

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 297 April/May 2009

\$5.95



HUPMOBILE CENTENARY

Behind the Wheel of a 1930 DURANT 614

Add A Full-Flow Oil Filter To Your Engine

Club News, Events and Action





Top

The two lorries in the foreground are 1925 Graham Brothers in front of Barton & Co premises, Hautapu Street, Taihape (note a Buick behind). They are all wearing 1925-26 plates. Bartons were Dodge & GB importers. The cabs were built in Mangaweka and the two GB Trucks went to Kilkolly Transport, Mataroa. As often happens, one truck ended up as a trailer on a farm, I located it on Murray McKurrow's farm east of Utiku, a deal was struck and back to Taihape it came.

Photograph supplied by Peter Wilton of Taihape.

Right

A 1925 Nash Taxi. Note the taxi plate below the radiator. Its owner (shown in the photo) is Bill Lindsay. Photo taken in St Clair, Dunedin in 1926. The car is near new but the front tyres are abraded completely bald. There is a tall, non-factory mascot fitted. You can see wooden crossings over the gutter.

Photograph supplied by Kevin Casey of Dunedin.



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.

THE VINTAGE CAR CLUB OF NEW ZEALAND INC
National Office
PO Box 2546, Christchurch 8140
Phone 03 366 4461 Fax 03 366 0273
Email admin@vcc.org.nz

MANAGEMENT COMMITTEE

Please note this information changes annually - these details are valid until August 2009

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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

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1916 Maxwell restoration, page 26.



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1914 Hupmobile owned by Alasdair Brass

Photo Alasdair Brass



president's message

The current reduction in fuel costs has certainly helped our motoring enjoyment over the summer months; however, we are still being constantly reminded of the recessional economic times, with one result being a reduction in investment interest rates. Over the recent past, the Club's annual financial surplus has been very close to the amount of interest we have received from our investments. As interest rates have almost halved in the past few months, so have our earnings from interest. Prudent management of our current expenditure is required to maintain our financial reserves. When I reflect on a suggestion made two or three years ago that the Management Committee investigate other investment opportunities to earn higher rates of interest, I am satisfied that the decision to take the cautious approach of remaining with a lower interest return from our bank, was the correct one. Who knows what predicament we could be in now if we had elected to go for the higher return scenario.

The first weekend in March saw the Executive meeting hosted by Canterbury Branch. The main point of interest would be the proposed notice of motion which would change the joint member minimum age from 15 years to 10 years and introduce an additional category -5.1 C Junior members. Junior members would be exempt from paying Branch levies with their subscriptions. There was lively debate on this topic and the outcome will be decided by the proposing branch where they can continue, withdraw, or change the Notice of Motion (see section 14 A-B of Branch Manual). The Management Committee's view is that the status quo should remain, as all that is proposed can be achieved within the current rules, *Membership 5.1*. Presently there are examples where branches have in effect paid branch levies to help members financially. As with all *Notices of Motion* please take the time to read and understand the intent and make comments.

There were also two remits from the Taranaki Branch regarding the 25 and 35 year awards. Their proposal to change the criteria of the awards from being consecutive financial membership to cumulative membership was lost when a vote was taken.

The reason for these remits, was to align these awards with the 50

year award which is described as *being associated with the club for 50 years*.

This wording was written this way due to the club going into recession for 18 months many years ago, and to include those members whose branches were clubs in their own right initially, for example Auckland and Waikato, and joined the VCC in later years.

A more detailed explanation of this will be included in the *Branch Manual* in the near future.

Effectively, when it is 50 years that the last individual club became a VCC Branch, the 50 year award will be for continuous service, as is the 25 and 35 year awards.

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

John L Goddard Trophy

A Club member attaining a notable achievement during the past twelve months is a potential awardee of the **John L Goddard Trophy**. Any financial member of the VCC can nominate a member for this annual award. It may be for a significant restoration, memorable motoring journey or an important historical article or articles published in *Beaded Wheels*; or some special service to the club. Nominations close 30 June 2009 and the award will be presented at this year's Annual General Meeting. For further details, please contact your Branch Secretary.

Greg Terrill
National President



as we see it

It's all about the history. As you will know we now have scanned all *Beaded Wheels* and its predecessor, the *Guff Sheet*, to digital media and I am frequently reminded of how useful this tool is to those seeking information.

We are not working in isolation. The Automotive Research Library of the Horseless Carriage Foundation Inc (HCFI) of America has embarked upon the massive project of scanning all of their periodicals dating from 1895 and up to the year 1924. They will also be scanning manufacturers' literature, owner's manuals, wiring diagrams, serial number books, sales catalogues, technical books, advertisements, photos, auto supply books, accessory files and anything else they can get their hands on. Just as we did with *Beaded Wheels* they will be using software that will allow all of these scanned documents to be searched electronically (fast!). This is an ongoing project which started in 2006 and is now well under way with full time employees. So far they have scanned some 300,000 pages. To put that in perspective there were about 13,000 pages scanned to get *Beaded Wheels* done. The Library, which opened in 1991, currently has an extensive collection of automotive literature right from the beginning of the motor car up to the pre-1943 era.

Their web site www.hcfi.org is up and running but is not totally functional yet but will be soon. However, they do currently offer a service to those interested and should you require any research done they are able to help. There is a fee for this service and they will give you a quote before they do anything. They are able to assist with queries on motoring up to WWII. Contact them on research@hcfi.org

In the same vein we have a story on page 36 about Julian Walls and his very extensive database of motoring magazines and the contents therein. Well worth firing any questions you have to Julian and, even better, as he is a real enthusiast it's a free service!

With these sorts of activities going on here and overseas I think we can be sure that much of the old literature that we need to keep safe will be available for the use of collectors and restorers for the foreseeable future. Keeping up with new technology has a definite benefit and gives us the ability to keep the old technology going.

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

APRIL

4	Far North	Brian Parker Rally
4	Sth Canty	Swap Meet
4	Waikato	Mooloo Meander M/C Rally
4	Wanganui	Annual Autumn M/C Trial
7-9	Wellington	Roger's Ramble
8	Waikato	Club Night Prize Giving
10-13	Ashburton	National South Island Easter Rally
10-13	Hawke's Bay	National North Island Easter Rally
11	Rotorua	View Cars
18	Waikato	Clubrooms Working Bee
18	Central Otago	Arrowtown Golden Times Rally
18	E Bay of Plenty	Watchorn's Museum visit & sausage sizzle
18	Nth Otago	Gerald Lynch-Blosse Memorial M/C Rally
19	Ashburton	Classic, Vintage & Veteran Car Run
19	Auckland	Eddie Sim Motorcycle Rally
19	Bay of Plenty	Inaugural Veteran Social Run
19	Canterbury	P Group Annual Rally
19	Hawke's Bay	Club Run
19	Nelson	Restoration of the Year
19	Northland	Clark Cup
19	Rotorua	Twilight Run
19	Wairarapa	Club Captain's Run
19	Waitemata	Di's Dalliance
19	Wellsford/Warkworth	Gymnic hosted by Hibiscus Coast
22	Rotorua	Kaimai Trip
25	Taranaki	Maunga Moana Rally
26	Canterbury	Rural Run
26	Sth Canty	All American Day
26	North Shore	Northern Raid
26	Gisborne	Club Run

