Zealand in November 1977. During his membership, he has held various positions within the branch and also been a member of the Executive and Management team of the National Body.

1980 Dave served as the Branch Club Captain.

1983 he was on the National North Island Easter Rally Committee, hosted by the Auckland Branch.

1981-1987 he was the Branch Treasurer and during this time was also Treasurer for a very successful motor show hosted by the Auckland Branch. From memory this was held at Western Springs.

1988-1992 saw Dave as Chairman of the Auckland Branch also part of the Executive of the National Body for this period.

1993-1997 he was the Editor of *The Bulletin*, the Auckland Branch monthly magazine.

1993-2001 Dave was part of the Management Team of the National Body. During this period he, along with Gary Beaumont was responsible for the rewriting of the National constitution.

Since stepping down from the management team, Dave has continued to help on the Vehicle Technical Committee and this year has taken on the position of Chairman of this committee.

John L Goddard Trophy 2008

Auckland Branch member Barry Robert was announced as the recipient of the John L Goddard Trophy for 2007 at the 2008 VCCNZ Annual General Meeting.



Barry Robert has been a member and actively involved in the Vintage and Veteran car movement for a full half-century this year. During this period he has completed two restorations of his own cars and been the main driving force for the restoration and maintenance of the Auckland Branch Charabanc. In latter years he has turned his energies to the establishment of an excellent specialist library on Vintage cars.

Barry joined the Auckland Vintage and Veteran Car Club in 1958 and occasionally relates tales of a childhood trip into Northland in a Bullnose Morris that sparked his lifelong interest in antique cars. Barry's contributions have been at national as well as branch levels. He was on the Executive Committee that organised the successful National Veteran Rally in Franklin in 2007.

Barry has established one of the best, if not the best, specialist Vintage car libraries in the country and possibly Australasia. Housed in the Auckland branch and accurately catalogued by Barry, the collection is available as a reference to members of other branches. He regularly assists other branches by passing on duplicate and surplus books and magazines. He is regarded by many as a historian, a true encyclopedia of information, and will go out of his way to assist someone with information required. His tireless energy and contributions were recognised by his being made a Life Member at the last AGM of the Auckland Vintage and Veteran Car Club, the first such club recognition in about 40 years. Barry is recognised nationally for his knowledge of Veterans.

In addition to his work nationally for VCCNZ and its members, Barry has been something of a workhorse at club level. He was always reluctant to stand for office, but outside the committee he was always taking the lead in a project and always there in the background giving quiet effective counsel. With the support of his wife Elva who, though she wasn't personally an enthusiast of motoring in open cars, Barry has spent countless hours working for a project or an event.

A main achievement has been in relation to the Renault Charabanc. He was a key person and the main project driver to rescue and restore the Charabanc for the Auckland Vintage and Veteran Car Club. Forty five years on he remains the only one of the original team still actively involved in keeping the Charabanc on the road.

As well as working on the Charabanc, throughout the same period Barry would be found working on others' vehicles. Barry gives so generously of his time and materials because he enjoys the challenge and the satisfaction of finding a solution and in assisting someone.

Barry's consistent and sustained support for the VCCNZ, the Auckland branch and its members has also helped maintain the life and vigour of the club and the movement. Had it not been for Barry's tireless efforts, the Auckland Branch may not have had the Charabanc, and certainly would not have had such a wonderful library resource. It is because of the many, many hours Barry has spent on advancing the interests of the Vintage car movement in New Zealand that he is truly a worthy recipient of the Trophy.

bw



The Apollo Company from Apolda

Words edited by Bill Cockram from an article by Andreas Busch

Apollo 10/40 PS (Apolda Museum).

Volkswagen may have cornered the name “people’s car”, but it wasn’t the first out of Germany deserving of the name. If low price is the object when selling to the masses, then the Apollo company based in the city of Apolda was producing cheap transport by 1904.

At 2000 Marks the Piccolo, as the model was called, gave the emerging motoring classes in Germany a chain-driven, four-wheeled car, powered by a 5hp air-cooled four-stroke engine. A thousand Piccolos were quickly sold, justifying the Apollo company’s decision to branch out from its popular line of powered bicycles. Its “engine-reinforced” bicycle – marketed as the Apoldania – had been made in small numbers for about a year before the Piccolo entered the range of company products.

With an engine of 700cc, the Piccolo played a tune that pleased the German tax-man at a time when larger engined expensive cars were penalised, and therefore hard to sell. Good sales continued for the Apollo company and by 1906 the workforce had expanded to 600 employees. But as quickly as success appeared, Apollo stumbled. Hugo Ruppe, the engineering genius among the brothers Ruppe who owned the company, left after disagreement with his siblings. Competition from other makes, together with a bad decision to forsake a cheap car policy, saw Apollo in

trouble, and the Piccolo people’s car had faded by 1910.

With the help of the banks, the remaining members of the Ruppe family reorganised finances while continuing to manufacture agricultural machinery, which had been the foundation of the family

Amsterdam. It was under Slevogt that the Apollo range was revitalised and extended. In time the Ruppe family and the agricultural machinery was moved aside, while the trade name Apollo came to mean bigger cars with water-cooled engines.

Slevogt knew the value of racing to sales, and took Apollo to racing success; chalking up no fewer than 71 victories on the Continent between 1910 and 1920. By 1912 Apollo had climbed back up to a workforce of 500 employees, but was dogged by industrial conflict. Yet despite all the difficulties, almost all components with the exception of tyres, lights and horns were produced in-house. Delivery vans and trucks were in the catalogue by 1916, while the 10hp four cylinder car known as the Apollo B was a best seller. Even boat engines were produced. With a diverse product range, the Apollo factory was well placed to take advantage of growing war contracts. It even became part of tank production by 1917.

When the conflict ended, production resumed with pre-war models. Germany’s staggering currency depreciation meant Apollo joined the ranks of companies forced to reorganise and continually raise its capital stock.

Between May and August of 1922 inflation was so extreme in Germany that the list price for a two-seat phaeton more than doubled. The worsening state of the currency meant the larger models



Advertising for the Piccolo – the vehicle of the future

fortune. As technical chief they hired Kart Slevogt who had been a development engineer with other car manufacturers; notably Puch in Graz and Spyker in



At the wheel: Carl Slevogt in an Apollo 4/20 PS sports car which took part at the Gabelbach racing 1924 (Apolda Museum).

Apoldania – Motocyclette (GanBauge archive).

in the catalogue suffered even more. In 1924 there was brief excitement over the prospect of the factory constructing two streamlined racers using bodies by Paul Jaray, and one of these had some success. Slevogt left the factory the same year, and things continued downhill. With many components now out-sourced far from Apolda, delivery costs to the factory for final assembly became considerable. Collapse was inevitable. The banks refused

to allow more debt, and the last Apollo car left the factory in 1928.

Spares manufacturing and repairing of cars continued into the 1930s, but by 1931 the company was so cash-strapped that it asked the local council to abate the street cleaning costs Apollo owed. The final act came when the city of Apolda bought the

factory premises at a knock-down price when bankruptcy led to a compulsory auction.

A familiar end, common to many bright stars in the motoring sky. Yet it might not have been that way if Apollo had simply stuck to the tune its Piccolo played as a people's car. bw

For further information email andreas-weimar@gmx.de



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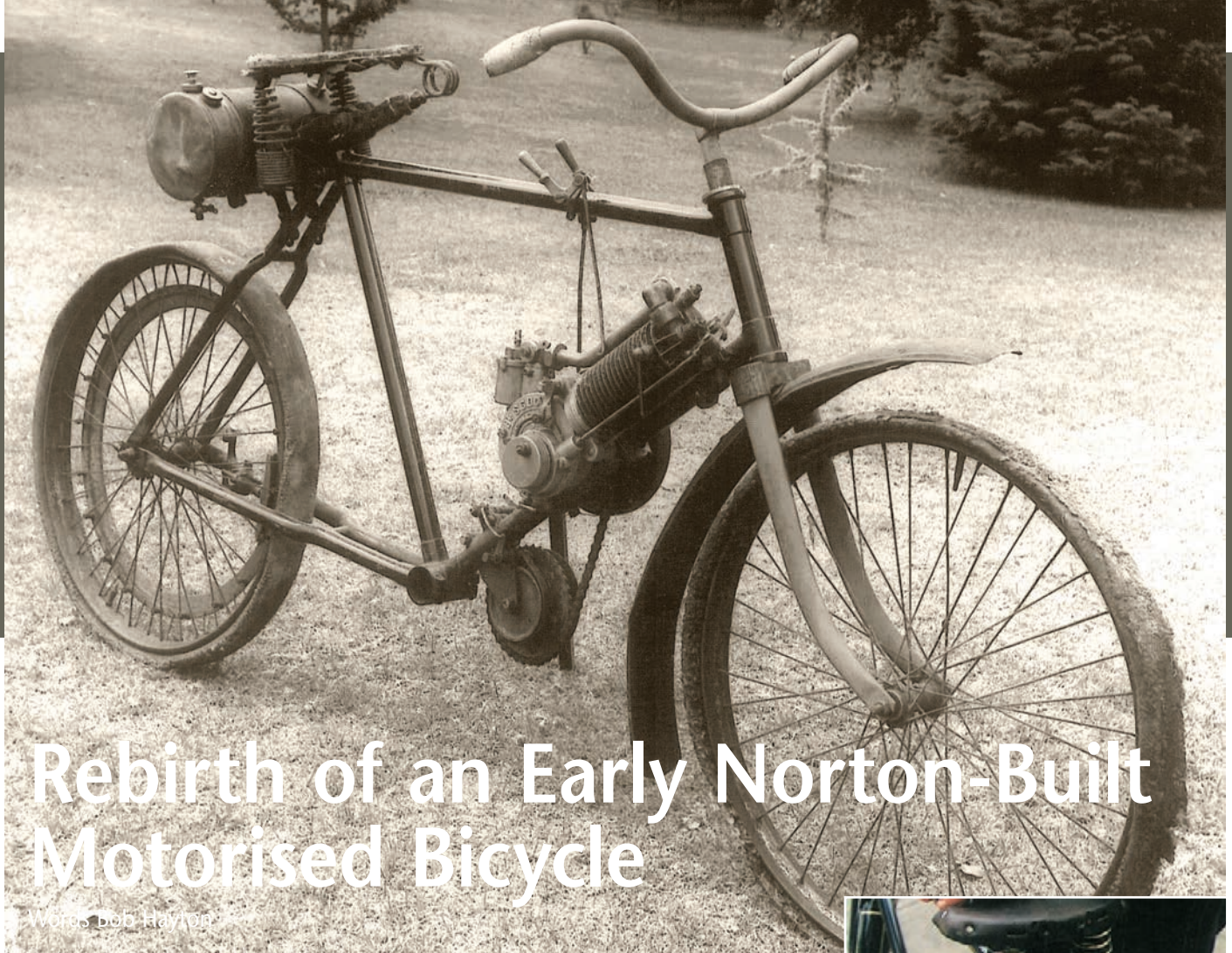
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Rebirth of an Early Norton-Built Motorised Bicycle

Words: Bob Hayton

The 500cc Peugeot-engined machine of 1905, at the Sammy Miller Museum in Southern England, is often referred to as being the oldest Norton motorcycle in existence. It is claimed that this was Pa Norton's personal bike and was kept at Bracebridge Street, Birmingham after he died in 1925. Until Nortons moved to Plumstead, London in 1962, it collected dust in a corner and was then said to have been 'acquired' by one of the departing staff, eventually to find its way to the museum. Why Pa Norton kept this machine is not clear, as he usually rode experimental bikes. Possibly he had an attachment to it as one of the first real Norton motorcycles, as opposed to a motorised bicycle. However, powered bicycles were offered for sale by the Norton Manufacturing Company (situated then in Bromsgrove Street, Birmingham) for two or three years before the Peugeot-engined model was built.

The Norton company was originally established to manufacture cycle parts and soon they expanded into building complete bicycles. Their earliest foray into powered bicycles involved a collaboration with Charles R Garrard, who imported Clement clip-on engines from Flanders to install in bicycle frames and sell as Clement-Garrards. James Norton was known to have

an arrangement with Garrard to assemble and service these popular Clement-Garrard motorcycles, sometimes using frames of Norton manufacture, before launching his own marque to the public as a custom-built parallel activity.

In July 1902, Nortons were still describing themselves as the 'Garrard Company's Expert' in their advertising, but later in the year with a small advertisement in the 12 November edition of *Motorcycling*, Norton offered their own Energette motorbike for a price of 35 guineas, incorporating the Clement-Garrard 'improved' motor. One week later the same publication carried a Norton advertisement offering single or two speeds and belt or chain drive for these same machines. In his authoritative book *Norton*, Mick Woollett traces this history as it evolves and gives credit to this Energette motorbike of late 1902 as being the first machine to be identifiably 'Norton'.

Amongst machines on display at the 2007 VCC 20th National Motorcycle Rally Headquarters in Christchurch were a couple of Clement-engined motorised bicycles restored and exhibited by Brian Walker from Dunedin and Ian Vedder-Price from Thames. These machines brought back memories of another similar Clement-powered bicycle carefully restored



Petrol/Oil tank marked in French Essence Huile

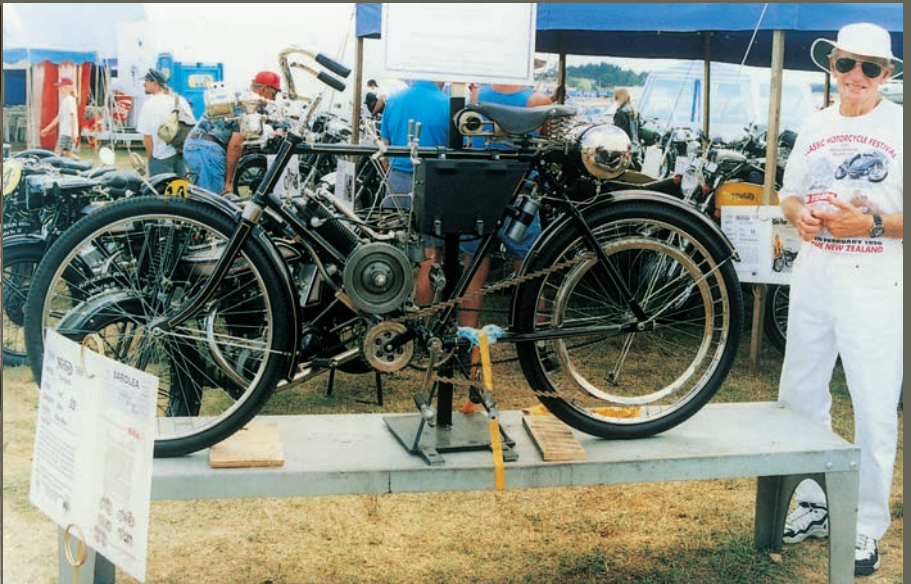
some years previously by the late Russell Miell, at that time an Auckland Branch member.

Russell first saw this bike when, as a schoolboy in 1942, he was collecting scrap metal for the war effort; it was hanging in the roof of a workshop in the Auckland suburb of Kingsland. About 1960, or maybe '61, Russell helped an acquaintance out with spare parts for earth-moving equipment and in exchange, to his surprise, was presented with this same machine. It had been acquired by the donor in the mid-fifties, for unknown motives.

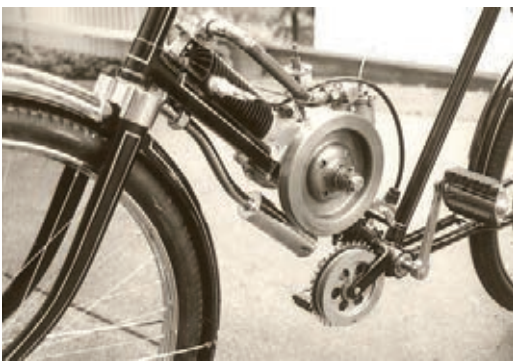
Very little was done with the gift for a while, but around 1968 Russell decided to proceed with restoration and soon discovered that he may be dealing with something more than his initially anticipated old power cycle. The Clement engine



Russell with the machine in a semi-assembled state



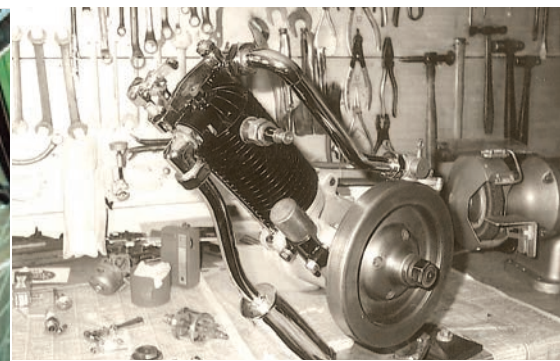
Russell with his bike on display at Pukekohe, February 1998.



Early stage of assembly



Details of motor in frame



Engine – bench assembly

was obvious, but on cleaning up the frame, the word 'Norton' was found stamped in small characters on the pedal-crank casing. The number 289 was also located stamped onto the frame.

Although the machine was basically complete when first obtained, Russell had to remake some parts. Machines like this would no doubt have been quite uncommon in New Zealand, so few spare parts can be expected to have survived here. Notable amongst the remade parts was a set of handlebars, the fork stem and the recasting of extra control levers in bronze, using the two that came with the bike as patterns. The original tyres, which were still on the machine when restoration started, were white beaded edge rubber, for which replacements could not be located. Russell was forced to use 26"x2"x1 3/4" tyres on modern rims, which are however within 1/4" of the original rim size.

The behind-the-seat petrol tank is marked Essence which betrays its French origins and was originally nickel plated like many other parts, including the cylinder barrel. The earliest Clement motors were of 143cc capacity, but Russell's machine was fitted with the larger single cylinder 2hp version being 60mm bore and 70mm stroke, thus giving a displacement of 198cc. The Clement was widely considered to be

the best clip-on motor of its day. It incorporated an overhead exhaust valve and an automatic inlet valve, which meant that it was sucked open and the fresh fuel mixture vacuumed into the cylinder from the spray carburettor as the piston fell on the idle stroke.

The bike has quite a long wheel-base, a renowned feature of early Nortons, but appears to have been a bit limited in the brakes department. A cable actuated and hand operated block working on the drive-belt rim was the only form of braking apparent on the machine as it was obtained. However, the transmission was quite advanced in design, being a Garrard two-speed unit containing a beautifully made epicyclic gear train and sprag clutch.

The quality of original workmanship in the mechanical parts was still apparent even after all that time and Russell's painstaking restoration produced a machine to match the original. It was unfortunate therefore, that due to carelessness, the electro-platers wrecked the copper exhaust manifold as well as the nuts, elbows and some of the muffler. Not easily thwarted, Russell carefully remade the damaged parts, although he was quick to point out that he couldn't fully reproduce the tight compound bends of the original manifold.

Although there was no sign of a lighting set on the remains of the machine which Russell received, he was fortunate enough to unearth a very suitable period style acetylene cycle lamp in good order, which had been used catching flounder on the local mud-flats!

Russell completed the restoration in time for showing at the Norton Company Centenary display at the Pukekohe Festival in February 1998. Mounted there alongside one of the last machines produced to carry the famous name, an F1 Rotary, his effort was rewarded with the People's Choice award that weekend. Sadly, within five years, Russell had unexpectedly passed away and the machine had been sold on to John Howard of Christchurch. John is an avid admirer of Vintage and Classic motorcycles, including Nortons, and wanted this intriguing early Norton-built motorised bicycle for display in the mini-museum feature of his new café in Christchurch. **byw**





UNIQUE BUGATTI TYPE 37

Words Allan Wylie Photos John McDonald

Andrew Cannon putting his car through its paces at Ruapuna. The pair have since won their

This car, chassis No. 37332, started life in 1928 as a plain Type 37, the mildest of Bugatti's Grand Prix models. It shared its classic body lines with its more illustrious 8-cylinder siblings, types 35 and 51, but under the bonnet beat a 4-cylinder, 1496cc, single overhead cam, 3 valves per cylinder, naturally aspirated engine that would have produced about 66 bhp. It was sold new in London and its early history is unknown until, in 1931, it was acquired by Miss Eileen Ellison and T. P. Cholmondeley Tapper, an expatriate New Zealander and would-be racing driver who vividly describes his experiences with the car in his book *Amateur Racing Driver*. The pair of them (though Miss Ellison scarcely gets a mention in Cholmondeley Tapper's account) raced it for about five years in England, on the Continent and even as far abroad as South Africa, meeting with some success along the way. During this time the car underwent a number of changes to make it more reliable and more competitive, including fitting a pressure-

fed crankshaft, special stronger con-rods, and a supercharger from one of its "blown" brothers, a Type 37A. The brakes were replaced with a bigger set from a Type 44 touring car and the distributor gave way to a magneto. Cholmondeley Tapper reports that, after fitting the supercharger, he was plagued with oil loss from the crankcase breather, a problem never solved until the engine was replaced with a new Type 37A one at the Bugatti works in 1935. Ettore Bugatti is said to have overhauled the car free of charge because he had been impressed by Cholmondeley Tapper's driving of it. In the meantime though, the New Zealander mentions that on several occasions he was forced to pit during a race to refill the sump with oil. He does not mention ever being black-flagged because of the oil his car must have been spreading around the track, so one must assume that racing authorities in those days were much less concerned than their modern counterparts are about oil being dropped on their racing surface.

In 1936 Cholmondeley Tapper got a Maserati and the Bugatti was sold to a Lieutenant R. B. Lakin, RN, who commissioned independent-minded English engineer Leslie Ballamy to convert the front suspension to one of his swing-axle designs. Ballamy had a thriving business converting beam-axled cars, mostly Fords and Lincolns, to divided-axle independent front suspension. In Tony Russell's Ballamy biography *Out In Front*, Ballamy himself writes of the Bugatti conversion. "I designed and built the IFS which greatly increased the front wheel adhesion and considerably improved the ride."

The IFS conversion used a single transverse leaf spring and entailed bending the dumb-irons of the Bugatti chassis inwards at the front and joining them to provide a front pivot for the wide-based wishbones that formed the swing axles. This made a sort of point at the front of the chassis and this feature was exploited by making a very narrow, streamlined nose which enclosed a specially-made radiator and changed

When Bugatti owner Andrew Cannon decided to return the extraordinary 1928 Ballamy Bugatti to its former glory he chose Christchurch company Auto Restorations for the project. Allan Wylie managed to nab the test drive for this racing thoroughbred ...



Left view showing Brooklands exhaust.



Mechanic Morris Wright attends to the engine.



Passenger's eye view.



A

class at the recent Winton historic race meeting in Victoria.

the car's appearance dramatically. While not standing comparison with the classically elegant Bugatti horseshoe radiator, the new cowl was not unattractive in a purposeful sort of way.

It is not clear whether Lieutenant Lakin ever drove the Bugatti himself but Leslie Ballamy certainly did, attending the opening meeting of Prescott Hill in 1937 and winning the Novice's Cup with a time faster than the class winner's. At high-speed venues such as Brooklands the engine got up to its old tricks, spewing oil from the breather as before. The great Richard Seaman, who used a Ballamy-modified Ford V8 as a road car, agreed to drive the Ballamy Bugatti at the 1938 Brooklands Whitsun meeting. Alas, the car ran poorly and Seaman came in after just two laps, thanked Ballamy politely and left the track. The Ballamy Bugatti's last gasp was at Brooklands in September, 1938 when the engine blew up and then caught fire as Leslie was making a dash for the finish line in a handicap race. There

followed a long fallow period during which the blown-up engine was given to the wartime scrap drive and the engineless car was reported to have been used as a decoy in some hare-brained scheme to divert any German paratroopers who might happen to land nearby.

The car was bought by one John Cummins in 1952 in Newcastle-upon-Tyne, and he took it to Australia where he installed a triple-carbed Holden engine. Cummins competed with the car for years in hillclimbs and race meetings at numerous venues, often in bare chassis form, although one old photo shows the car lying upside down after crashing at Bathurst, wearing the Ballamy body. He sold the Bugatti in 1963 and it passed through a couple more owners' hands before being bought by Tom Roberts in 1980. Tom had already acquired the original blower and associated parts from the car and, using these and another Bugatti Type 37 engine, he set about returning the car to something like its

original form, retaining the Ballamy IFS but with a Bugatti-type horseshoe radiator instead of the Ballamy proboscis. It was painted white, as it had been during the Ellison/Cholmondeley Tapper stage of its ownership, and rode on sixteen-inch wire wheels instead of the original nineteens. It was in this form that present owner, Melbourne's Andrew Cannon, acquired the car in 2006.

Andrew considered restoring the car to original Bugatti specifications but this would have meant major corrective surgery to the modified chassis and the result would have been just another reconstituted Type 37. Instead, after consulting the staff of Auto Restorations in Christchurch, he decided to return it to its most distinctive form as the Ballamy Bugatti, and so shipped the car to Christchurch to have the work done. Working from period photos, a new nose was made in the Ballamy style, along with a special radiator to fit inside it. Nineteen-inch wheels replaced the sixteen-inch ones and

the brakes, which had been converted to hydraulic operation in Australia, were changed back to mechanical operation. Andrew plans to race the car internationally and hydraulic brakes would have made it ineligible for this use. The paint colour was changed to blue, as Ballamy had done, and the IFS crack-tested and overhauled. In order to exploit the higher octane rating of modern petrol, the compression ratio and blower boost pressure were both raised. A concession to practicality has been the addition of an electric starter, battery and charging system, the better to stir the beast into life.

Thomas Pitt Cholmondeley Tapper had attended Christ's College when he lived in Christchurch and so, coincidentally, had Morris Wright, the mechanic who worked on the car at Auto Restorations.

As foreman of the mechanical department at Auto Restorations it fell to me to test the car once the work was finished (a dirty job, but someone has to do it) and this BTW report is based on mental notes made during that testing, both on the road and at Ruapuna Raceway.

A GP Bugatti cockpit is best entered from the passenger's side, although in the case of this car, care must be taken not to burn one's person on the exposed, high level exhaust pipe if the engine has been recently run. This pipe is not strictly correct for the Ballamy era but it looks the part with its Brooklands can and the owner likes it so, for now, it stays. Once the legs are pointed into the footwell the rest of the body can be wiggled into position behind the nickel-plated, walnut-rimmed, sprung steering wheel. The driving position is comfortable enough although the extreme narrowness of the footwell means that only the slimmest of footwear will do if the driver is to operate the pedals individually and not two at a time. The pedals look as though they could be from three different makes of car, so varied is their design, but each one is ideally suited to its purpose. The dashboard instruments in this car are not the original Bugatti ones, but since they've been in the car most of its life they're allowed to stay. The lever near the driver's right hand that looks like a handbrake is actually the gear lever, the button on top is for releasing the reverse lockout. The positions of the four gears are back-to-front from normal practice, with first and third towards the back and second and fourth to the front. The other lever, topped with a small walnut knob, really is the handbrake, but as this is a GP car, no means is provided for locking it in the "on" position. Most roadgoing GP Bugattis, including this one, overcome this shortfall by the use of a small wooden wedge that can be inserted between the handbrake lever and its abutment. So that it is always



The Ballamy Bugatti (right) with Gavin Bain's T35B model at Ruapuna.

handy, the wedge is tethered with a leather lanyard and allowed to dangle inside the cockpit when not deployed.

Starting is a breeze thanks to the electricricker and the multiplate clutch frees cleanly, although it does stick a bit when really hot. Takeup is always smooth and, if you get your double declutching right, changing gears in the crash 'box will be quick and silent. Acceleration feels stronger than a standard 37A's and it's clear that the enhancements made to the engine have been effective. The power of the present engine is estimated at about 100 bhp so, with a fighting weight of 750 kg, the power to weight ratio is 133 bhp/tonne. The exhaust is loud but doesn't have the harsh bark of the stock Bugatti system. There's none of the ripping calico sound of a Type 35 though, there are just too few cylinders for that. What is immediately obvious is how much smoother this car rides than a standard GP model. With the front wheels fully visible from the cockpit, it's clear that the wheel travel with this simplest of independent suspensions is far greater than with the original stiffly-sprung beam axle. Anyone who has seen an Allard being driven hard will be familiar with the extreme camber changes inherent in the swing axle layout, but they seem to be more alarming to the spectator than to the driver. Once onto a section of winding, mountain road I was able to find out for myself whether the Ballamy IFS lived up to its designer's claims. The handling, that is, ease of control, felt not much different from a standard model's despite the wheelbase having been shortened by some 150mm during the conversion, but both the roadholding and the ride were markedly better, just as Leslie Ballamy had said. The geometry of the front brake cables is far from ideal so cable tension varies a lot as the front suspension moves up and down. Surprisingly, the Bugatti compensator system of gears, chains and sprockets copes well with this and although the brake pedal pulses vigorously when braking on a bumpy surface, the car pulls up straight. Likewise, the geometry of the steering drag link is also poor with a large amount of bump steer being inevitable, but this seems to affect the steering wheel more than the road wheels so, while



Hot, sticky tyre pick up stones from the gravel road.

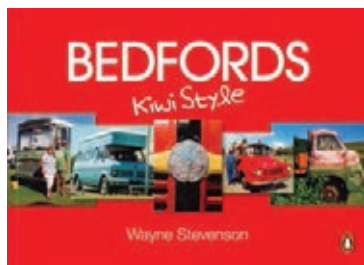
the driver feels a strong "fight" through the steering wheel on bumpy corners, the car holds its line acceptably well.

At the track all systems functioned well so the engine speed and throttle opening were gradually increased until the engine was judged to be run in, after which 5000rpm was used as a rev limit in the indirect gears. The brakes were about as good as one might hope for in an 80 year old car, with no sign of fade but a tendency to lock the rear wheels at maximum effort. Changes were made to lever ratios to overcome this. Cornering was generally good, with the tread rubber of the new Blockley tyres balling up on the edges in a most satisfactory way. Although the car would turn in to a corner readily, once fully loaded up in the corner the steering would become so heavy that it was all but impossible to tighten the line unless the throttle was closed. I felt this behaviour was caused by too much roll stiffness in the front suspension but nothing was done about it immediately as Andrew Cannon was coming from Australia to give the car a shakedown run at the impending Skope classic race meeting at Ruapuna. A post-meeting conference with Andrew led to us deciding to soften the front spring, so a leaf was removed from it and it was then reset to maintain the same ride height. Subsequent testing showed that these changes had had the desired effect, it now being easier to "adjust" the car's attitude in a corner, both by steering correction and by using the throttle to tighten the line. In short, it is better-balanced.

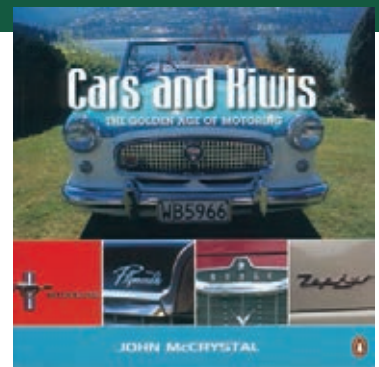
The car has now returned to its owner in Australia, where its unique appearance will make it once again recognisable to Bugatti connoisseurs as the Ballamy Bugatti.

book review

**BEDFORDS –
Kiwi Style**
by Wayne Stevenson
Price \$35.00
Softcover 95 pages
Published by Penguin Publishers



CARS AND KIWIS
by John McCrystal
Price \$30.00
Softcover 128 pages
Published by Penguin Publishers



Reviewed by Bill Cockram

Bedfords – Kiwi Style by Wayne Stevenson, and John McCrystal's *Cars and Kiwis*, have more in common than just our flightless bird in the titles, and another flightless bird (Penguin) in their publisher.

Both these soft-cover productions rely heavily on photographs for their content, and to that end *Bedfords – Kiwi Style* may be the more successful of the two. This is unashamedly a look at Bedfords in the New Zealand context and depicts everything from the utilitarian to the off-beat and plain weird. Often the Bedfords have their owners posed in ways that in time will delight or embarrass their relatives. The schoolbus, the tanker, the campervan, the gypsy conversion – they're all here. Few are smart or restored and many are near derelict or butchered, but still essentially Bedford. This is a book that demands no more than to thumb through, smile and delight in the recollection – "Hey, I remember those !"

"Cars and Kiwis" claims the years 1947 to 1967 were the golden age of motoring in New Zealand. But given that the author frequently alludes to the stifling effects of waiting lists and post-war austerity, it's hard to see the glint of gold. This is a short overview of car ownership in New Zealand during the formative years of the baby-boomers. We drove British, but we'd have owned American if we could and the Government would have let us. For the same reason through no fault of the writer, the cars compared within the pages tend to pitch the ordinary and quirky from Britain against the exotic and stylish from across the Atlantic.

The photographs are largely routine, and more thought could have been given to composition and background settings. One or two in the review copy are distinctly out of focus.

Good clear double-spaced text makes reading gentle on the eye, and there's nothing heavy in McCrystal's easy-going chatty style.

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BRASS NOTES

Words Diane Ross

randross@kinect.co.nz

Our local season of Veteran motoring kicked off in fine style with the Ashburton Branch running an event in conjunction with the 150 years celebration of the Ashburton District Council. Older members will recall that the historic motoring season used to end in June to coincide with the end of the motor registration year and begin again around the beginning of October when the weather was getting warmer. With the advent of staggered licensing that practice has now disappeared.

Derek Prebble had his 2 cylinder 9hp 1906 Clement-Talbot on its first official branch run. This car was owned in Christchurch by Derek's father in 1917. In 1918 it was used at the end of the war to transport people into Cathedral Square for the victory celebrations. 1919 saw it used to carry Derek's parents, all their worldly possessions, a dog and a bike on a deck



of the woodwork and panelling is mostly complete. David is heading to the North Island to pick it up early in the new year.