MAY

2	Ashburton	Swap Meet
2-3	Wairarapa	Motorcycle Reliability Run
3	Manawatu	PW/PWW/P60V Rally
3	Waikato	Motorcycle Run
9-10	Canterbury	Autumn Run
9	Southland	Waimea M/C Rally
10	Far North	Mother's Day - Mum's Treat
10	Northland	Mother's Day Run
12	Gore	Auction Night
13	Rotorua	AGM
13	Taupo	AGM
16	Gore	Night Run
16	Southland	PW/P60V Rally
16	Taupo	Navigators Run
16-17	Northland	Wet & Wild Motorcycle Rally
17	Nelson	Ladies Rally/Mother's Day Run
17	Marlborough	AGM
17	Otago	PV/PWW Rally and Restoration Rally
17	Sth Canty	PV/PWW/P60
17	Waikato	Training Run
17	Wellsford/Warkworth	Fish & Chip Run
20	Rotorua	Mangakino/Tokoroa
24	Bay of Plenty	Breakfast Run
24	E Bay of Plenty	Local Run
24	Waitemata	Ryder's Museum
28	E Bay of Plenty	AGM and Pot Luck Dinner
28	Wellsford/Warkworth	AGM
30-1	Canterbury	Irishman Creek Rally Dunedin start
30-31	Waikato	Double Fifty
31	Sth Canty	All British Day
31-1	Wanganui	Annual Rally

JUNE

4	Waitemata	AGM
8	Bay of Plenty	AGM
9	Gore	AGM
10	Hawke's Bay	AGM
10	Waikato	Club Night AGM
13	Ashburton	P60 Run
13	Rotorua	Prizegiving
13	Southland	Moped Run
14	Northland	Annual Dinner, Prizegiving, End of Registration Run
14	Otago	AGM
14	Wairarapa	Winter Wander
14	Waikato	Motorcycle Run
17	Gisborne	AGM
20	Manawatu	Brass Monkey Night Trial
20	Waikato	Night Run
21	Ashburton	Solstice Run
21	Canterbury	AGM
21	Sth Cant	End of Season
21	Wellington	Colonial Cup Rally
25	Auckland	AGM
28	Bay of Plenty	Garage Raid
28	Gisborne	Club Run
28	North Shore	Auckland/North Shore Combined
28	Waitemata	Go Karting
28	West Coast	Mid Winter Run

JULY

2	Sth Canty	AGM
4-5	Wellsford/Warkworth	Winter Woolie Wander
5	Wairarapa	Margaret Gee Memorial Rally
12	Nelson	Snow Run
12	Rotorua	Central North Island Swap Meet
19	Waikato	Club Event
25-26	Canterbury	Mid Winter M/C Run

Cancellation Notice: The Wellsford/Warkworth Branch wishes to advise all members that their Annual Swapmeet schedule for 9 May 2009 is cancelled due to blocked access.

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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VCC Subscriptions

VCC membership subscription invoices were forwarded in late January and payment was due by 31 March 2009. A reminder notice will be sent to members who have not paid. If you have not paid your account, please note that this will be the last *Beaded Wheels* you receive until your payment has been received. You will also not receive your Branch Newsletters.

Membership Cards

For those members who have paid their annual subscription by 31 March 2008, you will have received your membership card in early April.

Executive Meeting

The Executive meets every March and during the Annual General Meeting weekend. Their last meeting was 1 March and held in Christchurch. Minutes are sent out to branches and your representatives who form the Executive will be able to personally report on the contents discussed.

Notice Of AGM

Below you will find a Notice of AGM along with requests for nominations for the Management Committee positions.

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.

John L Goddard Trophy Nominations

Below you will find a Notice regarding the John L Goddard Trophy. Please put some thought to placing a nomination. More information is available in the Branch Manual, one of which your branch secretary holds, and the other which should have been placed in a known location accessible to all members.

Stop Press

During the night of 20/21 March a window was broken in the National Office, and an older computer stolen. The alarm was not activated and has since been updated with the latest glass breaking sensor. The equipment is being replaced this week as we are insured with Vero CIS, and security grills are being installed over the office windows.

Our computer experts have advised that the information held on the hard drive is secure. The information held on the computer was an out-of-date version of the Club database. We wish to alert members to this situation so that any member who has any reason to suspect that their personal information has been compromised should advise this office and alert the Police. The burglary has been reported under the VCC name and investigated by Christchurch Police.



THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

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

NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 1 August 2009 at Sudima Hotel, Christchurch Airport, Christchurch, commencing at 9.00am.

There is one notice of motion (*This will be published in the next issue of Beaded Wheels*)

Rule 8: ELECTION OF OFFICERS

Nominations for the Management Committee must be received in this office by 5pm 7th June 2009 accompanied by a current biography and photograph of the nominee and their association with the Club.

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

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

President

Club Captain – Northern Region

Club Captain – Southern Region

Secretary/Treasurer

Beaded Wheels Editorial Committee Chairman

Registrar

Speed Steward

Three Other Members of the Management Committee and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to be signed by the Member nominated, their nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies

MANAGEMENT COMMITTEE 2008-2009

PRESENT OFFICERS:

President: G. Terrill

Club Captains—

Northern Region: J. Foot

Southern Region: J. Chynoweth

Hon. Secretary/Treasurer: J. Coomber

Registrar: R. Brayshaw

Speed Steward: F. Renwick

Beaded Wheels Chairman: K. Clarkson

Three other members of management committee: B. Ballantyne, T. Bartlett, D. Quarrie

due by them to the Club and have been financial Members of the Club for at least six months prior to nomination. If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place.

Job descriptions may be obtained from the Branch Manual. Contact your Branch Secretary or National Office.



The John L Goddard Trophy

for
achievement

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

Nominations for the Award should be forwarded to:

John L Goddard Award

Vintage Car Club of New Zealand (Inc)

PO Box 2546, Christchurch 8140

Nominations close 26 June 2009

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,

I do not think the Alfa in the photo submitted by John Chaston was ever owned or raced by the late Darcy Nicholson, but the Mercedes certainly was his (but not raced). If the photo was in Nelson it would have been owned by Evan Moorhouse who bought it off Darcy.

If John looks up *Beaded Wheels* No 228 October/November 1997 page 39, No 232 June/July 1998 page 13 and No 236 February/March 1999 pages 14-16 he will find references/articles about the Mercedes.

Barry Goodman.
Timaru.

Dear Sir,

Gilbert and I are organising a trip to the USA in June/July 2009 to celebrate 100 years of Hudson. We have members of the Hudson, Essex, Terraplane club coming with us but we would like to invite anybody else interested to come as well.

We will include Detroit for the 100 year celebrations of the Hudson for a week seeing places such as Hudson factory sites, Greenfield Village/Henry Ford Museum, Auto Hall of Fame, Ford Factory tour, Edsel Ford House, Motown Music museum, Ford Piquet plant (where Model T was conceived), Frankenmuth (Bavarian Village) and Greek Town to name a few.

So if you are interested please give us a call.

Andrea & Gilbert Dallow
Phone 03 388-2838
regmad@paradise.net.nz

Dear Sir

I am the proud owner of the "RJR Special". Charles van Lookeren Champagne, is a friend of mine who carried out some work for me. He gave me your e-mail address and I would like more information, pictures and history of the Chevy Racer. The Logbook and photo album of the restoration came with the car. However the history of the car is unknown to me.

The Chevy is running very well. I raced it at the national circuit at Zandvoort in The Netherlands and took part at a very special 'Sprint-race' at the Concourse d'Elegance at the Royal Palace in Apeldoorn. This event is the most prestigious in The Netherlands and I won the Originality Cup.

The 'Sprint-race' is a short sprint and you have to stop 'a cheval' at the finish



line. 'A cheval' means that the car has to stop at the finish-line, with the front wheels over the line and the rear wheels before the line. Because the car has no front brakes I made a construction with a period parachute to help to stop the car in time. Eventually the construction worked out very well.

Uko Jonker
Vogelzangseweg 41-B
2114 BB Vogelzang
The Netherlands

Dear Sir

As an occasional reader of *Beaded Wheels* and a participant in the last four international rallies (I live in the UK), I am hoping you can provide information from an old issue of *Beaded Wheels*. Several owners of the Rover 14/45 & 16/50, including NZ owners, are currently involved in research of this elusive Rover.

We understand that one surviving NZ car was bought from, or perhaps ordered at, the 'Dunedin Motor Show' which I'm sure was the New Zealand and South Seas International Exhibition held at Dunedin Nov 1925–May 1926. The Otago Settlers Museum have not been able to find anything Rover-related, but I understand that photos of the car stands at this show have featured in a previous issue of *Beaded Wheels*. We would certainly like to see any photos that show Rover cars, presumably on the importer's or dealer's stand, I think it unlikely that the Rover Company would have a stand as Rovers were not yet being assembled in NZ. Any information you might have on Rover 14/45 & 16/50 cars in NZ would be appreciated.

I might add that I'm aware of two complete cars in NZ, and have recently imported the scant remains of two more, which, with parts I had already found in the UK, I am restoring into a complete vehicle.

Mike Evans
Vintage Registrar, Rover Sports Register
p2roverman@tiscali.co.uk

Dear Sir

Re: Pig hunt

Three men plus four dogs, possibly around the Murchison region. The man

on the left was my father-in-law Jack Street of Nelson.



I wonder if any reader could help me with some more details. Who were the other two men and what is the make of the car? Any information about where the photo was taken would be appreciated.

Roger Eden

Dear Sir

Below is a photograph of a Studebaker Sedan thought to be 1934. An old friend Bevan Wright of Kaiapoi sold this car 1969-70 and has always regretted doing so. Can any reader identify the vehicle and advise if still in existence.

Tom Clements
183 Matsons Ave
Christchurch 8053
Ph 093 352 7457



Bevan Wright in uniform of Band of First Canterbury Regiment in late 60s.

Dear Sir

Old Austins

The fine photo of the Holmes' 1910 Austin *Beaded Wheels* No 295 brought back Veteran memories. In 1948 when I left boarding school in Wanganui, I bought for just £30 a 1910 Austin 10 tourer, to enjoy in and around the Horowhenua, before shipping it to Lyttelton as student transport at Canterbury College.

The pearl grey tourer with its acetylene head lamps, kerosene side and rear lights, wire wheels, brass and woodwork, green leather button upholstery and long, almost lie-down, rear seating, was quite sexy then. It ran faultlessly, never needing costly repairs, not even a new beaded tyre.

The Austin featured in Capping Day parades, as open transport for six to the 'exclusive' Windwhistle Winter Sports Club Balls, and early enthusiastic membership of the new VCC. We were competitive,



once beating a Bentley among other top Veterans on a country rally recorded as the best trial yet run in NZ, later coming second on the Port Hills to a fully loaded Midland tourist bus.

I had to sell the Austin when urgently needing funds for a student working holiday in Australia, and was grateful for the £50 received. I rediscovered her on return to NZ, after 50 years and several owners later, at a rally in the Wairarapa near Greytown. The Wilkens in Upper Hutt had done the restoration; they had also discovered that the Austin was a 1913 Sirdar, modified for India and other colonies, and apparently the very last survivor of that model, and now worth much more than I originally paid.

G Thompson

Dear Sir,

I am writing in response to the letter from Don and Maureen Hall in issue 296. I think it would be a big mistake to use the term "Vintage" in the manner suggested in the letter. As you are well aware, when applied to cars, Vintage has a particular meaning and is generally applied to car manufactured before 1930 and, usually, after 1905 (although some clubs use 1917 or 1919 as the earlier cut off date). Using the term for other date periods will only muddy the waters, as it has done for the Vintage Car Club itself. I recently attended the Queenstown Auto Extravaganza, a very enjoyable event, and was interested to note the names of the classes in the Concours event. These included Veteran, Vintage, Post Vintage (1930-1945), Post War (1946-1960), Post Sixty (1961-1975) and Modern Classics (1975-0000). These terms seemed eminently sensible, and reflected both the true age of the cars and, for want of a better term, their historical significance. It seems to me that something along those lines would be much more satisfactory.

In similar vein, the name of the Club is no longer truly descriptive, and, I am sure, is a hindrance to recruitment. When I first arrived in New Zealand from the UK, I came across references to the Vintage Car Club, and was not really interested, since my main interest in cars is what, in the UK, are generally termed "classic cars". It was only when I attended an Open Day at the Invercargill branch that I appreciated the breadth of eligible vehicles, and how much of a misnomer the Club's title really was. I would suggest that it is high time a more inclusive title was adopted, perhaps by adding "and" plus a suitable descriptor after "Vintage".

David North, Gore

Dear Sir

In answer to Derek Winterbottom's request for information about the photograph of Vintage cars, particularly the Sunbeam and where the photo was taken. *Beaded Wheels* No 295. The photo was taken in 1962 in Kaikohe outside the Recreation Hall on the corner of Raihara Street and Recreation Road. It was a meeting of the young Kaikohe VCC, and the young Whangarei club.

The Kaikohe VCC had a core group of about eight members at the time of



the photo. I am the lady standing beside the first vehicle, an Auburn straight eight owned by my husband Bill Perrott, with my two eldest children. The second vehicle, the Sunbeam, was owned and driven by Keith Erickson, his wife Aroha is front passenger and Ron Davies, the local dry cleaner, rear seat passenger. Ron also had a Vintage vehicle but not at that time roadworthy. Keith owned the Kaikohe wreckers yard in Mangakahia Road, likely to be the place where Derek purchased the Sunbeam which was a soft moss green at the time of the photo. Ron, my husband Bill, and Keith are all deceased. I understand that after Keith died, Aroha moved back to Kaitia to where her family, the Yates, live. I cannot tell you any more of the history of the Sunbeam, nor where Keith had found it, but hope this may help find Aroha (via Happy Yates her brother) who may be able to fill in more details.

Happy searching
Isobel Perrott (nee Pratt)

Dear Sir

In the mid-1950s I owned a three wheeler Morgan. It was one of two that had been imported by the Fitzgerald brothers who lived in the Tolaga Bay area. After using it for two or three years I traded it in on a 1939 Buick (from the sublime to the ridiculous). Years later when having an ice-cream in a shop in Hastings (about six or seven years later) I spotted the Morgan driving past around the corner and out of sight. I think a teacher from Gisborne Boys High School purchased it from the dealer in Gisborne, Johnstone & Scragg .