The Otago Branch Locomobile is progressing after some major fitting adjustments. Not a lot can be seen as parts are being worked on by several members but the day is approaching when they'll all be put together and the steam car will emerge.

For some years the 1906 Cadillac restored by the late Colin Bearman has been resident in the Ashburton Branch Museum. Recently Colin's son Mark returned home from Western Australia for his mother's 80th birthday and brought his daughters to have a driving lesson in Grandad's car. They took a lot of pride in driving a car now owned by their father that was restored by their grandfather. It had been converted for many years to an oil rig that had belonged to their great grandfather. Incidentally my first ride in an early Veteran car was on an early Mt Cook Rally between Timaru and Fairlie in this car. Another Veteran vehicle rebuilt by Colin was a 1917 Dodge delivery van owned by Colleen (nee Bearman) and Neville Dowie until recently when it was purchased for a museum in Korea.

While we're thinking about Cadillacs I hear on the grapevine that the 1906 model owned by Bernie Byers of Nelson has been bought by Neville Digby of Christchurch. Hawke's Bay's Wayne Richards has purchased enough Curved Dash Oldsmobile parts from the late John Benton's collection to begin a rebuild. I seem to recall a photograph in the Hawke's Bay clubrooms showing a Curved Dash Olds as the first vehicle in Hawke's Bay.

The Collector's Motor Car and Aircraft Auction held in Nelson recently had some interesting Veteran vehicles up for sale. The first was a 1914 Daimler rebuilt by Auto Restorations in Christchurch in 1987 copying the body from the one owned by Robert Duns. I have a report that both the Daimler and the 1898 De Dion Vis-a-Vis have been sold to purchasers from China who intend to set up a museum in Beijing. The De Dion was imported to NZ in 1980 from the USA and was subsequently bought by Ses England from Nelson. Trevor Carston's 1912 AC Sociable and 1914 Warwick were also up for sale. I believe the AC was sold and the Warwick passed in on the day.

Now some news for the bike boys (and girls). John Martin from Cromwell is pulling out all stops to have his 1914 Royal Enfield, JAP motor 770cc finished in time to use on the National Veteran Rally in February. The plan is to also take it to Horowhenua for the National Motor Cycle Rally in March. Tony Hobbs found this machine as a heap of parts behind a shed in Nelson and John got it from him about 10 years ago. A lot of parts have had to be made by John and in the future a wicker side chair will be added for Wendy to travel alongside in style.

Stan Corlett of Manawatu has just completed the restoration of a 1914 Governor Motor Cycle first owned by 'The New Zealand Mounted Rifles, Hawke's Bay Regiment.' It has a 211cc Villiers 2 stroke engine, fixed drive, no clutch or gearbox and two wheel brakes. After leaving the army it went to a raspberry farmer at Taradale, near Napier. One night after dark while riding home to Napier without lights he drove into the water and sludge-filled roadside drain and was unable to locate



behind to a farm they had purchased at the back of Mt Somers. The journey took six hours and the only bridge back then was over the Rakaia River. The Clement Talbot remained the family's only transport until 1928 when a 1914 Hupmobile replaced it. The Talbot was dismantled, the rear end used for a horse-drawn cart and the front to drive a saw-bench until 1950. When the farm was sold, Derek gathered up the parts and after his retirement has rebuilt it to its former glory.

The meeting up of Ashburton's David Oakley and Wilbur Brown of the Wellsford Branch at the National AGM has resulted in David parting with his pocket money and Wilbur parting with the 1915 Clegg Rover 12 4cyl roadster. The restoration



Nō Muri Pūkenga Kō Mua Pūa Wai

Vero Rally 2012

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Organised by the Vintage Car Club of NZ Inc.

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the bike in the following days. Years later two good keen fellows recalled this event so with the aid of a grapple towed slowly behind a car located and retrieved the muck covered machine. Upon hosing it down it was found that, because of the lack of oxygen, very little corrosion had occurred. It then moved around several owners over the next 25 years before Stan's son, Roger, bought it home where it sat in the shed for another couple of decades until restoration got underway in 2006.

Ray Lindsay of Southland featured with his 1916 Ford T on TV1 recently during the clip celebrating 100 year of the Model T Ford. Ray's age is still five years in arrears of the T but he drove it down the road at a good old pace considering both their ages.

The Overland imported by the Georges reached its new home in Oamaru to be greeted by a posse of enthusiasts waiting to assist with the unveiling. There was some damage to the hood bows during transit but otherwise it's in pretty good condition. Ernest is sourcing a new set of wheels to replace the wrong sized ones that it's on.

Paul Collins has recently been on an Overland fact-finding mission in the South Island. He is working on the body of his 1913 Overland Sports Roadster. Except for the diff and wheels the mechanicals are complete.

Stirling Mayo of Auckland is collecting Briscoes. He has two projects in his workshop, a 1914 tourer and a 1915 roadster. We were chatting at the Canterbury Swap Meet and established that the one he got from Harry Andrew in Oamaru had in fact been ours in the distant past. If anyone has information, parts or photos Stirling would be pleased to hear from you.

I would like to thank those who have contributed to this column and look forward to more snippets for the next issue.





The 1916 Overland 83B recently imported by Ernest and Brenda George.

BLOKES IN SHEDS

We know you're out there! 2012 is now only three years away and we'd love to get some progress reports on your restorations for the big event. Photographs are always welcome. Funny stories and accidents along the way make for very entertaining reading too! Share your experiences with others – send them to us at ed@haprint.com

WHAT'S HAPPENING IN WANGANUI?

In London Street, Wanganui a new 10 unit motel is nearly completed, just two to three minutes walk from the main venue for the Vero Rally 2012. It's called 151 On London, phone 06 345 8668.

The Masters Games are gearing up for January 2009. This is the site and headquarters for the Vero 2012 Rally. The sharing of skills and experiences that the event organisers from the Masters Games will bring to our own organisation will greatly enhance our event.

OPEN DAY

Ian, the Conveyor of our Open Day, has a long list of possibilities he's researched and compiled – from steam trains, kiddies rides, silent movies in a tent, and even the street magician you may have seen on *New Zealand's Got Talent* recently. He's open to any ideas and suggestions. Feel free to add yours to make this an awesome family day.

Bruce Hutton QSM, FPSNZ
Rally Director

RALLY UPDATE 6



Ed Boyd
Promotions Officer

ED BOYD

As a man born and bred in Wanganui, plus owning his own printing business for 33 years, including employing 22 staff, there is not too much going on in the community that escapes Ed's attention.

His association with the Vintage Car Club of New Zealand goes back many years, 35 of which have seen him in every position on the committee at local branch level, with the exception of secretary and treasurer.

With regard to International Rallies, Ed played his part on the 1992 Pan Pacific International Rally as organiser for fundraising.

His connection in the local business community is very wide as he and his wife Hinemoa own Boyd's Autobarn which houses a collection of over 80 cars, trucks and bikes, not to mention toys, pedal cars, and many items of memorabilia.

Ed plays an active role in Rotary where he recently received a Paul Harris 'with sapphire' award. As a board member of the Wanganui Boys and Girls Gym Club he has been honoured with a Life Membership. To add to these, he is also a member of a major tourist organisation in the region. Ed is truly a man who proudly wears the motto ... "I like to get things done!"

New Zealand Federation of Motoring Clubs

report from VCC rep Andrew McClintock

It has been some time since I reported on the Federation's activities in *Beaded Wheels*, however the more observant of you would have read my report that was included with the AGM minutes that came with *Beaded Wheels* 294.

More recently we have put in submissions on rule amendments most of which won't affect club vehicles, but a proposed relaxation of log book requirements for some heavy trucks will be of interest to some of our members if it is approved.

More rules are proposed for vehicle equipment, more specifically modified exhaust systems that are noisier than the factory fitted system and turbo blow-off valves that are vented to the atmosphere. These rules are aimed at the boy racers. While the Federation of Motoring Clubs are in favour of the proposal our submission drew attention to situations where club accepted vehicles may inadvertently be caught out by the changes. Assuming your vehicle has the original exhaust system, or a similarly made replacement system (ie: not modified), if you are asked if your vehicle has the original exhaust system the answer is yes. Few over 30 year old vehicles will have the original system, most will have had an aftermarket muffler fitted, but to all intents and purposes it will be the same as original.

We sent in another submission on road user rule amendments. The Federation of Motoring Clubs agreed with a proposal to ban the use of a hand-held phone by the driver while driving. It is proposed to limit mopeds to a maximum 50km/h because in the NZ Transport Agency's own words there are riders with minimal motorcycle experience and minimal riding skills. The Federation of Motoring Clubs believe improving rider skills will do more for safety than a speed limit. Our submission pointed out that originally mopeds and power-cycles had to be under 50cc or have pedals as an alternative means of propulsion. The new definition is under 2kw and a maximum design speed of 50km/h. We all know of mopeds and power-cycles capable of 70km/h or more. They are mopeds under the old definition and still are, to limit their speed because of unskilled riders would be ridiculous.

It is also proposed that all motorcycles have daylight running lights or headlights on during daylight hours. The VCC caters for early motorcycles with no headlights and motorcycles as late as the 1960s that can't be operated continuously with the lights on. The Federation of Motoring Clubs has requested that the use of headlights be highly recommended rather than mandatory. Failing this we have asked for an exemption from the requirement for all over 40 year old motorcycles. The other possibility is an exemption on your VIC. The problem with this is every time you go for a ride you may be pulled over and asked for your exemption. The reality is that, while car VICs usually travel with the car, motorcycle VICs don't travel with the motorcycle but need to be carried by the rider. This is a recipe for problems as the VIC becomes degraded by constant wear in a motorcycle jacket or even gets lost - thus requiring a replacement. Whatever happens keep using your club bike no matter how tempting your modern with it's electric start and daylight running lamps is starting to look.

dw

Contact Andrew on 03 338 4049

CLASSIFIED ADVERTISING REALLY WORKS & NOW IT'S FREE*

Classified advertising in *Beaded Wheels* magazine is free *for all current financial members of the Vintage Car Club of New Zealand Inc buying or selling club eligible vehicles or parts.

Our standard advertising charges remain unchanged for all non-members or members wishing to advertise commercial services.

It is easy — just email your advertisement to beadedwheels@vcc.org.nz or complete the form on this page and post to us at Marketplace Beaded Wheels, PO Box 13140, Christchurch 8140 or fax us on 03 332 3827

Deadline for receipt of advertisements and payment for our Feb/March issue is 10 January 2008.

NO LATE ADVERTISEMENTS ACCEPTED

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. 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.

Yes I am a current financial member of the VCCNZ and wish to advertise in *Beaded Wheels* for FREE.

Name (block letters) _____

Membership number is _____ / _____ Phone _____

Please list this advertisement in the

wanted column

text only advertisement

for sale column

text and photo advertisement

Advertisement text to read (include contact details):

CONDITIONS OF FREE ADVERTISING

- 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 65 words — the maximum space available is 65 words. *Beaded Wheels* reserves the right to edit all copy.
- Advertisements will be published on a first come, first served basis. While every attempt will be made to include your advertisement in the issue immediately following receipt — limited space may mean some advertisements will be held over until the following magazine for publication.
- All free advertisements will automatically be listed on the VCCNZ website.

Not a VCCNZ member? You can still advertise your vehicle in New Zealand's foremost historical motoring magazine. All advertisements are listed on our website.

\$64* WANTED FOR SALE

Text & colour photo.

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: beadedwheels@vcc.org.nz

\$21* WANTED FOR SALE

Text only advertisement.

Up to 45 words including phone number, no photo. Additional words over 45 up to a maximum of 65 words at 15 cents per word.

Payment where required must accompany your advert. Cheque should be made payable to *Beaded Wheels*. Post payment & advertisement to marketplace, P O Box 13-140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive free advertising.

CLASSIFIED RATES

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

The 65 word limit includes contact details.

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

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

Member of Vintage Car Club Inc

No charge for text or photo advertising to a maximum of 65 words per advertisement. Members must be financial and state their Branch.

Non Member

\$16.00 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.

Text in a Boxed Ad

\$24 non-members.

Colour Photo Ad in Box

\$54 non-members, enclose a clear photo and an SAE if return required.

Above rates apply for each advertisement.

Advertisements should be typed or clearly printed.

ENCLOSE PAYMENT

Cheques Payable to *Beaded Wheels*.

Post to: Advertising, P O Box 13140, Christchurch 8140, to arrive not later than 10th of month preceding publication.

Phone 03 332 3531, Fax 03 332 3827.

DISPLAY RATES

	Casual	3 Issues (per issue)
Full Page	\$900	\$720
Half Page	\$490	\$390
Horizontal Quarter Page	\$270	\$216
VCCNZ Branch Rate ¼ pg	\$121	\$99

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

Deadline for copy 10th of month preceding publication.

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

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full.

Where possible **Beaded Wheels** will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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

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

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

FOR SALE

1926 CHRYSLER 50 SEDAN. Older restoration, registration on hold, great wedding car, supplied with 4 new tyres, tubes, liners, spares. 1928 Ford Model A Tudor Sedan. Older restoration, few spares, includes luggage trunk. Personalised plate could be available extra. Petrol Pumps selection 1920s-70s. Also Grease Boy Alemite brand. Phone evenings 06 357 4425

1928 FORD PHAETON Personalised plates. All new canvas. Goes very well. \$23,000. Member Manawatu Branch. Ph. 06 325 8959. Email technogran@inspire.net.nz MEM

1937 GRAHAM CAVALIER and Graham Supercharger model 116 - 2 cars. Been shed stored for over 30 years but one car still has current registration on hold. Both cars appear to be pretty complete. Pistons removed from engine but two new sets supplied. A restored Graham Supercharger 116 is a very rare car. Stored in Dunedin. \$10,000 for both cars. Ph Malcolm Dean (member) 09 447 3141 or 0274 957 943. MEM

1952 RILEY RMB 2½ A full scale restoration that needs finishing. Car in dismantled condition. \$500 ono. 1953 Jowett Javelin, partly dismantled, still on wheels, mechanically complete. Some rust repair work done, more to do. \$500 ono. Contact Ian Howell ph 06 374 6645 or sarahhowell@xtra.co.nz

1959 HOLDEN F.C. SPECIAL. Panel work done. Engine, seats and windows removed. This is a complete car which comes with some spares and new rubber for wind screens. New bailey channels. Offers around \$3,500. Ph Dave 06 278 4345 MEM

ARIEL RED HUNTER NH 350 1955. Completely rebuilt. Reliable, economical daily commuter. Reg/WOF. Some spares. \$6,000. Also 1947 Panther 350 fully rebuilt. Runs well. Attractive in red/cream. Very rare model. \$4,000. Phone 03 732 7060 (evenings).

BOOKS JAGUAR MK. 1 & 2 The Complete Companion \$40, Morgan Buyers Guide \$30, Morgan 75 years on the Road \$30, Motoring for the Millions (Euro cars) \$20, Model A Ford (copy) \$20, Phone 03 960 2122 MEM

CHRYSLER G70 cylinder head suit 1926-27 models in excellent condition, Jaycox steering box new bushes fitted. Contact iws@ts.co.nz or ph/fax 0354 18467 Chrysler 62 and 72 mechanical parts for sale also. MEM

AUTOMOTIVE WOODGRAINING

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

BALANCING BALANCING BALANCING,

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

CARBURETTOR RE-CONDITIONING including classic and performance makes. 40 plus years trade experience. Free advice. Contact Graeme Tulloch, Tulmac Carburettor Specialists on 027 612 2312 or 06 368 2202 Levin.

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COACHWORK For all your coachwork, woodwork and timber rim steering wheels for your Veteran, Vintage or Commercial vehicles contact Designs N Wood John Martin, 11 Bell Avenue, Cromwell. Phone/fax 03 445 0598. Cell 021 109 1309 or Email martin_jw@xtra.co.nz member

DISTRIBUTOR PARTS AND SERVICE

We can supply many **new old stock** distributor parts for Lucas and other makes, and have built a New Zealand wide reputation for restoring **worn distributors to as new performance and finish.**

All aspects of repair undertaken including **Vacuum Advance Units.**

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Repair kits and parts in stock. Faulty pumps restored, including fuel resistant diaphragm. All work fully guaranteed.