If anybody can throw any light on this vehicle I would be interested to know what happened to it and whether it is still about.

Mike Vita
mikevita@xtra.co.nz

Dear Sir

While researching the Wicksteed Family of Taranaki I came across this advertisement for the Wicksteed change speed gear. Presumably some sort of free wheeling ratchet device.

I wonder if any of your readers would know if this adaptation made it to our shores? And what year this advert could have been published in England?

I would also be intrigued to know just how the gear worked and how it could possibly have made "the back tyres wear at least half as long again" as the advert claims!

Dave Hunger
RD 21, Stratford 4391



Dear Sir

Reference to *Beaded Wheels* No 296 and the letter re cars owned by Darcy Nicholson, I have enclosed two photos of the Mercedes in its earlier life.

The colour photo taken in the early 1950s is of the car that the writer first saw in South Canterbury. The second photo was taken in 1956 on the Irishmans Creek Rally. At this time it was powered by a Daimler engine.



In the late 1950s Darcy Nicholson rebuilt the car replacing the Daimler engine with a 1914 Mercedes Aero engine having lengthened the chassis to do this. Also a new body was built as can be seen in previous photos of the car when in Nelson and owned by E Moorhouse.

Riding in the car was an experience never to be repeated, the boom of the exhaust and smell of hot oil as the writer can remember travelling in the back seat on a Mt Cook Rally in the early 1960s. Its thirst for oil was great at 5 mpg.

We don't believe the car was ever raced and the photos of "No3" on close inspection doesn't appear to be the Nicholson car when comparing to the car today. However there maybe some of the older members in the Timaru area who knew Darcy and could fill in some of the car's history.

The tired old girl is resting in peace at Southwards Museum in Paraparamu.
David Barker

historical snippets of motoring
interest from years gone by

Graeme Rice

timelines

100 YEARS AGO – 1909

A Cadillac ad in the Press correctly prophesied that “the day has passed for fancy prices in Automobiles. For £550 you buy a Model 30 Cadillac with 4 cylinders, shaft drive and a speed of up to 50mph. The Cadillac makes every ounce of power count, constantly outrunning, outclimbing and outclassing cars rating twice the power and costing twice the price!”

75 YEARS AGO – 1934

Hudson launched their cheaper, 6 cyl, 3.3litre, 212in³, 80bhp, “Terraplane,” selling here for £395. Describing the Terraplane as having “flashing acceleration that gets you from 0 to 45mph in a matter of seconds,” wasn’t as impressive as it sounded. Most 1934 American cars got from 0 to 50 mph in well under 20 seconds. Mind you, the Ford Model Y, launched here at the same time as the Terraplane was claimed to provide “flashing acceleration” from its 933cc, 21bhp side valve motor.

50 YEARS AGO – 1959

Rover and Standard-Triumph bosses were exploring the possibility of a merger of the two companies. Both were struggling for research and development funds to increase their ranges. Rover had the 3 litre, but also needed a Jag 2.4 competitor in the sports saloon market. Standard Triumph had to find money to develop a Vanguard replacement to match the potential of their new 6 cylinder motor, get the Spitfire into production and try to get the monocoque structure of the Herald sorted for production.

30 YEARS AGO – 1979

Local assembly of the Jaguar XJ4.2 (\$30,376) and the very competent Triumph 2500S (\$12,675) finished their runs at Nelson. Instead the rather cramped and individualistic Rover SD1s, in either 3500cc V8 (\$26,381) or 2.6 litre 6cyl form (\$21,600), took their place. While the Jaguars continued to be available as fully imported cars, the superb big Triumph was pensioned off, supposedly replaced by the fragile Princess 2.0HL with auto and power steering for \$12,540.

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THE WAY WE WERE

Words Grant Hitchings

Photos Lucille Ogston

In the Mailbag section of *Beaded Wheels* No 294 there was a photograph of a strange device. A series of turns of copper tubing, it reminded me of a French Horn without its bell and the contributor of the photograph, Neil McMillan, was seeking information as to its function and history. Canterbury Branch member, Spencer Barnard, replied in *Beaded Wheels* No 295 and explained that it was a “Vapour Humidifier and Decarboniser” designed to eliminate carbon from the combustion chambers of an engine, thus improving its working and lessening fuel consumption. The device transferred moist air from the radiator drain pipe to the intake manifold, and to the engine. Spencer noted that he had been installing these in cars about 1934 and he thought that they had proved effective.

All through my motoring life I have memories of gadgets and products introduced to improve the efficiency and performance of the motor car – all seeming to quietly vanish when it was found that their performance never equated to the hype promoting them. Most devices seemed to attach to parts of the engine but some fitted to the rear end of the exhaust, and there were those funny plastic things appearing where the radiator cap would have been on early vehicles. I think these were supposed to decrease the airflow resistance over the car. Then there was the multitude of miracle additives to the fuel and lubricants. “Bardahl – add it to your oil – the U.S. Air Force flies on it”, was one product claim. Then there were others like ‘ReDeX’ and ‘Molyslip’. I still have memories too of the occasional scheme dreamed up to allow cars to run on water with, or instead of, petrol. In spite of well publicised optimism, to my knowledge a successful trial was never reported by the media. The word on the street on these occasions being that the oil companies had bought this very successful invention, scrapping it immediately to protect themselves and their industry.

Curious as to why the particular device illustrated in *Beaded Wheels* No 294 was effective, yet vanished off the shelves of



Above: Spencer Barnard with his Dodge.



Left: The mysterious “Vapour Humidifier and Decarboniser”.

the motor traders, I contacted Spencer, now 98, and met him at home.

Spencer was born in Sumner, one of Christchurch’s seaside suburbs. During the following year the family moved over the hill to the port of Lyttelton when his father obtained the job of Borough Engineer. He attended the West Lyttelton Primary School, leaving in 1925 having been awarded the Dux prize. (After talking to him news of this achievement came as no surprise.)

The world recession was impacting on the country then and the Barnard family leased a farm at Diamond Harbour and all joined in working it. During this period Spencer undertook a correspondence course gaining a Diploma in Motor Engineering. He also became interested in things aeronautical and was the first South Island member of the Aircraft Club of New Zealand, becoming an instructor in the theory of flight and an authority on the Rolls-Royce V12 motor.

With the outbreak of war in 1939 he moved to Wellington and worked at the De Havilland factory, building Tiger Moth aircraft with fuselage parts made by Morris Motors in England. The Tiger Moths were the biplanes used for basic pilot training by the NZ Air Force. After two years with the firm he took charge of the stores and control of contracts for both the NZ Army and Air Force. The De Havilland company also became involved with reconditioning motor parts for the US Joint Purchasing Board. These were for GMC vehicles used in the Pacific.

At war’s end he returned to Christchurch and was initially employed by Airwork NZ Ltd servicing Dakota aircraft before joining an electrical firm. After a few job changes, he then spent 12 years setting

up and managing the stores office for the Christchurch Transport Board for its fleet of 95 buses. He was then employed by GEC and after 18 years he retired at the age of 69.

A chance conversation made Spencer aware of the existence of the Vintage Car Club and through a friend, in 1967, he found and purchased a 1927 Dodge Sedan which he still has although now he relies on family members to drive him in it. I was introduced to the vehicle and was impressed. It gives a nice and acceptable impression of originality in a car that has been loved, used and enjoyed.

Spencer joined the Club in 1968 and his sons Russell and Doug with daughter Lynette are members too. (Doug owns a 1936 Riley Merlin – the first PV accepted by the Club.) Over the years, he with his family have supported Club activities participating in many major rallies, the first of these the 1972 International Rally – Timaru to Nelson.

His main contribution to the Vintage Car Club though was the 15 years he spent as Chairman of the Editorial Committee producing *Beaded Wheels* magazine. At this time in 1974 the Committee had to source articles of interest, compile the draft copy, proof read and organise the magazine’s printing and distribution. During his tenure Spencer managed its transition from early linotype production through to the present-day modern offset printing. I imagine it would have been with a great sigh of relief when in 1988 he handed the job over to his successor Bob Entwistle.

I brought up the subject of the mysterious Vapour Humidifier and Decarboniser with Spencer and queried why, if it was so effective, had it faded from the motorists’

view. The principal reason he explained was the world recession which made these units unaffordable for most motorists. There was another reason too. Evidently if a motorist had one fitted and before going on a trip topped up the radiator, it was possible for the device to suck off too much water from the overflow pipe which could end up inside the combustion chambers of the motor – not really desirable! Spencer did say that to avoid this, the driver could

turn the thing off until he had gone some distance, but I suppose this would have been too much trouble to remember for most motorists.

I will await with interest to see if Mr. McMillan fits his device to his Packard, and the result.

PS: After compiling this article I became aware that in the 1950s and '60s a product named 'Mistmaster' appeared on the shelves of the motor traders. Its main feature was a

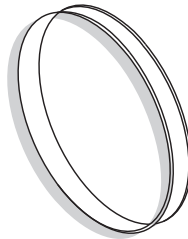
tank containing a mixture of methylated spirit and water which was fed into the engine as a vapour to encourage the motor to run better and more economically. Sadly it seems to have been as successful as its predecessor – the Vapour Humidifier and Decarboniser. bw

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Nelson Provincial Museum

MATHIEU MYSTERY SOLVED

Words & Photos Ken Silke

In about 1959 I found the parts of a 1903 Mathieu car at Spring Grove. It was a towable chassis that had been converted to a mobile saw bench. I purchased this because the front axle seemed identical to the Brown I was restoring at the time, having the same stub axles and Baile Posse & Cie markings. I made a new front axle beam from this sample to complete the Brown.

The Mathieu chassis had collapsed original front wheels and I think Ford A wheels grafted onto the rear. The differential had been filled with sawdust and grease. The chassis looked, to me, like Lacoste et Battmann. As a saw bench it then had a 2 cylinder Aster motor which I believe was from an Argyll car.

There was no sign of the original engine, gearbox or subframe, but I heard that the chassis was once owned by the Quinney family of the Motupiko (Quinney's Bush Motor Camp) area.

The next weekend my wife and I took our two week old daughter Kaylene over to Takaka to show her to her grandparents. While there I mentioned the saw bench I had acquired to my father-in-law, Lionel Kerr. He surprised me by saying he had the original engine, gearbox and subframe under his house. It turned out that it was his family that had turned the Mathieu into the saw bench I had found. He had intended

to use the motor to power a boat but never did more than shift it from Motupiko to Takaka. It cost me £25 and when I got it home it fitted into the original chassis perfectly – even the missing sub-frame bracket was still attached to the chassis.

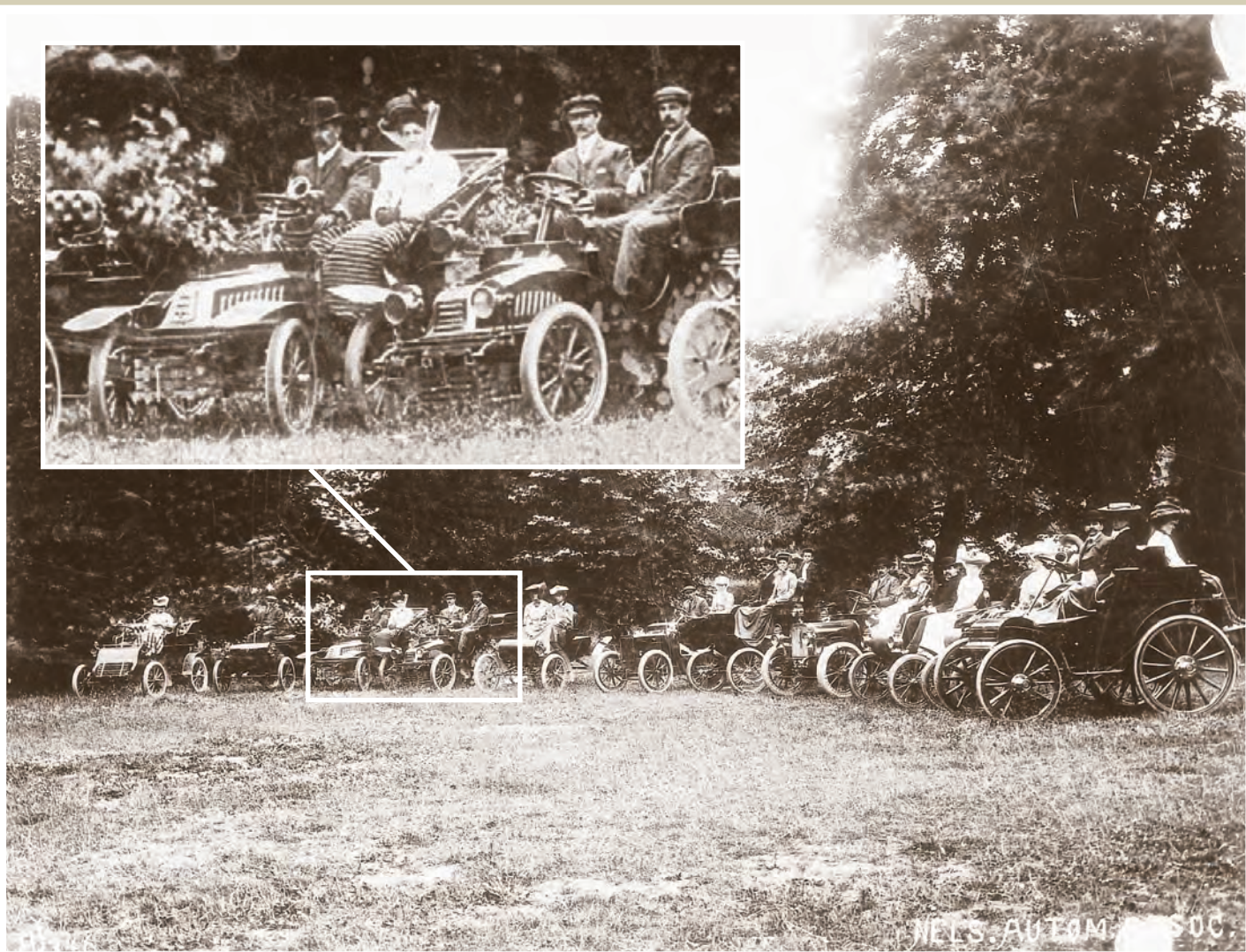
The car is shown in a photograph at the Automobile Association Nelson as a 1901 Mathieu owned by Doctor Andrews. The photograph was taken in 1904. It was said to be the fourth car to come to Nelson. Probably Doctor SA Gibbs became the second owner. The purchase must have occurred just after his Curved

Dash Oldsmobile ownership. Then there were probably other owners before the car was sold to Thomas Quinney of Motupiko. The car is described in the book *Footprints Farewell* by Jeff Newport, printed in 1989 as follows:

“The late Thomas Quinney of Motupiko had an early car which had been owned by Dr Gibbs but which Quinney bought from a later

owner, (it was certainly not the 1903 Oldsmobile which had an underfloor engine). Quinney's car was a single cylinder four-seater vehicle with a beautifully polished wood ply body without hood or windscreen. The Quinney brothers made a pulley, attached it to the back wheel, and used the power to drive a three blade chaff cutter and a wood saw. Second gear was used to drive the

There was no sign of the original engine, gearbox or subframe, but I heard that the chassis was once owned by the Quinney family of the Motupiko (Quinney's Bush Motor Camp) area.