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Phone/fax Peter Collins 09 267 4700
email: peter@qualityrebuilds.com
www.qualityrebuilds.com

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We can alter or make driveshafts with fabric components to take modern universal joints and yokes, as well as performing dynamic balancing. We also carry a large range of driveshaft components for car, trucks, industrial and marine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

EUROPEAN HOLIDAYS. Camper vans, motorhomes and cars for hire. Excellent helpful service, best rates in UK. For brochures phone 07 853 2711 or phone Kiwi Hire Direct 44 1 432 870 410 fax 44 1 432 870 875



1950 AUSTIN SHEERLINE Easy restoration. No reg or warrant \$1,900. Optional extra two P100 L headlights, similar to what car had originally. Phone 03 217 4053 after 6pm MEM



1915 OVERLAND SPECIAL Reconditioned Motor with receipts, new tyres, brass radiator, non standard gearbox, needs upholstery and hood to complete. No registration. This car will make a wonderful project. \$9,800 ono. Contact e.b.george@xnet.co.nz Ph. 03 437 2044. MEM



1938 MORRIS 8, 4 SEATER TOURER Restored in 2001 and rallied reliably since. Economical and drives well, but too small for our growing family. Many spares included. \$16,000 ono. Phone 03 347 8293 MEM



1974 LAMBORGHINI ESPADA SERIES 3 UK delivered, shipped to NZ late '74. First reg' NZ 1975. 23,000 miles. Total restoration (photo records) mid-to-late 90s, cost over NZD150,000—panel/paint, interior & full mechanical inc. engine rebuild. Priced for quick sale. Awesome V12 classic Italian Supercar. Phone 021 677 512 Mike Lowe miklow@hayesint.co.nz



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 bhdaly@paradise.net.nz MEM



REPLICA OF ONE OF BAKERS FIRST BATTERY CARS. Two seater of about 1900. It has tiller steering and chain drive and can travel up to about 10 miles at about 10mph on 12 volt battery. Calling for offers. Phone Roy 09 267 6644. MEM



1963 ROVER 3 LITRE. Original condition 2 tone grey, new battery, good tyres, rego & WOF \$5,000 Phone 03 2160969



1937 AUSTIN BIG SEVEN Rare glass smokers hatch model (only 5,500 made). Fully restored throughout with superb interior. Totally reliable. Receipts, WOF/Reg \$6,450. Phone 07 889 4220.



AUSTIN 7 RACING SPECIAL. Very rare works H.C. head. Pressure fed mains and a lot of speed parts with two sets of wheels. Had years of competition with VCC with VIC. Special trailer and racing parts. Calling for offers for the lot. Phone Roy 09 267 6644. MEM



1949 BEDFORD BUS Fully restored and painted. Auckland's first mobile library bus. Has been partially fitted out as mobile home, sink, frig, stove, bed and outside awning fitted. Converted to 12 volt. Runs original 214 petrol motor and four speed gearbox. Glass roof and most of original interior woodwork and lights. 7.5m long \$25,000 firm. Phone 07 873 8886 or 0272 402 267 MEM



1927 TALBOT (ROESCH) AD 14/45 Chassis 22718 Eng. 1708 Open tourer body by Darracq (London). An original car NZ new Oct 1927. Engine, gearbox and all mechanical have been built to original specs over the last 12 years. Excellent touring car with good history. Ref to *Beaded Wheels* 257, Behind the Wheel. Open to sensible neg around \$55,000. Phone 03 578 6165 email vintageholdaways@xtra.co.nz MEM



1917 BUICK TOURER D35. Ground up restoration, new wood framework, rebuilt engine & accessories inc. starter/generator. New leather upholstery, top, side curtains, tonneaus. Runs well. Excellent condition. New WOF and Reg. Less than 100 miles since work completed. Many spares \$39,500 ono. More photos available. Phone 09 372 7070 Waiheke Island. MEM

HUBCAPS – any problems contact me I now produce either hubcap skins or complete hubcaps. These are top quality replicas. Pressed not spun to the closest possible original specifications. I can manufacture any model that uses the skin system plus many others provided they do not exceed 10½" in diameter. For more information phone Dave Patten Replica Manufacturing (2003) Ltd, Ph 027 247 7956, 160 New York Street, Martinborough. Email dave.patten@wise.net.nz

KING-PIN KITS, TIE ROD ENDS, Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gasket/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, for all makes and models, especially: Austin, Chevrolet, Chrysler, Essex, Ford, Hillman, Morris, Standard, Vauxhall. Ronald Lever, 87 Tui Rd, Papatoetoe, South Auckland. Phone 09 278 3888 evenings.

CITROEN 5CV 1924? Very viable restoration project. Unfortunately I do not have the time to do it. Project includes, rolling chassis with good wheels and new tyres, several motors, gearboxes, radiators. Guards, scuttle, running boards suitable for patterns, good original speedo and switches, fuel taps, fuel tanks, carburettor, magneto, starter. I would say pretty much every thing apart from the body. Offers invited (consider part exchange with cash either way for interesting European car or m/c in usable condition) Paddy Williams, Dunedin 03 453 4537 email pwiliam@clear.net.nz

JAGUAR 1954 XK120 DHC restoration project. Chassis and engine restored. Heritage certificate No: 25459. This car has history! Full details available to genuine buyers from owner on email: dayle.rita@xtra.co.nz

JAGUAR XK120 DHC, chassis done, new upholstery, rubber seals, wires, tyres wiring loom, cables etc. Engine and radiator recon. Body needs work, lack of space forces sale. Contact dayle.rita@xtra.co.nz

MAGNETOS, 2, Lucas KN1-3 and Lucas N1-4, single cylinder, ideal for Vintage bike or stationary engine, sound working condition; \$275 ea. Phone 09 298-0599 or 027 297-5354. MEM

MODEL T RACEABOUT mainly 1926 and 1915 wire spoke wheels, direction indicator, water pump, Rocky Mountain brakes, Warford gearbox, Ruckstell dif, deep sump many extras. Well worth a look. Phone 06 368 3472

MOTORS OF TODAY (5 VOLTS) Thorton Rutter c 1926 illustrated with mechanical details of many Vintage makes. Good condition \$425 ono. Phone John 09 625 8876.

NEW FIRESTONE TYRES 775x15 \$1500 set 5; 600x16 \$1500 set 5; 700x16 \$1800 set 6; 450x19 \$1500 set 5. Freight extra. Phone Ronald 09 278 3888 evenings. MEM

PENRITE ENGINE COOLANT
A colourless hybrid-organic non glycol based corrosion inhibitor designed specifically for use in Veteran, Edwardian, Vintage and Classic Car cooling systems. 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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Most models available in standard or oversizes. Also pistons can be made to special dimensions. Contact George Calder, 307 Hoon Hay Road, Christchurch. Ph 03 338 5372. Fax 03 338 5482. MEM

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All Classic and Vintage Car restoration.
• Panel making • Wooden body repairs,
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RILEY RM new unused Fly Wheel brass bush \$9. Wheel Cyl kit SP 1220 \$20. Thermostat 82° \$10. Grommets – rear bumper iron hole pair \$10. Trunnion/grease blank \$2. Under grille pair \$4. F/ Engine wire holes \$4. W/W Hose pair \$10. Hand brake cable \$15 W/w splined converters pair \$15. Lower door draft rubber \$10. Plus much other odds & ends. Phone James 09 428 1075 MEM

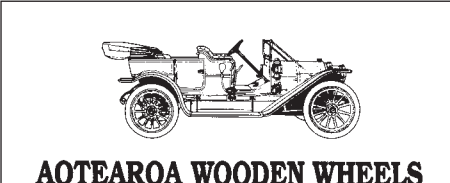
TYRES HALF WORN 2 Michelin and 2 Blockleys 5.50/600 \$250 Phone 021 421 390

WHEELS. Set of 4x23" wooden wheels with 1 set 23" SS. Split rims and 1 set 23" BE. rims, ex Chev 4 or Ford T. Suit small Veteran. Model T front axle and FN steering box for large Vintage or PVV, offers. Sankey 24" BE. Wheel 10 spoke, 6 stud, split rims, 21" for Studebaker and others. Send SAE for list. J Sigley, 20 Muller Rd, Blenheim. Phone 03 577 6658

WIRE WHEELS 1x15 72 spoke with ¾ worn Dunlop 185x15 tyre \$50 plus freight. 2x14" 72 spoke with bolt on hubs 5" tyre well \$100 pair plus freight. James ph/fax 09 428 1075 MEM

VALVES exhaust quality stainless for Vintage engines. Available in blank form or machined to size required. Contact; George Calder, 307 Hoon Hay Road, Christchurch. Phone 03 338 5372, Fax 03 338 5482. MEM

VINTAGE ENGINE SHORTBLOCKS We can in most cases rebuild your shortblock using modern shell bearings, new pistons and rebuild oil pump. Please contact us for more information. 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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WOODEN WHEELS made for your metal-work. Steam-bent felloes, any shape spokes. New beaded rims available in some sizes. Phone Vern Jensen 06 323 3868, 16 Osborne Terrace, Feilding. MEM.



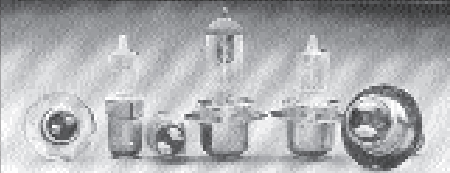
VINTAGE TRUNKS as seen in Issue 201, page 17. Leather trim, waterproof, stock size or made to your measurements. Phone/Fax Allan on 06 844 3959 or 025 469 331 to discuss your requirements. Allan Jones Joinery, Napier. Member.

VINTAGE WOOD PROBLEMS? For all your Vintage woodwork requirements, I can reproduce your car's woodwork from original parts, patterns and photos. Model A parts made to order, also Morris Traveller Van kits. N Rhodes, Furniture of Distinction. Purakau St, Marton 4710. Phone 06 327 6164.

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VINTAGE & CLASSIC QUARTZ halogen bulbs. Replace your existing bulbs without rewiring the headlamp assemblies. Up to 100% brighter than your existing Tungsten bulbs. Will fit most reflectors fitted to Pre & Post war cars and motorbikes. Also available in single filament 55 watt P22 & BA 15 bases for use in spotlamps and mechanical dip reflectors. Most bases and configurations available in 6v & 12v. Further info: Norm & Jan Sisson, sole NZ Agent. Ph/Fax 03 389-0643 also Henrob Welding Torches. Model Boat Supplies, 38 Ottawa Road, Christchurch 6.



1930 SINGER JUNIOR 4 door wire wheel saloon. Stored 45 years (papers available). Complete but unrestored, travelled 56,596 miles. Motor turns by hand. Spares incl block with flywheel and magneto. Rare opportunity. \$6,250 ono. Ph John 09 529-5569 evenings/weekends or 021-203-6133 anytime.



1925 DODGE ROADSTER still in original condition, registered and includes 25DODG personalised plate plus complete dodge works manual Enquiries welcomed. Ph 09 473 6985 or E-mail johnkemp@kol.co.nz MEM



1937 AUSTIN 10 CAMBRIDGE 77500 miles fully restored at 70000 miles. WOF and rego, goes well. Phone Wairarapa 06 304 9461, email gregcrowe@xtra.co.nz MEM

TRADE – either *2001 Peugeot 206 Cabriolet - Black *2002 Ford Mondeo – Black *2003 Ford Focus Hatchback – Dark Blue *1997 Mercedes Benz E280 Sedan - Dark Blue. For a Vintage or Classic car; an interesting restoration project or early motorbike. All sensible deals considered with cash either way if required. For further information please contact Phone 03 326 6120 or 021 950 745. MEM



1933 AUSTIN LIGHT 12/4 HARLEY. All rust removed, body stripped to bare metal and professionally painted, new radiator, overhauled braking system, steering, generator, new windscreen & exhaust, this work done 2 years ago. Only approximately 2000 miles since. Interior very tidy. Mechanically sound & motors well. \$18,000ono Ph 04 971 8150. MEM.



1929 WHIPPET Full Restoration Project: Model 96A, 2 door coach has been started, chassis complete rolling assembly, 90% of parts there also have new chrome radiator surround, new steering wheel. Lots of spares to go with this. \$1800, phone 03 3526 266, email peter.cindy.hey@xtra.co.nz MEM



Please notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our February/March issue closes 10 January 2009.



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

The lucky winners of the Beaded Wheels caps for this issue are Kathleen Perry and Kevin Casey. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

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

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email: southward@kapiti.co.nz
www.thecarmuseum.co.nz



1934 TERRAPLANE Older restoration but in good order and repair. Recent motor work and running well. Receipts available. Reg and WOF. Heaps of spares which can be sold separately. \$18,000. Phone John Willis 07 889 6041 email aandjwillis@infogen.net.nz MEM



ESSEX SUPER SIX COACH, 4 DOOR SEDAN. 2.5 litres. 3 speed floor change. Professionally restored to original condition, completed 1998. 1600 miles. Reg and WOF. Workshop and Instruction manuals available. Mainly used for family weddings and VCC outings. Genuine reason for sale. \$19,500.00. Contact Les Pearson. Ph 03 313 2924. MEM



1928 PLYMOUTH Built in Canada. Fully restored and in great condition. Fully housed, new tyres and tubes all round and out on road often. Some spare parts, comprehensive record of ownership including original ownership papers and handbook. New radiator. \$20,000. Phone 0272 290 019 or murray-thelma-finch@hotmail.com MEM



1979 LANCIA BETA 2000 5 speed manual, 108,504 miles one ex mechanic owner. Mechanically sound, good tyres, original unmarked blue interior, radio and heater. No reg, not on hold. Needs new windscreen and headlight required minor panel repairs to right side doors. No rust. \$3,000 ono. Phone 06 272 8027 MEM




Engine
Restorations Ltd

15A Keepa Street, Levin, New Zealand Veteran • Vintage • Classic



Murray Horn

Ph: 06 367 2682
Fax: 06 367 2681
Email: horn@xtra.co.nz

- Whitemetal Bearings
- New Bearing Manufacture
- Relining Thin Wall Bearings

WANTED TO BUY

1960s era car wanted ie Singer Gazelle or Vogue, Ford Capri, Humber Sceptre, Sunbeam Rapier or similar type and era. Must be fairly original and in very good general condition. Details to phone 06 758 1991. MEM

ALLDAYS & ONIONS MOTORCYCLE PARTS especially barrel for 550cc, any parts or pictures will help. Also looking for Triumph model H parts and a pre 1915 Triumph project have circa 1930 AJS V twin girder forks and 1931 ohv 250 motor. Phone 09 533 8050 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

BUICK 1925 STD 6 parts required Radiator badge 2 3/8" wide stud mount, Delco Combination light & ignition switch 3 1/2" dia, speedometer 4" dia, amp & oil pressure gauges, rear mudguards left and right, windshield rise and lower assembly to fit Fisher closed body car mid 1920s. Information on model 21 x sedan body Phone Les 03 488 3776 MEM

CAR RADIO to suit Holden ej or eh prefer one in going condition but will consider anything. Phone Maurie 07 345 6540. MEM

DODGE 1927 OR 1928 SENIOR SIX BODY SHELL, doors, scuttle or whole car. Phone Darren 03 216 8766 email dmcleod@slingshot.co.nz MEM

FORD RALLY JACKET 1960s style, dark blue with white sleeve stripes. I gave mine away many years ago, wish I hadn't now. Phone Rob 03 578 2676, or 021 1875697. MEM

HUDSON 1938 EIGHT GEARBOX for my 1938 Coachcraft/Steele bodied Hudson 8. Phone Michael 0800 26 26 90 email miketaylor.ortho@paradise.net.nz MEM

HUMBER SUPER SNIPE 1965/66 PARTS, manuals, WSM 127, WSM 139, working clock, fuel cap, fuel filler funnel, tools, disc brake, rotors. Phone Dave 06 843 5151, fax 06 843 5849 email: snipe1949@xtra.co.nz MEM

HUMBER SUPER SNIPE SERIES V 65/66. Amber blinker lenses and good fuel cap. Phone Dave 06 843 5151, fax 06 843 5849, email snipe1949@xtra.co.nz

JAGUAR E TYPE, Manual gearbox & bell housing, flywheel etc to suit 6 cyl 2+2 E type (has longer tail shaft than coupe) Coupe all synchromesh gearbox considered though, please phone 06 345 6265 a/hrs.

JAMES CAPTAIN 197cc parts, 1954,55. Fuel tank, knee pads and mountings, tail light, light switch, front rim 19", rear foot rests, dual seat, exhaust system, front forks. Please phone 04 567 9160 or email johnneill41@hotmail.com



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Freephone 0800 658 411



OLD BICYCLES PRIOR TO 1950 in particular track or road racing, others considered. Prefer complete bikes. Phone 07 348 8448. MEM

PAIR OF AUSTIN SEVEN 'Chummy' rear mudguards. Phone 09 416 7122

PARTS FOR 1927 DODGE FAST FOUR, especially Starter motor and Distributor Morris Minor Pickup/ute rear tray, 1930 Chrysler 66 light switch (located at base of steering column) Phone 03 217 7766 MEM

POWER STEERING UNIT to fit 1975 Triumph 2500. Must be in working order. Phone Peter 03 384 4640, 027 299 5075. MEM

ROVER 1947 P2 few parts to complete restoration. Phone 03 578 9002 collect. MEM

STANLEY STEAMER OR ANY LOCOMOBILE, any condition. Earlier model really great, full restoration project no problem. Any knowledge anyone? Phone Harry 07 571 1109, email: inala@wave.co.nz

TWO X TAIL LIGHT LENSES WANTED TO BUY, left and right and a radio blank for a 1957 Vauxhall Velox. Phone 03 383 6395, or email tony.annette@paradise.net.nz MEM

TYRE(S) 19 X 650 CUSTOM CLASSIC crossply new or used Phone Peter 021 414 676 or 04 232 8263 or email peter@smartpower.co.nz MEM

VILLIERS JUNIOR DELUXE 98cc engine, horizontal cylinder, single speed as used in power cycles etc anything considered – may take complete bike. Brockhouse Corgi engine parts or complete bike. Phone Wanganui 06 345 8397.