Nelson Automobile Association

Nelson Provincial Museum

chaff cutter while high gear was necessary to saw wood. When they wanted to go out they simply removed the pulley, let the car off the chocks and drove away. This set-up was still used to saw firewood in the 1930s. Photographs show a single cylinder engine at the front of the car. It was said to be the fourth car in Nelson. In 1906 Dr Gibbs was driving an Argyll.”

I know the body was removed in Old School Road, Motupiko by Lyndon Gibbs’ father and left in the bush behind the railway siding not far from the Korere Hotel.

Quinney swapped the Mathieu for a bull which kicked him and put him off work for a long time with a broken leg.

I later sold the Mathieu parts to a collector for £100 and they are still owned by him. He then acquired the back half of a suitable rear entrance tonneau body in very original condition.

The Mathieu motor had cast onto the bottom of the crankcase System E Mathieu. Coincidentally, Nelson’s early history included the Maungataupu murders, where several people were murdered by the Kelly gang. One of the people murdered was Felix Mathieu from France.

bw



1901 Mathieu 9 hp car as found by Ken Silke, Nelson 1958.



Hupmobile Centenary

Words Mark Dawber Photos Alasdair Brass, Richard Bober, William and Harry Dawber

1914 Hupmobile 32 owned by Alasdair Brass

Robert C Hupp's career in the automobile industry included time with Olds Motor Works (1902-1903), Ford Motor Co (1906-1907) and Regal Motor Car Co (1907-08), before striking out on his own in 1908.

The Hupp Motor Car Co was organized on 8 November 1908, in a rented factory at 345 Bellevue Avenue, Detroit, Michigan. Construction of a prototype Hupmobile Runabout was completed and first shown at the Detroit Automobile Show on 15 February 1909.

At the Detroit Automobile Show, prospective buyers were asked to pay an advanced payment of fifty dollars with each order. The car was a little 2-passenger runabout designated the Model 20. It had a water-cooled 4-cylinder 4-stroke engine rated at 16.9 hp, a 2-speed sliding gear transmission and a rectangular 11-gallon fuel tank was mounted behind the seats. The wheelbase was 86 inches. The cost was \$750 FOB Detroit. Accessories included a top, glass windscreen, trunk rack, gas headlamps and a Prest-O-Lite tank, at extra cost.

Production of the Model 20 began in March 1909 and a little over 1,600 cars were produced that year. The demand for the Model 20 was high enough that in late 1909 the Hupp Motor Car Co moved to larger facilities at Jefferson & Concord, where the production in 1910 was increased to 5,340. Many Hupmobiles were exported overseas (200 units were sent to New Zealand in 1910).

For 1909 the only body style of the Model 20 was the Runabout. Next year the Runabout, 3-passenger enclosed Coupe and the Torpedo body styles were available. In 1911 and 1912, the Runabout, Torpedo, 4-passenger Touring, Utility and Delivery Wagon styles were available. About 14,500 Model 20 Hupmobiles were made from 1909-1912.

To help prove the reliability and dependability of the Model 20 Hupmobile, a 4-passenger touring car began an around-the-world trip on November 10, 1910. The car traveled through 26 different countries (14 of which had never seen an automobile), covered 48,600 land miles plus 28,000 shipboard miles, and ended in Detroit on 24 January 1912.

In 2003, a book was written about this trip, *Three Men in a Hupp, Around the World by Automobile, 1910-1912*, by James A Ward, published by Stanford University Press, Stanford, California. The car that made this trip is on display at the Crawford Car-Aviation Museum in Cleveland, Ohio.

While the car was on its record-setting travels, Robert C Hupp left the Hupp Motor Car Co in September 1911 after disagreeing with the other directors about whether to reinvest profits back in the business.

He established other car companies, the Hupp-Yeats (1911-1919) electric car, RCH (1912-1915), Monarch Car Co (1913-1916) and the Emerson Car Co (1917); none were very successful.

In 1912, Hupmobile introduced the Model 32 to replace the Model 20 and continued production of four cylinder models. The most successful was the Model R, which began in October 1917 and continued, with many improvements, to 1925.

During 1925, the Hupp Motor Car Co introduced a new 60hp side valve straight eight, the Series E and in 1926 began production of its first six, the Series A, offered as tourers, sedans, coupes (with or without rumble seats) and roadsters. In 1928 Hupp, looking to expand and needing more production space, purchased the Chandler plant in Cleveland, Ohio, the intention being to concentrate six cylinder production in Cleveland and only produce eights in Detroit. Circumstances changed due to the Depression and the Cleveland plant was closed in 1935, although Hupp's corporate headquarters remained in Cleveland until the end in the late 1990s.

In 1934 there was a major labour dispute, which delayed the introduction of Hupp's new Aerodynamic models. Hupp Motor Car Co went through some trying and turbulent times during the Depression years, primarily due to Archie Andrews. After destroying Moon and Kissel with his flawed but beautiful Ruxton project, Archie Andrews embarked on gaining control of the Hupp Motor Car Company during 1932-1933 by acquiring large blocks of Hupp stock. As the major stockholder in the firm by the middle of 1933 he initiated a number of legal actions against the company and its directors, forcing the resignation of Dubois "Pink" Young as



The Skylark was Hupp Motors' last model. This example is owned by Richard Bober in Connecticut, USA.

"The Hupmobile Model R was a popular model in NZ in the 1920s. These three survivors were seen at the Canterbury Branch Rear Wheel Brake Rally on 1 March 2009."



1922 Model R, Alan Brown.



1923 Model R, Phil and Marietta Jeeves.



1925 Model R, Dave and Felicity Backhouse.

president (his position since Charles Hasting had retired in 1926). Charles Hastings came out of retirement to re-assume the presidency, but Andrews persisted with his legal wranglings, mostly resulting in victories for the company. At one point, a judgement of over \$500,000 was awarded Hupp in one action, but the major problem was that the company management needed to spend a lot of time dealing with these kinds of issues, rather than on the management of the business.

While he was losing court battles, Andrews was still a major stockholder and had been elected as chairman of the board. He forced the board to consider all sorts of wild schemes – building a prototype front wheel drive Aerodynamic car using parts scavenged from a Ruxton, the Seminole Paper sales drive (allegedly making grocery clerks Hupp salesmen), cigarette lighter promotions to prompt Hupp owners to provide the names of four of their friends as sales leads, and so on.