WANTED AC SPARKPLUG CO. SPEEDO three and three eights inches diameter, fitted some early Chryslers. Also complete 1927 G70 dash contact iws@ts.co.nz phone/fax 03 541 8467 lan Mem.

WANTED AUSTIN MK1 ROUNDY SHAPE A50 - 55 parts or whole ute, car or van. Phone 03 464 0176 (H), 027 446 9469 MEM

WANTED REAR WHEEL or any other parts for BSA model K 1915 to 20 any pre 1915 Triumph parts especially 1911-13 frame(has straight top tube) and clutch hub and carburettor any unfinished Triumph projects anything any condition anywhere phone Chris 09 533 8050 email triumphmodelh@yahoo.co.nz

WANTED. BRITISH/EUROPEAN VINTAGE tourer (pre 1930) for member in Gisborne. Please phone Jonty 06 862 8022. MEM

ZETA/CEZETA SCOOTERS TO RESTORE and parts. Phone Dave 06 843 5151, fax 06 843 5849 email: snipe1949@xtra.co.nz MEM



REQUIRED FOR NORTH SHORE BRANCH VCC, Dennis Bus restoration, Radiator in usable condition, see photo, or alternatively 140 finned tubes 24½ inches long x 3/8 inches diameter with fins 1 inch diameter. Contact Kevin Lord Phone 09 413 9157, email marlene.kevin@xtra.co.nz or Keith Dodge Ph 09 416 7229, email glenidle@clear.net.nz.

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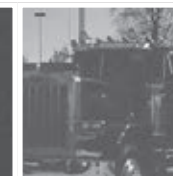
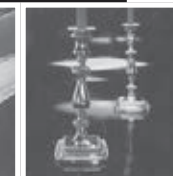
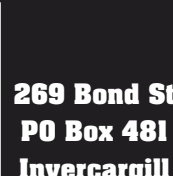
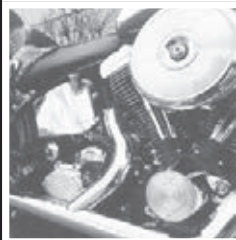
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NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE



Please notify National Office if you have changed your address or sold/purchased any vehicles. Advertising for our February/March issue closes 10 January 2009.



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**269 Bond St
PO Box 481
Invercargill**



BAY OF PLENTY VINTAGE CAR CLUB INC

50TH ANNIVERSARY
**AUCKLAND
 ANNIVERSARY
 WEEKEND
 RALLY**

24-26 January 2009

This event will be based at our clubrooms in Cliff Road, Tauranga which is adjacent to the City Centre.

Enjoy a rally route on user friendly rural or semi-rural roads where main roads will only be used when there is no other alternative. With this event being held over a holiday weekend the organisers strongly advise you to book your accommodation as early as possible.

Entry forms have been circulated to all branches.

For further information please contact:

D Winterbottom 07 572 0984 email deri@clear.net.nz

A Watson 07 579 1947 ahwatson@xtra.co.nz

Proudly sponsored by Southern Cross Building Society

THE 32ND ANNUAL

Pukekohe Swap Meet

March 7th & 8th 2009.

Franklin A&P Showgrounds.

General admission: \$12 per day.

Gates open 7am Saturday & 8am Sunday.

Selling Sites \$45 for weekend includes admission for one person

Gates open 2pm Friday 6th for sellers. Showers on site

Buy, Swap and Sell Car Parts!

And Bring Your Pride & Joy To

Show and Shine Sunday

Prize Categories

Best Paint, Best Engine Bay, Best Interior, Best Overall & Peoples Choice

SORRY NO DOGS ON A&P SHOWGROUNDS

SHOW'N'SHINE INFO CONTACT

ROB 0274 955 567

SITE INFO CONTACT

BILL 021 902 602

www.carovers.co.nz



HOROWHENUA 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

**SHANNON
 CAR & BIKE SHOW**

SUNDAY 8 MARCH 2009

Entry \$2 per person Starting 10am

Held in conjunction with the Horowhenua Branch of the VCCNZ and the 2009 National Motorcycle Rally

Trade and food stands will be available.

All funds go to the Shannon Progressive Assn. for community projects.

Enquires to Warren Twigden

Telephone 06 368 7918

email: bindyc@paradise.net.nz



Horowhenua Branch of VCCNZ Inc

SWAPMEET & COLLECTABLES DAY

Saturday 28 March 2009

LEVIN AP & I EVENTS CENTRE AND SHOW GROUNDS. OPENS 8AM

Primarily attracting Vintage car buffs also attracts Hotrod, Classic, 4x4 Motorcycle & general collectables and parts.
Food and drinks, something for everyone.

Admission \$5 per adult (children no charge) Stalls \$10 per site (Stall holders enter via Tiro Tiro Road, south entrance)
Spares will be open from 10am

Enquiries Club Captain Alton Harrison 06 368 3063 Secretary email gaylealderton@paradise.net.nz



NATIONAL NORTH ISLAND EASTER RALLY

HASTINGS 10 - 13 APRIL 2009

All events based at Hawke's Bay Racing Centre, Hastings • On-site camping available

Optional pre-rally runs to a variety of different Hawke's Bay experiences Choice of either competitive or non-competitive
Variety of rally lengths including a special Pioneer Veteran route. Rally information and accommodation details can be viewed
on www.easterrallyhastings2009.blogspot.com

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



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



TWIN RIVERS CLASSIC & VINTAGE PARADE CHRISTCHURCH

Sunday 22 February 2009

\$15 per vehicle- all proceeds to charity

Everyone welcome including club groups for a day of display and parade

Contact Denis Ashworth Phone 350 0553
email sue.ashworth@clear.net.nz



ORGANISED BY
THE ROTARY
CLUB OF
AVONHEAD



North Shore Branch
Vintage Car Club

Annual Swap Meet

40 Masons Road, Albany

Saturday 6 December 2008

Everyone Welcome

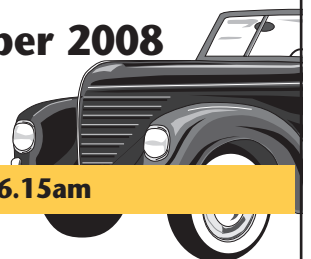
Entry \$5.00 Site Fee \$5.00

Note new time: Gates Open 6.15am

Enquiries

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

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



THE NEW ZEALAND CLASSIC MOTORCYCLE RACING REGISTER Inc.

30th CLASSIC FESTIVAL 2009

Feb 6th 7th 8th Pukekohe Park Raceway NZ

Featuring **KEVIN SCHWANTZ**
RACING a 1962 Manx Norton

1976 Norton-Cosworth 750cc
Courtesy of Jamie Waters USA
Demonstrated by Dave Croxford UK

Kim Newcombe's 1973 Konig 500cc Demonstrated by Rod Tingate Aus

FREE PARKING FREE PIT ACCESS
Children Under 12yrs FREE

Festival Pass: \$25 Family Pass: \$50 (Family Pass-2 Adults 2 Children)
Britten Display Road Rally Trials Display Club Stands Trade Stalls Track Parades

Ph: 09 422 2638 www.nzcmrr.com

2009

STEAM & VINTAGE COUNTRY FESTIVAL

AT THE
GLENBROOK VINTAGE RAILWAY
Near Waiuku, 50 minutes south-west of Auckland
FRIDAY 6th, SATURDAY 7th and SUNDAY 8th FEBRUARY 2009
9AM TO 5PM

Featuring Steam traction engines, vintage tractors and Clydesdale horses working with vintage farm machinery

Plus

- Steam Trains
- Steam Boats
- Steam Cars
- Vintage Cars
- Fairground Organs
- Vintage Aircraft
- Models, Displays, Food, Face Painting
- Live music from the steam age and much much more!

Dress in period costume and win a spot prize for excellence!

ADMISSION – Adults \$8, Children Free PARKING – FREE

Follow the Drury – Waiuku or Pukekohe – Waiuku Route, Turn into Glenbrook Station Rd (signposted)

Further information: Ph (09) 636 9361, or (09) 238 4081 (Pukekohe I-Site)
Or rosscrook@ihug.co.nz or www.railfan.org.nz

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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.

ANTIQUÉ VALUATIONS • ANTIQUÉ FAIR
• RETRO FASHION SHOW • RETRO & ANTIQUÉ 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

WINCHESTER SWAP MEET & BAZAAR

Winchester Domain
Saturday 4 April 2009
VCCNZ – SOUTH CANTERBURY BRANCH

\$5 entry and no dogs allowed. Camping by arrangement.

For SITE BOOKINGS contact
Janet ph 03 686 0282 or email...jjlc@slingshot.co.nz
Swap Meet Chairman Stuart Hatton ph 03 615 7909

VETERAN - VINTAGE 2009 TOUR

Join with us for the
2nd Veteran-Vintage

10 day tour, starting in Twizel Labour Monday 2009.

Expressions of interest for this non competitive,
but very social tour are called for now.

Contact Nola or Alistair Day, Ph 03 688 2617,
88 Acacia Drive, RD 3, Seadown, Timaru 7910

or email for details to

Veteranvintage2009@yahoo.co.nz



**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

Far North Vintage Car Club AUTOSPECTACULAR

Vintage and Classic Car & Motorcycle Show

- Hot rods, street cars, stock cars, trucks and buses
- Swap meet
- Peoples Choice – Best in the Show
- Car Boot Sales
- New Car Displays
- Food Stalls – Market day.
- Art 'n' Crafts Stalls
- Fruit and Vegetable Stalls
- Garden goodies
- On site parking
- All weather Venue
- Free entry for all Show Cars and drivers only

Public entry - \$5 per person - \$15 per family
This is the Far North's Premium Motor show

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**



WEST COAST BRANCH VCC Scenicland Rally 21 March 2009

The West Coast Branch invites members to join us
on our Annual Scenicland Rally.

This year we offer an alternative gravel road route as well
as bitumen. Enjoy the scenery, climate and hospitality of the
wonderful West Coast. Evening function at Shantytown.

Entries close 7 March 2009



See the one remaining roadworthy example of the West Coast designed Duzgo!

Enquiries to:

Richard Aitkinson 03 762 6205 aitkinsonracing@xtra.co.nz
John Boyes 03 762 6031 jgboyes@minidata.co.nz
Post entries/email to Club President
Donna Lee, 1999 Kumara Junction Highway RD2 Hokitika 7882
horsepowerjunction@xtra.co.nz



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:

Rally Director

John Martin
Ph/Fax 03 445 0598
Email martin_jw@xtra.co.nz

Rally Secretary

Alon Mayhew
Ph 03 443 7030
Email alon.tracy@xtra.co.nz



Ashburton Branch Vintage Car Club of
New Zealand Inc

SWAPMEET

Saturday 2 May 2009

Club grounds, 86 Maronan Road, Tinwald, Ashburton
Gates open 7.30am •
No Dogs on grounds • Food available
Sites bookings
Ashburton VCC PO Box 382, Ashburton 7740



Swapmeet Coordinator Rod Begbie 03 308 4402
rodmarginbegbie@xtra.co.nz
Branch Secretary Milner Jacob 03 308 3392



Organised by
North Otago Branch of
Vintage Car Club of
New Zealand Inc.

ALL BRITISH DAY

Saturday 21 February 2009

Feature Marque "Nuffield"

The Nuffield Era was from 1945 to 1957 and
included Morris, Wolseley, MG, Riley and Austin.
All British Vehicles welcome

Expressions of interest welcome to:-
North Otago Branch of Vintage Car
Club of New Zealand Inc.

P. O. Box 360, Oamaru 9444.

Contact John Rush 03 434 7536 or Keith
& Kathleen Perry 03 434 7226

COMMERCIAL CAMPOUT Wellsford Warkworth Branch VCC

6-8 February 2009

Inviting pre 1976 commercial and military vehicles to 3 days of
relaxing activities in conjunction with the Paparua A&P Show.
Campsite/toilets/hot water; or local accommodation available.

Contact phone/fax 09 431 6324
2074 Paparua Valley Rd, RD1 Paparua 0571

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L.W. BONNEY & SONS – Bulk Transporters



Eastern Bay of Plenty's Annual Rally

East Coast Rally Saturday 7 February 2009

Weekend activities centre at Watchorn's Museum State Highway 30, Awakeri.
Entry forms available December, 2008.

Enquiries to Rally Secretary:
Margaret Leaming phone 07 304 8415
email: phil.leaming@xtra.co.nz

Rally Director:
Philip Leaming phone 07 304 8415
email: phil.leaming@xtra.co.nz

ASHBURTON

Alden Thomas

Two great events were held in September, both well attended by our branch members. The first was on 7 September starting at 9.30am, 21 local cars arrived at the clubrooms for the Combined Open Run with South Canterbury. The sun was shining as we set along Maronan Rd on an interesting long route to the Hinds Rugby grounds. South Canterbury branch members provided several apparently easy, but actually tricky, games. Approximately 24 South Canterbury cars joined our 21 and came north to the Ashburton clubrooms for lunch.

The afternoon saw us all back on the road again heading down to Lowcliffe and Longbeach and back up to Lake Hood. This was a great day and it was very impressive to see so many cars in one spot.

The next outing on the calendar was the 1932 Garden Party and Tour held on Sunday 14 September. We gathered at Baring Square East on a super spring day. A good crowd gathered to see us in our glad rags and our pre-1932 vehicles. Before leaving, we were able to look through the Ashburton Museum.

The well-planned run took us past so many important landmarks of historic value to our town and country. We finished at Coniston for a garden party where two delightful ladies served us tea and coffee in Royal Doulton china, and yummy sandwiches and cream cakes. We then enjoyed some good old-fashioned games like croquet, quoits and horseshoe throwing.

Sadly, I report the passing of Bert Moore a well-respected member of our club. We extend our sincere condolences to Bert's family.

Auckland

John Stokes

Motorcycles: We extend condolences to Syd Massey's family; Syd owned a BSA C11 250cc and had just completed a Triumph Thunderbird.

Five of the eight new members we have acquired in the last two months are motorcyclists. They include, Brian Allison with a 1925 Royal Enfield, Shane Borrell who has three 1960s Triumphs, Leister Lamb with a '37 Indian Chief, Graham and Stephanie McMullen who have a '62 Triumph, '66 Suzuki T20 and a '70 BSA Lightning. Ron Altena owns a '60 BSA Sunbeam scooter and a '61 DMW Deemster. It was reported that some of the collection of the late Ross Duncan went to Nelson to be part of a new motorcycle museum. Leo Fowler won the motorcycle section of our PV/PWV/P60V rally on his 1942 Indian 741B. Ken McIntosh showed his 1927 Brough-Superior SS 100 after our recent motorcycle meeting.

Veteran: The Barry Robert 1908 single cylinder Rover is all but complete. Most of the upholstery has been done and the remaining issue is compliancing.

Vintage: Berni Engleback's 1924 Chrysler Six roadster has been painted. We understand that David Jones has his late father Phil's 1923 Essex Four mobile. This car was a hot performer at branch events in the '60s and '70s. Bob Cleland's 1927 Essex Six was seen out at the September midweek tourers event. This event finished at a private collection where a Van den Plas-bodied four and a half litre Bentley was displayed along with other very desirable vehicles. Joe Henley is spending money on his Austin 7 chummy. The Mike McGinley flatnose Morris has a new bonnet, the club folder assisting with this project.

PV/PWV/P60V: New members in this category are Shane Hunter with three '36/37 Austin 7 Rubys, Robin Kidd who owns a '36 Austin 7 special, Peter and Susan Blackman have a '71 MGB roadster. Motorcyclist Leister Lamb has a '36 Ford V8



Auckland: Bill Shears' 1924 Berliet



Auckland: Sue Coleman's '29 Crossley and John Rummery's '55 Swallow Doretti at our pre Hunua function.

and a '69 Escort, while Ron Altena has a '57 Humber 80. Our PV/PWV rally attracted 44 entrants for an interesting trip around rural and a little bit of suburban west Auckland. Russel and Jocelyn McAlpine won overall in their 1962 Austin Healey Sprite with John and Janice Gardner taking the slow class in the 1953 Ford Prefect. Colin Waite brought a very rare works Skoda S110S rally car to the August mid week tourers. Graeme Rothville's 1938 Chrysler P6 coupe made its debut on North Shore's Spring Splendour Tour and the immaculate paint was properly muddled.

Commercial: John Campbell is busy working on his Jeepster and his Mighty Mite. About five commercial members attended the Labour Weekend commercial event at Awakeri.

Bay of Plenty

Ron Elton

Our August Run was literally a washout, but about a dozen cars partook in a town and country run passing the flooded Omanawa Falls. Three stretches of road on the route were gravel, (or by the end of the day mud), but surprisingly when the cars returned to the clubrooms they were all but washed pristinely clean.

In September a Treasure Hunt was organised with amongst motoring things required to be produced was a parking meter ticket. Now, pay and display parking is widespread in Tauranga City, but alas a ticket would probably not have been issued on a fine Sunday afternoon irrespective of the coinage offered to the machine. To ensure a winner, there were a few "logic based" questions most failed to answer correctly, yet when our rally setter went through the logic, it was all so easy. Joy Inder took away the winners prize.

Our monthly mid week runs are popular, these are ably organised by Sue Weld or Ray Singleton. A Port Tauranga tour attracted a large following, and the October run to a specialist cheese factory in the Matamata area was a great day out in the country air.

Sunday 19 October was our annual Swapmeet, and what an event that was. Gate takings and stall sales were beyond our wildest imagination. Stalls that were mainly car parts/tools etc, did well. This is about the fourth year we have held this event in late October and each year its better than the last. Don't miss out on next year's one! It's held at our Clubrooms.

Jack and Jenni Hoven are in America participating in a Studebaker Rally and will be back for the next issue of *Beaded Wheels*. Ray and Anne Nitschke have just returned from the Bay to Birdwood run, and reported on that at our October Club night.

Central Otago

Alan Sutton

Rally weather has arrived in beautiful Central Otago. Our annual Blossom Festival Rally is now a pleasant motoring memory, ably organised by Ruth and Bill Grant and Wendy and John Martin, the event attracted 56 entries. It was pleasing to see members and their cars from Ashburton, Invercargill, Gore and Dunedin enjoying the drive through historic Bendigo and Tarras before returning to the Cromwell HQ for pre-dinner drinks and chat.

We were privileged to have both South Island Club Captain John Chenoweth and Liz, in their '37 Buick, and from the Management Committee Diane and

husband Geoff Quarrie, who were seen happily motoring on board the Duncans' newly restored '29 Cadillac.

Our Sunday lunch meetings gain popularity with 36 members attending the September gathering to hear a superb presentation from new member Garth Hogan fresh from his Bonneville record-breaking adventure. One run was V8 the other V7, but triumphant nevertheless!

New members are Linda and David Peek who present a fastidiously restored '37 Buick, originally David's grandfathers, and Linda and Barry Walker who are the proud owners of a sleek white '48 Riley RMB.

Cars confirmed to join our ranks ex USA are the Duncans '56 T Bird hardtop convertible, and Garth Hogan's V12 Lincoln KB Dietrich Convertible sedan circa 1933.

Other recent meetings have seen Brian and Mavoura Croot's '28 Morris Cowley, appropriately named Seymour, and Roddy Maxwell's 1945 V8 Ford tipper lorry now looking resplendent in original Maxwell livery.

By the time you read this, our new parts shed should be erected by working bee, ably led by George Page our building supremo.

The Veteran Rally committee have planning well under way for our national February event, while Phil Dunstan is leading a team organising another car event for the same month, namely the Queenstown Auto Extravaganza.

Our parts department continues to expand under the auspices of John Loudon, Roger Healey and Dave Manson. Get in touch if it's a new or used part that you're seeking.

Canterbury

Tony Becker

The "Show 'n' Shine at Canterbury Branch Swapmeet was an attempt to attract younger enthusiasts who love and restore their cars to a high standard. This event was open to individuals, members of one make clubs, hotrod and custom car clubs as well as VCC. The aim is to encourage owners to show their vehicles in competition pretty much regardless of type or age as long as they are of a high standard. Building on this theme is seen by some as a way of taking our movement to a level of broader appeal.

Attracting those whose 'love-affair' surrounds today's modern cars, should result in tomorrow's VCC members and vehicles. This would be no different from our own generation's experience and a building platform to future-proof our movement. An outstanding Mini took the major inaugural trophy while best one-make club display of 2008 went to the Morris Owners Club. Other aspects of SwapMeet 2008 followed a familiar pattern. Strong trading on Members' day, huge crowd and biggest

trading day was Saturday, but considerably quieter on the Sunday despite costly promotional efforts. Every day was fine and sunny while, as always, the real success of Canterbury Branch's Annual Swap Meet was its irreplaceable social factor!

September/October lead us from Spring into Summer and the Annual Vintage Rally kicked this off with more than 60 entries on a calm and cloudless day. Perfect for Vintage motoring to quieter back roads.

Results:

Rae Trophy – Overall winners

1 Des & Janet Fowler

2 Bob & Esme Humm

3 Peter & Pam Yeatman

Ken & Kenneth Trophy – Field tests

1 Phil Jeeves

2= Peter & Pam Yeatman

2= Mark & Maureen Morrison

9-90s midweek group followed September's 46-member boat cruise on the Kaiapoi and Waimakariri Rivers, with October's action packed visit to a top standardbred horse stud. Champion NZ Cup winner Christian Cullen and his dad, Peruvian Hanover, are two of the five breeding stallions we saw plus dozens of mares, some with foals running along side. Courtesy of Barry and Ruth Gurdler, this was a most interesting visit.

The Motorcycle section's Rough Run and VIC ratifying day in September drew around 50 bikes. Fun and rides for youngsters plus a barbecue made this a much-enjoyed day.

The Awards Dinner drew 85 members to witness the presentations of six 25 year and seven 35 year badges, plus two members 50 year Awards at a happy and convivial evening!

Eastern Bay of Plenty Joy Growden

We had our annual Nobby's Nosh dinner in August, this year held at the Fishing Club. Although our numbers were down on previous years, the regulars who attended had a nice meal and enjoyable evening.

Three branch cars took part in the Sulphur City Rally at the end of August, which was very enjoyable. It was great to get out into the countryside on a beautiful sunny day after the weeks of wet weather.

On 6 September, we headed to the Opotiki Silent Film Festival. We left Whakatane at 8am and met up with four cars from the Rotorua branch at the Waitotahi Reserve. Then to Guy Nicol's farm and a fabulous collection of farm implements dating back to 1910. He has cleaned and painted every piece, or remade as required. He has many large sheds to house his enviable collection of tractors, machinery and plant. We lunched at the Opotiki Rose Gardens, then on into town to exhibit our cars outside the theatre while we joined with the moviegoers,

many of whom were in period dress to fit the occasion. The movie was *It* starring Clara Bow made in 1927.

Far North

Dave Duirs

Twenty-two vehicles lined the street for August's Cruising Around Kaeo with the Shepherds. The little RSA was full to overflowing for the starting quiz, followed by look-ins at our hosts' exotic gardens and the Topp's shed, featuring the restoration of a rare Swift for 2012.

The mid week runs are proving popular too with one starting at the Kerikeri Stone Store to witness the new view with no bridge followed by lunch amongst the Vintage collection at Pete's Museum.

The Northland Branch Swap Meet was attended by some branch members which saw some goodies come back this way. It's amazing how important the purchase are at the time yet how many end up on the shelf?

Eighteen cars joined Jan and George Vuleitch's Spring Special, which began with a French tyre change and an English stuck in the mud before interesting look-ins at Skudders Beach at Fords and old tractors and at The Living Nature skin care success story.

With good old Far North enthusiasm, a great team fronted up at the clubrooms for a clean-up working bee for the November Far North Tour. As usual, the scrubbing was done, the catering folk planned menus, unwanted parts were rejected, and probably put back again, and the day finished with another famous pot luck feast.

The Matthews Museum Live Day, threatened by rain, dawned fine and cold, but the club spirit kicked in again with members supporting the Matthews by feeding the mob, organising parking and manning some of the live displays of moving Vintage gear. A great day for all, culminating in socialising over dinner for the helpers.

New Chairman John Stevenson has proudly presented the end result of eight years' toil...a stunning '52 Chevrolet – well done, John!

Gisborne

Rodney Clague.

Our annual dinner was held at On The Beach on 24 August and was attended by 25 members and partners. The highlight of the evening, apart from a good meal, was the presentation of a bouquet of flowers to our secretary/treasurer on her 70th birthday.

Our September club night was graced with the presence of Frank and Nicky Renwick and their granddaughter, and Raymond Farmer. They had attended the annual Waikato hill climb (Frank with a Lotus and Raymond with the Ransley Riley) and called through Gisborne on their way to Hawke's Bay for the Pukeora hill climb. Frank had hoped that Eion Young

would have joined the entourage and given us an address that evening, however Eion was unable to make it so Frank gave us an insight into his role as speed steward. Thank you, Frank, for an interesting evening.

The annual Navigators' Trophy Run was held on 28 September, with organiser Tony Bartlett taking us on an easy run around the district, finishing at Waihirere Domain. Having simplified the run (there was a lot of muttering after last year's), Tony turned his attention to making the en-route questions more devious but clever, and I doubt whether anyone had a clear sheet at the end.

We had a good attendance of about 12 vehicles at our display at the annual A&P Show, including our 1929 Morris Commercial truck and the 1982 Rolls-Royce of new members Dick and Naomi Neill. Barry Hilton arranged for three motorcycles from the Classic Motorcycle Club to complete the display.

Gore Raewyn Dodds

Our season is going really well with excellent turnouts to all our runs. This season has been one about meeting people. We have welcomed quite a few new members to the club, which is always very exciting for the 'car buffs' – a new bonnet to lift, inspect and discuss specifications of. Not to mention what these people themselves may offer the make-up of the club, whether it is on runs or at meetings.

So far this year, we have had the Southland Model A Club join us on our Opening Run to the Riversdale area, then visit other Ford owners' collections, while the South Otago branch joined us on our Spring Run to an old lignite minesite at Waituna. The mine site has been rebuilt into a garden complete with pond, wildlife and lots of historic information, photos and equipment. It was great to have our South Island Club Captain, John Chynoweth and his wife Liz, join us on our run.

An open invitation has been extended to classic car owners to join our P60 run to Lawrence so this should be another run with a good mix of motoring enthusiasts.

January will be another busy month. For the weekend of 16-18 January, Bill Sheddan has organised a 'real' Safari with minimal indoor accommodation! Tents being the order of the day, with a weekend of fishing, tramping, relaxing and socialising planned. Lack of numbers caused a postponement last year. This year it has been decided that numbers will have no effect – it is all on. All are welcome – contact Bill if you are interested. The month finishes with the Edendale Crank Up Weekend on 31 Jan-1 Feb. All Vintage cars are welcome with free entry and prime ringside parking – a good, old-fashioned country fair day.

February is our big month. Gerry Kennedy and Lochie Young are hard at work polishing the trophies, having organised the runs, printed the entry forms, briefed the catering crew. We look forward to welcoming all VCC members who would like to share our company in the sunny south.

Hawke's Bay Richard Anderson

August club night saw the annual pilgrimage to Central Hawke's Bay for a dinner meeting with the team from Central. Held at the Waipukurau RSA, a guest speaker gave an insight into the operations of the Hawke's Bay Rugby Union. The Daffodil Run, also to central Hawke's Bay, was also in September with an excellent turnout of over 60 cars.

Hawke's Bays annual hill climb weekend, held in association with the Hawke's Bay Car Club, was held on 13 and 14 September (unfortunately clashed with Beaulieu Auto jumble, so I missed it!). Numbers were down somewhat on previous years but by all accounts an enjoyable weekend. At the October club night, member Harley Cadwallader gave an interesting address on his years flying in the top dressing industry, he proved to be one of the old, bold pilots.

Art Deco Weekend – please note that we are running Vintage Wheels 2009 to provide the rallying and other activities normally associated with Art Deco Weekend. For further information and entry forms please contact the organisers.

Horowhenua Peter Nightingale

Not only has the weather warmed up but general club activity also. Ivan Horn has returned from the USA where he did the round of swap meets and finishing off a restoration on a friend's Studebaker from Florida. He also attended the Model T celebrations in Richmond Indiana and then went to the Bonneville Salt Lakes for the land speed trials.

Wellington branch members enjoyed a pleasant lunch at the clubrooms as part of the annual Toms Tour on the Sunday that we had our Motorcycle VIC day. The parts shed was also open.

The annual Citroën Club versus our branch run had a disappointing turn out but a fun run for all and was won by the Citroën cars.

Guest club night speaker was Sarah Hodge, a local collectorholic, who kept us all laughing for a full hour.

A good working bee on the following Saturday and the parts team stored still more parts. The parts are generally open the first Sat after club night, which is the first Wednesday of the month.

On the home front, I am restoring a TT and now have it running, with still a few things to sort before the body is built.

Shona and I went to Ashburton with Mark Morgan then on to the Christchurch swap meet. It was good to look again at Rob Ross's shed and paddock. The shed was full and Rob and Dianne's son Ashley now has the bug and is restoring his 1902 Oldsmobile and making a great job. Had to take this photo just to show you Rob has missed this one in his paddock.

The Friday at the swap meet was a very social occasion with plenty of bits on offer.

Jeff Fox has taken on the job of building a set of ¾ steel hood bows for a rare 1923 Sunbeam sports tourer. A very nice car painted in British racing green.

Don McDonald had his newly restored 1927 Norton 16H at our VIC day organised by the motorbike group. There were 23 bikes in all. Members are looking forward to the National Motorcycle Rally to be held here next March. Graham McKenzie and his committee have the event well in hand with the programme now at the printers.

Mark Morgan has been working on a 1921 Republic model C truck owned by John Sommerville that has been in the family since 1935. It has a four cylinder Continental motor and is now fully restored. Wayne Millington has made a new bonnet while it is in Levin.

Brendan Fox has his 1926 Oakland at the upholsterers. This very original car has just been tidied up and made roadworthy. His next project is to gather enough stuff for his 1913 KRIT so if anybody has bits I am sure he would like to know.

Sunday run was a shed raid and the hot rod guys joined in on this a great day. It is good to see interaction between the local clubs.

Some club members are involved in a very interesting historical project re building



Horowhenua: 1921 Republic model C truck owned by John Sommerville



Horowhenua'

an 1855 flour mill. I will keep you posted on this one

Manawatu Brian McPherson

Unfortunately, I was unable to attend our branch Vintage Rally but apparently 27 American vehicles and their appropriately dressed crews enjoyed 130 miles of motoring through the Manawatu and Rangitikei for a great day out.

Our first Indoor Swapmeet at Manfield last weekend went very well with the stadium full of sellers and buyers avoiding the cool breeze outside. The Show vehicles were well-presented out in the adjoining car park and everyone I spoke to enjoyed the day. Thanks to Trev and his helpers.

Labour Weekend saw lots of members supporting Feilding's 100 years Main Trunk Line celebrations. Steam loco rides each day full of happy locals and train buffs from across the world. Sixty Veteran cars, lots of Vintage cars, period costumes, traction engines, a real Edwardian wedding (not a mock-up as some people thought), steam locos, early diesel locos, a Harvard plane, all this plus more seen and heard around Feilding and district all weekend. It was a great show – well done everyone. What a fantastic weekend for me, as I learned my trade on these old beauties, and for those people who lived and travelled through the steam era.

Marlborough John White

Since my last report, the most notable event promoted by this branch was our first Sporting Trial, held on Sunday 24 August in very wet conditions. This trial was initially organised by Andrew Dittmer and me. Sadly, Andrew moved to Hamilton so his place ably filled by Earl Preston, well known for his abilities in this direction. Moston Wadsworth a well-known local flat-track motorcycle enthusiast made the venue, a farm up North Bank Road, available. Despite steady rain all day, 13 hardy entrants - local, Nelson and Christchurch - all appeared to have enjoyed the challenges brought on by the conditions. Geoff Owen was first in Short Trial, Rae Fairweather in Long Trial, Russell Yates first in Standard Short and overall winner and Alison Moores first in Standard Long. Also in August, a weekend train trip from Christchurch to Greymouth was organised, which evidently turned into a bit of a marathon on account of the heavy snow falls experienced at that time blocking the roads for their return bus journey from Greymouth. Never mind, they sure had plenty of snow at Arthur's Pass, which was the object of the trip. The motorcycle section organised a run to the old sailing scow *Echo*, now converted to a café on the hard in Picton Marina. We lunched in historic surroundings as the



Marlborough: Motorcycle entrants in run to scow *Echo* on hard in Picton marina, also taken by myself. John White for Marlborough Branch.



Marlborough: Cars on Chairpersons run to Portage.

interior is full of photos of the scow's life experiences, which I found particularly interesting, as pre-WWII I used to have my lunch on the wharf overlooking *Echo's* loading berth. It's quite remarkable how this vessel has survived after two or three capsizes and many dumpings on the Wairau Bar. Another enjoyable run earlier in winter was the Chairperson's Run, in this case to the Portage. On a clear sunny but quite cool day, the journey through this part of the Sounds takes a lot of beating. One has to concentrate on driving as the sealed road winds and dips through close bush with great sea views popping up at every turn. Glad it was a weekend and we did not meet any logging trucks en-route. We have just held our annual shiny parts auction, run as usual by the motorcycle section, who always put on a good act to keep us entertained and loosen up the purse strings.