While all of these hair-brained schemes were going on, the old guard of Hupp filed suits and injunctions against Andrews, and all of this boardroom squabbling was played out in the press. At one point, Andrews actually locked the entire management of the company out of the factory! The constant press accounts of all of this eroded what little public and supplier confidence remained in the company. By late 1935, when Andrews was finally defeated and his Stock Exchange privileges had been stripped by the U.S. Securities and Exchange Commission, the victory won by the old guard was hollow – no suppliers would extend credit to the company, and the public knew that Hupp was dead. In late January of 1936, after producing only about 1500 1936 models, the Hupp Motor Car Corporation closed their doors due to the lack of funds necessary to carry on day-to-day operations. However, in the middle of 1937, additional funds were acquired through Reconstruction Finance Corporation loans (a government run bank dedicated to help Depression ravaged businesses survive). The first thing they did, was build about 250 1936 models, using left over parts, for export. Hupp then introduced their 1938 models, the E-822 6 cylinder and H-825 8 cylinder, to great fanfare. Unfortunately, a brief but severe recession occurred in early 1938, which doomed Hupp's attempt to

get back in the business. Their whole business model had depended on the sale of 15,000 cars for the 1938 model year, and their actual sales were in the neighbourhood of 3,000. They struggled on for the 1939 model year, selling what few cars they built at bargain basement prices in order to use up material that they had already paid for, but it was obvious to all that Hupp was done.

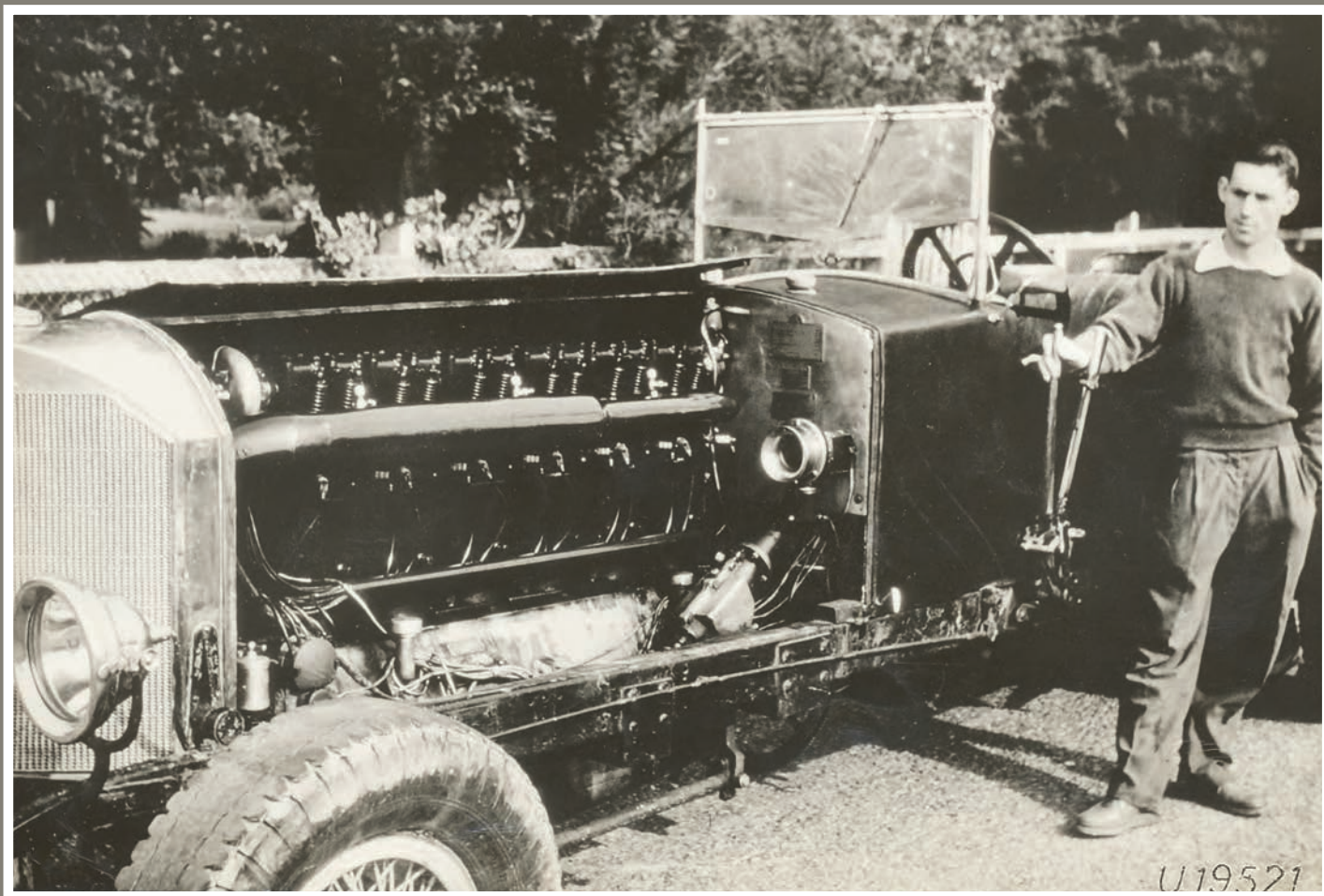
As a last ditch effort, Hupp entered into an agreement with Graham-Paige to produce a new car using the dies of the defunct Cord 810 – the result was the Hupmobile Skylark. Graham produced its own version called the Hollywood. Unfortunately Graham was as broke as Hupp and both models were a sales disaster, with only 319 Skylarks built, the last during the second week of July 1940. On 1 November 1940, Hupp Motor Car Co began reorganization under bankruptcy. Its future endeavours would not include the manufacturing of automobiles. Some of the last Skylarks were delivered to the dealers in 1941 and sold as 1941 models. A truly sad end to a company that once was considered one of the premier independent auto manufacturers.

During World War II, the Hupp Company made parts for the US Government war effort and after the war the company began making parts for other automobile manufacturing companies.

In 1946, Hupp changed its name to Hupp Corporation and confined itself to machining and stamping operations, along with moving the company headquarters to Cleveland, Ohio. In 1955, it became part of Gibson and Easy Home Appliances, making parts for commercial heating and cooling equipment, conveyors and other industrial equipment. In 1967, Hupp became a division of White Consolidated Industries Inc, supplying parts for their products. In the late 1990s, White Industries dropped the Hupp name from its list of subsidiaries, ending almost a century of company operations.

For the information used in this article I extend a thank you to the Hupmobile Club and to Richard Bober of Willington, Connecticut. Richard in turn acknowledges the expertise of Jeff Godshall, author of a very good article on Hupmobile that appeared in *Automobile Quarterly* Volume 16 Number 1 (first quarter 1978).

bw



The car has changed to LHD because Daimler Benz archives printed the slide in reverse. From the car number on the bulkhead, Mercedes gave Evan a copy from the original order book showing that it was one of seven only, made before World War I and was for Console Fritsch Weisbaden.

STORY OF A MERCEDES

Words & Photos Evan Moorhouse

This missive was written by Evan Moorhouse of Nelson in response to the request on page 8 of the Feb/Mar *Beaded Wheels* for information about photos of cars owned by the late Darcy Nicholson of Timaru.