Nelson Pat Kennedy

Our branch has lost one of its founding members with the passing of Dennis King – our Branch Patron for many years. On 12 September, a large gathering at the Nelson Cathedral, farewelled Dennis. Denny, a Model T man, was well known and kept us amused with his many experiences whilst a Patrol Officer for the AA along with his ability to ferret out several old cars. The Club Committee has decided to rename our sporting trial "The Dennis King Memorial Trial".

The recent Bonham's Auction held at the WOW Museum in Nelson created a lot of interest among car and plane enthusiasts. Several classic, Vintage and Veteran cars sold, including the local 1898 De



Nelson: Cadillac chassis and running gear with left to right – Frank Inwood, Bevan McNabb and Joe Funnell discussing progress.



Nelson: sedan body.

Dion-Bouton and AC Sociable, with the Spitfire opening one's eyes with steps of \$100,000 until it reached \$2.8m.

John Stanley's 1933 Riley 9 Monaco can now be seen motoring the streets of Motueka, VINed and WOFed and the driver has a mile-wide smile on his dial!

I recently had the pleasure of viewing Bevan McNabb's restoration project – a 1922 Model 61 Cadillac (Suburban Seven Passenger). This vehicle has been in the McNabb family for 81 years. Bevan's father purchased the Cadillac in 1928 through the same source that Newmans acquired their vehicles. At the time of purchase, it was six years old and served as a taxi until 1941 when they were unable to acquire tyres. The vehicle remained on blocks until 1963 when Bevan took it over. Restoration started in earnest in 2001 and to date approximately 8000 hours of sweat and tears have gone into the restoration. All the mechanicals have been rebuilt to a very high standard, as has the bodywork; this vehicle will truly be an excellent example of a very high standard of restoration.

Some of our members have recently been seen fossicking through boxes of treasures at the Canterbury Swap Meet and returning home proud owners of goodies, including a pair of bakelite ashtrays! I believe the midnight oil may be burning in order to complete specials for the upcoming Sporting Trial.

A recent afternoon 'Coffee Run' proved a great success. We are fortunate in that our monthly club nights are well supported and the branch's new DVD is getting well used.

Northland Terry Lambess

The 7 September Fathers Day run organised by Claudia and Bruce of Dargaville Branch, assisted by Doug and Bev Grant, was a lovely drive through Maungakarama on a brilliant spring morning with mist rising out of the valleys – magic. We arrived at the Paparoa Landing to meet up with members of the Whangarei Classic Car Club. After a cuppa, we travelled to Bob and Elaine Hooker's, to view their collection of Mustangs, Jaguars and Ford V8s and some bikes. On to Pahi and a look at this little settlement. After that, it was off to the equally historic Maungaturoto Hotel for lunch. With 82 people, about 40 cars, lunch was in two sittings! After our wettest winter on record, the day was very much enjoyed by all.

Recently, the branch was approached by the Matarua School, to see if we could assist them with the project they were doing on early motoring history in New Zealand. With the help of a few willing members, we spent most of the day explaining our old vehicles to them. As this was a local country school, all classes from the primers up to the top were there and their questions never stopped all day. When they finally departed, the willing exhausted workers decided teaching was not for them. All in all, a most informative time for both the children and us.

Our swapmeet has been and gone for another year. This year we tried a silent auction of goods donated. It seemed to work quite well too.

Our branch was asked if we could display our cars at the Matakoho Kauri Museum Kauri Settlers Day, an all day event. Several members were very happy to oblige, most people were in period dress. This time the day featured the opening of the new entrance hall. The weather was again perfect the crowds certainly enjoyed themselves.

North Otago Kathleen Perry

In issue 294, we had a repeat of what was in issue 292 and so the photo supplied by Liz Chynoweth did not match the notes. Liz's photo was of Wendy and Graeme Simpson at our winning display at the Dunedin



Northland: No parking spaces left at the landing. Vintage and classic members enjoying morning tea break.



Northland: Matarau school pupils taking turns at pumping up a tyre tube the first time for them all, Club Captain Lyn Wrack in charge!



North Otago: Branch member Verna Chambers standing beside Gilbert & Ann Ellery's Prefect. K. Perry's Ford Mercury, C Walsh's Mustang and J Adamson's Hillman also in photo taken at I & R Kirks's garden after Tea Pot Rally.



North Otago: Waimate Branch member Lorraine Richardson with her Volkswagon belonging to Wayne Abernathy at NO Branch also.

Autospectacular in July. The display theme was Summer Holiday. We used Jim Welsh's 1924 Buick and beside it was an Edwardian Scene. Wilson Spite, our branch patron had his 1922 Dodge graced with a Flappers Party and John and Liz Chynoweth's 1930 Singer Junior was part of an old fashioned camp scene.

Members from Waimate Branch and members from the Otago Classic Motoring Club joined North Otago Branch members for our annual End of Year lunch in July. Geoff Omnett spoke about some of his experiences with Vintage vehicles and branch trophies were presented.

Our motoring season began with a Pre-'39 run on Saturday 23 August when 18 vehicles travelled through interesting back country in North Otago. Participants enjoyed lunch at Kurow before returning to Oamaru for an evening meal. There was a short run around Oamaru on the Sunday morning.

For our branch Opening Run on 21 September members of the Whitestone Rod and Restorers Club (who have their clubrooms next door to ours) joined us for the run which finished at Geoff and Jan Omnett's home where we viewed their collection of vehicles and memorabilia. One interesting treasure is a 1960s Concord caravan completely restored with ice cooler to match. The Omnetts use this every Christmas, towed by their '39 Ford.

On Sunday 19 October, North Otago and Waimate branch members met at Waitaki Bridge for the Tea Pot Rally. The Tea Pot is awarded to a member for some light-hearted incident that happens on the run. This year cars drove around the Papakaio Plains and the run finished at Robyn and Ian Kirk's home and large garden at Peebles. The car from Waimate that broke down and won the Tea Pot last time broke down again and it took more than one vehicle to tow it up the hill to be fixed at Robyn and Ian's place. The Tea Pot was awarded to Noel and Judith Perry in their Mk1 Zephyr "for picking up a couple of 'strays' on Homestead Road". The couple mentioned as 'strays', are prospective branch members who really enjoyed the afternoon.

North Shore

Ray Urbahn

In October, we enjoyed a simple run planned by Kevin Lord and Marlene to view the treasures of a couple of garages. Firstly to the East Tamaki residence of Hans Dorbeck to wonder at his collection of simply hundreds of mechanical and hydraulic jacks, winches, hoists and motoring memorabilia, along with his 1935 Hillman Sedan and 1938 Hillman Minx Van. Next to Mangere to visit Brian and Dorothy Belcher to get up close to the magnificent 1930 Packard Roadster, 1913 Overland Raceabout, the almost completed 1940 Diamond T Truck. Noticeable amongst the vehicles participating in this event were the recently imported 1941 Packard 110 Coupe of Vaughan and Helen Mackereth and the 1924 Rugby Tourer (still in original condition) of Auckland member Berni Engleback.

It was with great sadness that we recently farewelled long time member Tony Mason, who died at the age of 85 after a remarkable career involving powerboats, aviation and motoring. In World War II, he trained as a pilot and flight engineer and served on Catalina flying boats in the Pacific. In the 1960s and '70s, he designed and built about 700 high-performance power boats famous for their high quality finish. He also built a yacht for the Auckland Harbour Board which was presented to the Queen to give to Prince Charles. He was instrumental in the development of the Power Boat Race Organisation and in the reforming of the NZ Volunteer Coastguard Service around 1962. He owned several Jaguars and rallied extensively with both the Jaguar and Vintage Car Clubs. Our sincere condolences go to Anne and family.

Otago

Arthur Bennett

All the Model T people returned home safe and well after having a fabulous time at the Model T Centennial in the USA. We now await Bill Partel and his wife Sue who have been visiting an American who they hosted for the 2006 Vero Rally. He is a Studebaker owner and took them to the Hershey meet. We held our GM Night Rally recently in conjunction with the GM Owners Club. Not many came but Russell and Raewynne Hawkes came up from Invercargill in their PA Vauxhall and were the winners of the night.

At the AGM, three members received 25 year Membership Badges – Tony Devereux, Brian McConachie and Arthur Bennett – well done.

Members will notice the main hall floor is becoming covered with spare parts. That's what you get when helpers don't turn up on Wednesday mornings to help sort out parts.

The Dunvegan Motor Cycle Rally attracted 35 entries. The weather was kind and gave the visitors a wintry blast to let them know they were around 45 degree south territory. Members who come to the clubrooms will notice the fine displays of old tools and spark plug collection from the main hall. We also want a dome for our Shell petrol pump, it's headless at present. Bill Partel has done a great job presenting these and other memorabilia.

Rotorua

Doug Green

Our Sulphur City Rally was a great success with more cars attending than expected as it was held in August. We were pleased to host *Beaded Wheels* committee chairman, Kevin Clark and his wife Shona. On the run, they travelled with Neville Carol and Luke Harper in their 1931 Studebaker President. The run was all on country roads avoiding state highways, the scenery and the company was great.

Great meals make our Sulphur City Rally what it is today, and the rally people make it all happen.

At a club meeting, we learnt about fuel and additives from a Caltex technical expert, and how octane ratings are achieved..

Opotiki, in the Bay of Plenty, hosted the Silent Film Festival, which around twelve cars from Rotorua and Taupo attended. The silent movies, included a New Zealand short film about a group trying to reach Lake Sumner in the foothills of the Southern Alps in their modern cars we now call Vintage in around 1920. It took three attempts over three years and all dressed in their suits and ties not batting an eye, mud swollen rivers and flooded carburettors all in a days work and finally making it.

Sixteen cars from Rotorua ventured to Taumurunui for the Journey Through Time Rally, visiting and spotting woolsheds. It was a farming type rally, finishing up at the Ruapehu's Mayor, Sue and George Morris's woolshed for lunch. King Country always puts on a great weekend. Steve and Fiona Maunder organised the run and a great day's drive it was. It is always worth going, thanks King Country.

South Canterbury

Bill Weir

The End of Season Run 15 June was once again organised by Stuart and Val Hatton. We had a request from The Croft Rest Home for some vehicles to put in an appearance there, so this was first stop. A few of our members were seen pushing wheelchairs around or escorting the oldies – obviously getting a few brownie points for when they move in. After leaving The Croft, the route took us out to Holme Station Road, normally a brilliant view from top of the hill, but with very thick fog, you could hardly see the car in front of you. A group of cars followed the Hattons – they seemed to work on the theory that the organiser should know where we are going.

We are now in a new branch year and have a new committee in place. Our secretary Warren Cox, who has done sterling work for seven years, has stood down and Norman Bunt has taken up the reins. Ken Coupland has also retired from branch affairs. He has been a mainstay of the Parts Dept as well as a valued member on the branch management committee. New faces on the team are Colin Good, John Knowles and Ross Walkinshaw.

Mid Week Runs organised by several members throughout the winter a have proved very popular.

Opening Run 7 September this year was organised by Ashburton VCC. We met up with the Ashburton VCC at the Hinds Domain, but not before we were taken on a route around Clandeboye, up the Old North Road to Rangitata and then inland

at Ealingd. Hinds Domain was the morning tea venue. From Hinds we were under the control of Peter Lambie, Ashburton Club Captain, who sent us on a varied route down through Lowcliffe area. We were directed to the Ashburton clubrooms for lunch which was a great opportunity to catch up with everyone, being the first rally for the season.

Southland

Paul Rodmell

With the better weather, rallying season is with us again. The Vintage/Post Vintage rally was held on a wonderful day for a rally; blue skies, little wind and the spring pastures looking their best. The rally route went to Dolamore Park for field tests and lunch, via Mataura Island and Glenham. Dolamore Park was looking at its best with colourful blossoms and verdant green foliage. The rally was won by your scribe Paul, and Lindsey Rodmell. Getting the speed right within half a minute helped!



South Canterbury: "Police Check" (alias Colin Good) stopping Sth Island Club Capt John Cheynoweth's Buick on the joint SCVCC & Ashburton Opening Run.



South Canterbury: On the Opening Run Les Wenlock was not impressed when I arrived with the camera while the gull wing bonnets were raised on his '39 Chev. When asked what the problem was? he replied "a broken fan belt". Donald Campbell fortunately had a belt which effected a temporary replacement & is seen fitting it here.



South Canterbury: "Variety of members' cars at Ashburton Clubrooms for lunch.

A very pleasant dinner function was held in the clubrooms early October to celebrate four 50-year badges. John Coomber from the Management Committee presented these to Neil McMillan, Mervyn Coutts, Russell McIvor and Dave McIvor. The branch is well served by our long-standing stalwarts.

Mid-week runs continue to visit new and different places. In August, we visited the very interesting McGregor's private museum at Winton. The memorabilia brought back fond memories of our recent past, while in September we visited the very interesting traction engine enthusiasts' workshop in the old Brydone Dairy Factory. The pleasant smells of the sacks of grain and chaff also helped recall nostalgia for the recent past.

The presentation of various vehicles at each meeting is very successful. Wayne Nicoll showed his 1908 single cylinder Cadillac in August, while Alan Brearley presented his interesting 1972 Rover 3500S in September.

South Otago

Glenice Smith

The Opening Run was held with a good turn out of members. With instructions of misspelt street names and a misspelt grocery list to be put right, and give everyone a challenge, we left the clubrooms and travelled to the Hillend Hall, where we had a game of indoor bowls and lots of laughs. Thanks to Gordon Duthie helping to get everyone organised. Stuart and Noeline thank all who attended. Neville King reported that 24 mopeds took part in the event held in Dunedin. They travelled to Aromoana and Port Chalmers – a good trip with a cool breeze. The branch had an invitation from the Gore branch to go on their Spring Run. Nine vehicles from our branch joined a great trip around the area and were made very welcome. Stuart thanks everyone for their support. Several club members went to the McLeans Island Swapmeet and I am sure a lot of treasures were brought home. Some branch members went to Naseby for their car show where there was a very good display of vehicles and parts and craft stalls for everyone. The committee met and the programme is well under way for the upcoming events starting with the Clutha Rally. Don't forget 6 and 7 March 2009 for the Weekender and to get in touch with Wayne Batt so he can organise the motel. Thanks to Ian and Eleanore for organising a great Housie night, we all enjoyed it. Seeing as the weather is improving happy motoring to everyone.

Taranaki

Colin Johnston.

We welcome the following members to our branch: Peter and Jenny Harkness, Michael and Ann Williams, Ian Lord, and Graeme and Judy Hindley.

The Breakfast Run was organised by Geoff and Marlene Blackbourne and was well attended this year. Leaving at 7am the run took us to the country around the Kaimiro area, along a gravelled section of Mangone road, back on to the seal passing the historic Pukerangiora Pa (site of a fierce siege in days gone past). We finished at the Plymouth Hotel for a very welcome breakfast. The winner this year was Alan and Robyn Henry, second place going to Olivers Snr with third place to Olivers Jnr.

With much regret, we report the passing of Margaret Gudopp who joined the club in 1985. Margaret served on the committee, collated and distributed our local *Topical Torque*, has been rally secretary for our Rubber Duckie Rallies and helped with the Annual Maunga Moana Rally. She was always a willing participant and enjoyed the camaraderie of the branch on social occasions. We will miss Margaret and extend our condolences to Robert and family.

The annual Rubber Duckie Rally was held in brilliant sunny weather and a good cross section of cycles entered this year with over 65 entries from all over the North Island. The rally was again based at the Top Ten Holiday Park in Fitzroy. Route organiser Wally Hunt planned a very interesting run. Competitors took off at one-minute intervals riding out into the Taranaki country roads, finding silent checks and enjoying the scenery. After the lunch stop at our clubrooms, entrants rode over the Bertrand Road swing bridge and up into Tikorangi to use a piece of road used by motorcycle riders in the 1950s for racing around a four minute circuit. One lap around this circuit and then the rally continued. The enjoyable prize giving was held at the Fitzroy Golf Clubrooms. Overall winner was Bruce Davidson of Taranaki. First Vintage was Neville Olsen Auckland; first Post Vintage, Leo Fowler Auckland; first Post-war, Bruce Davidson Taranaki; first Post 60, Alan Grout Auckland; first Combination, Barry and Linda Wells Wairarapa; first invited guests, Willie Wood New Plymouth; with Best Presented Motorcycle going to Gary and Maria Waldren, LE Velocette motor cycle.

Taupo

Jack Hindess

Our August club night was supposed to be a Noggin and Natter but the Olympics took over and then we watched a DVD of the Western Australian Rally from Albany to Perth that Tom and Bronwyn Biggan went on. They filled in the gaps and provided an insight into the rally details.

The monthly run was to two museums. The first was a visit to Noeline and Jack Chapman-Taylor's residence where Jack has converted a double garage into a small museum specialising in measurement



Taranaki: From left Don Burgess, Willie Wood and Bruce Davidson (overall winner) with their Matchless motorcycles at the Taranaki Rubber Duckie Motor Cycle Rally.



Taranaki: Regular entrant Dave Mayhew from Rotorua on his 1956 Douglas Dragonfly at the Taranaki Rubber Duckie Motor Cycle Rally.

equipment. The second was to the Taupo Museum and Art Gallery where the Ora Garden of Wellbeing has been re-established, following its gold medal win at the 2004 Chelsea Flower Show. The garden was reconstructed by the original team of designers and artist.

In September, we had a comprehensive quiz organised by chairman Norm Pointon. This tested our mettle with a series of questions on motoring matters and quite a number of general knowledge brainteasers. It was a good evening followed by a tasty supper. Our monthly outing took us by little-known back roads to the Putaruru Timber Museum. About nine cars made the journey and we all enjoyed the exhibits that illustrated how the early timbermen lived and worked in what was then a remote part of the country.

Waikato

Jeremy Brook

It has been a busy period here in the Waikato in the last two months. Marcia and Graham Pate ran the Ladies Rally on 24 August. It was a '50s theme, which allowed considerable flair by the entrants, thus we had some nuns in one car and an intrepid young lady in a gym slip. First place went to Janice Diez and Christine Davis.

The Post Vintage Rally took place on 5 October was won by the team of Eric and Alison Rogers and Stu and Val Clotworthy. The rally attracted a lot of entrants and the organisers Graham and Marcia Pate and

Howard and Dianne Porteus did a great job. The event was centred around the Matamata area.

A number of our members joined the North Shore branch for their spring tour to the Nikau Cave at Waikaretu with an overnight stay at Raglan. Then south to Kawhia and back to Pirongia visiting an historic homestead (the oldest in the Waikato) and Rudge Motorcycle collection. Thanks to Paul Collins from North Shore branch for organising this and helping out the writer in repairing his car on the afternoon of the Saturday.

The annual hill climb was run at Kairangi on 7 September 2008 with 30 entries. It was an action packed day and the organisation was superb. Thanks to the organisers Bob Hayton, Chris Brown and Snow van den Broek.

Our October club night was a quiz night hosted by Snow van den Broek. This included completing the current drivers licence test, which proved a challenge for some.

Our Catalina trip with the Warbirds at Ardmore finally took place on 19 October after postponement from an earlier date. The event was well supported with three plane-loads of members being flown around Auckland at a sedate pace in the 1944 Catalina aircraft. The event also included a look at the restoration work being done in some of the hangars at Ardmore. Thanks to Des Harvey for organising a really interesting day.

The motorcycle section had a great run on 12 October to Parawera to a collection of farm machinery.

Wairarapa Rosemarie Hickland

The Janice Groves Memorial Rally was held recently with a good turnout of members on a beautifully fine day. The rally, organised by Alan Field and Pat Dutton, involved silent checks and a few lines of least deviation, which sent some in the wrong direction but did not pose a great problem. Congratulations to the winners: Selwyn Warren and partner Enid Birtwistle in their Riley.

Quite a few members are participating in the Peter Chisholm Memorial Rally. Organised by Tony and Myrna Lane, it is a five day tour which will no doubt take them to some very interesting places in the Hawke's Bay region. Good to see the petrol prices have come down a little, which will make it less expensive for travel.

With Christmas on the horizon, members are asked to participate in the various Christmas Parades in the region. Our Christmas Gymkhana and Pot Luck Dinner is on 14 December, so we look forward to a good turnout. The theme will be black and white: penguins, jesters, all

blacks – we look forward to seeing some amusing sights!

The branch celebrated its 40th Anniversary with a dinner, held at the clubrooms with catering by Yules. As usual, a yummy meal and our entertainment was well chosen – the Park Nine Ladies group. They put on a great variety of amusing skits, which were very well received. Howard Sims gave us an amusing story about an early motorbike trip to the deep south by some of our members and Will Holmes spoke on the building of the clubrooms - a very enjoyable evening.

Waitemata Di Humphreys

Banksy's Brekkie Run, Sunday 24 August, was held on yet another beautiful day, rain, rain and more rain. A typical hardy few ventured forth through some great country scenery and the false hope that we were dining at the classy Vin Alto, Clevedon's high-class winery and restaurant but organiser Graeme Banks had other thoughts. We continued past the winery road and onto another page of instructions eventually flying into the Bombay Autobahn Cafe! What a let down!



Wairarapa: Park Nine Ladies reciting 'Grandad's Model T' at the Branch's 40th Dinner Celebrations.

Next came the Duckling Mud Plug, the first of many we hope. This inaugural event was held at the pristine property of Anne & Don Suckling...well it was pristine until the madcap Waitemata'ites were let loose. In the hands of the fearless Vaughan Beesley, the Gee Cee Ess caused much mayhem and the team of Austin 7s had great fun. FOB Jim Scott in his Bradford Ute (where do you get these oddball vehicles from Jim?) took the mud in its stride and never missed a beat. Only spectators Gerald Watson and Max Jamison stayed for the BBQ.

An invitation from the MG Car Club (Auckland) saw a dedicated group of Waitemata'ites enjoying a rally through the southern outskirts of Auckland, in weak sun, learning a little of our Maori history along the way. After lunch at Rangiriri, we doubled back towards the city stopping at the Hampton Downs Motorsport Park. This is the brainchild of Chris Watson and

Tony Roberts. Both men are keen motorsport participants and this extensive and expensive venture, once completed, will be a huge asset to motorsport in the northern region. Still somewhat off completion but progressing well, one can only admire the bravery of these two men.

The Long Day Run held on Sunday 5 October started in cold but dry conditions, but before the morning was over the rain had set in. With planning in mind for the run to suit all branch cars, especially those who had not ventured forth into the depths of Wanganui for the recent R'Oil Can, it was a disappointing turnout. The invitation was extended to the Daimler SP250 Club and the extra cars and people helped to make this event worthwhile.

Although the Chelsea Sugar Refinery land has been sold, much of it to the local Council, we are able to retain the venue for our annual Chelsea W.A.L.S.H. Hill climb. November will see Waitemata'ites enjoying two sealed hill climbs, with the extended invitation from the MG Car Club (Auckland) to join them in their annual Kemp Road Hill climb.

Finally, it should be noted that long time and enthusiastic Waitemata'ite Peter Bruin, passed away early October.

Wanganui Fay Chamberlain

Volunteers – aren't they great? The branch has so many of them; behind the scenes, seen regularly at working bees and out on the streets promoting the club in the community, not to mention the phone calls, visits etc which all make a happy branch.

The branch truck has done its usual round of school galas with the return of the spring weather. Drivers and helpers have been busy again. This week the Christmas raffle is due to be launched round the town. Once again, it is many thanks to all those who volunteer to do the selling!

Our Shiny Parts auction night was awesome. Didn't see many parts actually – but some amazing bric-a-brac, novelties, ladies items. Not to mention the gentleman who bought ten, or was it twelve(?) jigsaw puzzles for his office lady?

The Annual Night Trial for the Emerson Cup was very successful too. The event was won this year by two younger members, a great introduction to the club. Thanks to organisers, Tom and Sue Day—well done!

Fundraising continues – there is still good value in scrap metal collection.

Wellington Winton Cleal

We managed to run our Night Trial on the third attempt on Saturday 4 October. We only had eight cars out on a wet cold night but Phil and Diane Janes in a 1977 Triumph won it. In August, we had a potluck dinner with a P party theme. Costumes

included Big Chief Pontiac and Pocahontas as did Dr John Blakemore as a proctologist. We watched Mahe Drysdale win bronze. Some thought Mahe was going to take out the gold and started to sing the national anthem while he was leading. When we started singing Drysdale slowed down!

The Festival Rally was held on Sunday 24 August, with 17 eligible cars and two others taking part. Drizzly weather didn't stop us enjoying the lovely scenic drive over the top of Paremata and most people took part in the competitive element. The competition was won by Kate and Stan Garmonsway in their 1965 Sunbeam Alpine. Young navigators were Olivia Bixley and Jackson Lacy.

On 20/21 September, we held our Tom's Tour run to the Wairarapa, Manawatu and Horowhenua. Sixteen cars took part. Wairarapa Branch was our host for lunch on Saturday, and dinner was at the Manawatu Branch clubrooms. On Sunday, visited the new Horowhenua clubrooms. The weekend was another great success, basically a look at antique and second-hand shops. However, TradeMe has meant the closure of some shops and the emphasis is now on socialising and food.

The Social Country Run (organised by Helen and Owen Archer) meant that we met over in Martinborough. We were supposed to go and look in some glowworm caves, but due to very wet weather this was cancelled. Instead, alternative touring arrangements were made at the last minute in the very picturesque Wairarapa. On October club night, a Great Debate was held to discuss the merits of pre-war British cars versus American. All who attended had a lot of fun and hilarity.



Wellington: part of the British team Lord David Crooks debating for the British side with Lady Emma Peel (Cathy Haddock) on his right.



Wellington: The American team shows hoons Phil Janes and Roger White

Wellsford Warkworth Rita Jorgensen

A group of our members travelled to the Northland Swapmeet in Whangarei on Saturday 13 September. Quite a few made spare part purchases. After lunch we went north to Kairu to view Hans Compter's collection of over 100 rare and historical vehicles, mostly of European origin and in good condition. Included were a 1902 Albion, three French Veterans – a Charron, a Benjamin and a LeZebre, 1922 Isotta-Fraschini, 1926 Hispano-Suiza, 1951 Lancia first owned by Eva Peron, a 1961 Toyota,

the oldest in New Zealand but sold new in Australia, a 1923 Minerva under restoration and many more. Han's son works on restorations.

Wellsford Branch made a good display of Vintage vehicles at the annual Matakoho Museum Live Day. An official opening of the new entrance way was held, a great improvement. Lorraine and the late Mike Brown's 1901 White steam car was on display. Many live displays, entertainment by a male choir, and the Jacques Brothers Band from Kaiwaka kept us all well entertained.

Unfortunately, Harry and Margaret Heaven in their 1936 Chevrolet were towed home with a nasty hole in the side of the block.

Doug and Ann Hamilton spoke on their overseas tour at our September club night. They travelled extensively through Austria and Slovenia – Ann being particularly interested in the Lipizzaner horses. They visited Lord Montague's Estate and Beaulieu Museum in England.

It is with sadness that I must mention the passing away of two of our Branch members: Ron Coleman was a foundation member of the Wellsford Vintage Car Club and served in most positions over the years. His efforts along with those of the late Audrey Littin and others helped to build up our branch to what it is today; Tony Tomas will no longer be seen around Wellsford streets driving his well-loved 1947 Chevrolet truck. Tony a regular figure at outings and meetings was taken away from his funeral service on the back of his truck, driven by his son Paul, who is taking the vehicle back to Perth with him. Our sympathy goes to Ron's wife, Justine and family and Tony's wife, Mary and family.

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Peter Bruin
Auckland Branch

I regret to inform members of the passing of long time Auckland Branch stalwart Peter Bruin. Peter died on Wednesday 1 October after a long battle with a brain tumour.

Peter joined the Club about 1964 with the ex John Grant 1000 cc Cooper Vincent. This was followed by a very successful Bruin designed and built Targa Fiat, based on a Fiat 1500, campaigned for some years and still around. A spell of about three years in England on his OE working for McLarens on Formula 1 with Ian Griffiths and Pete looking after Denny Hulme's car. Trips with the team to Watkins Glen, USA, Brazil and some European circuits. Returning home saw a change of scenery to Western Springs and Midget cars (No 14) and some hard racing in karts until about 1983. Then there appeared a 2 litre Cooper Climax, followed by the ex-Roly Crowther Lotus 11 subsequently sold to Dennis Ganley. Next a replica Lotus 11, a Mk 8 Cooper ex-Bill Clark which Pete rebuilt, and afterwards the cream of the lot in Pete's eyes – the C type Jaguars, first his own that he built from the ground up and then an astonishing further six or eight (I forget!) for other people. His own C type would be the best touring C type in the country and Pete and Diane loved nothing better than to head for the South Island in the C type for some extended motoring. Pete's long term aim was to see 100,000 miles on the speedo of the C type, that was not to be, but Pete and Diane certainly gave it their best shot, last I saw it was about 85,000, a pretty good effort.

Pete also had a long association with the Waitemata Branch of the Vintage Car Club, joining in 1982 as one of the 20 original members. He was chairman for a year 92-93 and a R'Oil Can winner in 1999. There were many Chelsea Hillclimbs in the Cooper 500 and other cars. He organised several Long Day Runs and took the C type to Hawke's Bay for their hillclimbs. Many parts were made or modified for a host of members, he was a very busy young man.

Pete was a perfectionist engineer with remarkable skills and a first class driver to boot, you will be sadly missed by all the Motorsport fraternity.

Ivan Cranch

A lovely gesture by Stone Bros. Racing Team saw a sign written crossed flags and the words below "Racing for Peter Bruin" on their team cars at Bathurst and the Courtney-Besnard car came third.


Dennis King
Nelson Branch

It was a sad day on 12 September 2008 when a very large crowd said farewell to Dennis King in Nelson Cathedral. Denny was known all over the country for many years as a true motoring enthusiast and character. First and foremost a family man, for most of his life he was passionate about cars. Born in Croydon, England his family came to New Zealand when he was quite young. His father died at an early age and the King family knew hard times for many years.

He followed all types of motor sport, was on the inaugural committee of the Nelson Car Club in 1948, was a member of the Canterbury Branch of the Vintage Car Club from about 1957 before taking part in forming a branch in Nelson. Whilst in the Nelson Branch he served on the committee for about eight years and was deeply involved in running events and also competing in his home-built Ford Ten special. His wife Margaret (Marg) also raced this special at the annual beach racing meeting in Tahunanui. Life membership of the Nelson Branch was bestowed on him for outstanding efforts on behalf of the club in 1964.

After working for Shell Oil for about five years Denny joined the AA in Nelson and soon became very well known throughout the wider district as an ever-helpful, dedicated patrol officer until his retirement. Some little touches initiated by Denny are still in place today. There are a few small signs labelled "Water" throughout the district harking back to the time when many cars had to fill up when on a journey. These were not official AA signs.

His principal interest gradually became Veteran and Vintage cars of which he had many over the years. As a good Ford man he owned a 1915 Model T in immaculate condition, and a 1928 Town Sedan Model A which are both still in the family. He also built a Model T raceabout from parts of a 1913 car which he motored extensively. Other cars owned were a 1903 Cadillac, 1903 Reo, 1912 Alldays & Onions, 501 Fiat, other Fords and many motorbikes.

Before the Nelson Branch of the VCC was formed, Denny was the Nelson scribe for the Canterbury Branch bulletins. He noted that in 1958 at an event to help celebrate the Nelson City Centennial, of the 23 cars that had driven from as far afield as Christchurch none had needed repairs of any kind.



As a founder of the Nelson Branch of the Vintage Car Club he was the first Chairman, serving in this position from 1964 to 1966. He was on the committee for many years and was Club Captain in 1984.

He bought his 1915 Ford T from a Mr Waterhouse in the Teal Valley and in about 1958 he and Margaret took it to Dunedin in one day! Starting at 4am they travelled through the heat and rain to arrive in Dunedin at 10 o'clock in the evening – an epic journey in such an old car!

A great number of events and activities were organised by Denny over a long period of time. As he travelled regularly in his job with the AA he knew the whereabouts of most of the Veteran and Vintage cars in the district and helped many members find a car to restore. He was a mine of information on most makes of early vehicles and was never happier than when discussing old cars with other believers.

Denny held firm opinions on many matters and it was always entertaining discussing issues with him. Through Denny, the Nelson Branch of the VCC held their meetings in the AA boardroom for many years. Wine and cheese evenings became popular for a time with no thought about drinking and driving! At social functions he was often the life and soul of the party and always good fun. I well remember one Christmas party at the swimming pool of the late George Topliss. Denny was standing on the edge smoking his pipe when he was pushed into the pool. He emerged with a grin on his face with his pipe still smoking in his mouth!

All those who knew him will be grateful for many happy memories.

Denis Le Cren

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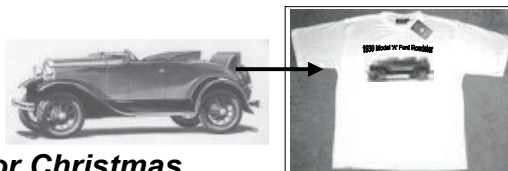
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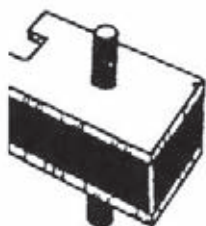
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