The top photo of the Mercedes was taken at Tahunanui Beach car races at Christmas 1963, the car did not partake but was on display; myself in the rear seat. The car also took part in the Picton Rally and appears in NZVCC film footage.

Darcy obtained the car in much modified form from the Morrisons at Geraldine, fitted with a 6 cyl English Daimler sleeve valve engine. At a hill climb four connecting rods became exposed to the atmosphere. Darcy acquired the aero engine from Dick Moulton of Paraparaumu who had used it in a long boat to acquire the Australasian water speed record at Evans Bay. Len Southward had a photo of a ball of fog with a stern post and a peaked cap showing through it. This was Dick at 65 knots.

I believe the engine was thrown under a macaranga hedge where the sheet metal jacket rusted away due to the salt water. The water pump (bronze) found its way to an Island Bay fishing boat bilge and took concerted efforts to obtain later.

Darcy took the crankshaft to engineers, Annette and Darling of Seadown, Timaru, to cut off the direct drive taper and weld and machine a flange to suit the flywheel from the 7 litre four cyl 1911 engine from Willis Brown of Invercargill. They also cut some pieces from the chassis of this car and length-



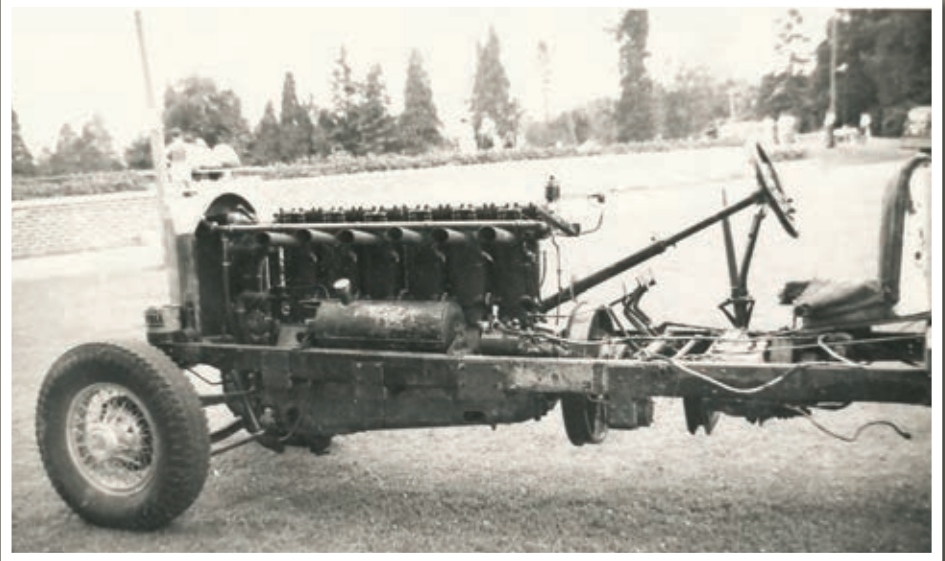
The car as it was originally with the English sleeve valve Daimler engine.

ened the 28/95 chassis, one of seven made before WW1. The late Rodger Horrel told me he was involved in this work. The 28/95 originally had a 6 cylinder, 7 litre OHC engine with Pentroof four valve heads, fabricated cylinders and alloy crankcase on the same theme as the aero engine fitted to this chassis.

The aero engine had fabricated steel cylinders of 160mm bore x 200mm stroke, a cylinder volume of 4021.24cc, total volume of 24,127cc. The heads were Pentroof with four 70mm valves operated by rockers from a single OHC. Compression was 6.3:1



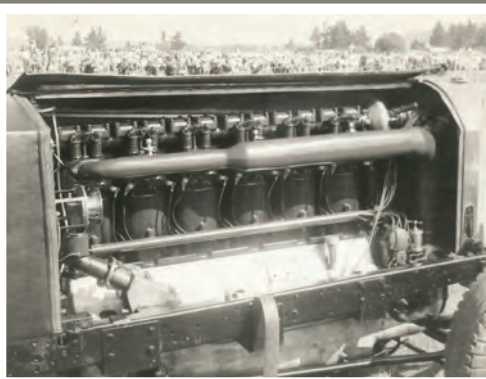
Evan in car at Motueka Rally 1963 approximately.



At a go-kart meeting at Geraldine showgrounds when Darcy first got the car running and this was when Evan first saw the car.



Darcy Nicholson sitting in the car, probably in Timaru.



RHS of motor



Evan standing by the car at Richmond.

Ignition was by dual Bosch magnetos and coil ignition, three plugs per cylinder. Carburation was by an 80mm throat barrel-throttle instrument fitted with a fixed venturi of 25mm surrounded by a sliding vacuum controlled sleeve that varied the flow to constant velocity. Oil pump was four cylinder eccentric driven plunger unit, there being a constant level sump at the rear of the engine (front in car). One plunger maintained this level and scavenged to the seven gallon header tank from which a large plunger fed the crankshaft bearings. Another plunger transferred the oil from the front end of the case to the sump. The final plunger fed the OHC box and drive gear that incorporated the air compressor for fuel supply.

Main engine air was drawn in at the front sides of the double internally finned lower crankcase past the sump to the carb to cool the lube oil. The connecting rods were machined from solid to form 50mm x 75mm "I" section with 2mm wall section, I understand.

Power was 260 SHP continuous at 1425 rpm on gated throttle because of 6.3:1 compression and 50 octane fuel. At 8500 feet the throttle was passed through the gate to restore ground level power by the over compression.

When I had the vehicle 71 octane was available and by opening the throttle fully 500 or so HP was available even at 25 HP/litre. Equating to 1500 lb-t ft torque at 1135 rpm. The 60 HP opposed cone clutch delivered this without slip, two cones 11" x 2". The top of the windscreen would lie over about a foot with the torque.

The performance was astonishing. I believe Darcy pulled a 10.6 sec quarter mile. At 80-90 mph the rear wheels spun with quarter or third throttle application. The rims spun in the tyres if less than 50psi was used. Thrust was such that you could not pull yourself from the seat. The rear axle ratio was 2.23:1 which meant that the torque available could never be utilised at 1800 rpm/100 mph, it required 1.23:1.

When first acquired, the car averaged two mpg but changes to trembler coils and setting the exhaust plugs four degrees ahead of inlets and changing engine temperature meant a minimum of 5.6 mpg and an overall 8.4mpg was achieved over a 100 mile test.

The one and one quarter lock to lock steering, massive torque and the colossal overrun braking that could lock wheels higher up called for special driving skills.

The car now resides at Southwards Museum.

The loss of the experience of these joys has motivated me to build a 07/08 GP four cylinder car. These fast and powerful machines were 15.3 and 12.8 litre. Though the Semmering Hillclimb engine was 17 litre with offset rods.

My engine with fabricated cylinders is 200x197 bore and stroke giving 1256.64cm² piston area, (24.755 litres capacity) 7.6:1 compression ratio, 3" dual carbs, 95mm inlet valves, 80mm exhaust valves should make appreciable power and torque, delivered through a substantial crank with 105 dia main bearings. Geared for 100mph at 1000 rpm should seem lazy enough. bw



FAREWELL FOR WIGRAM MOTOR RACING CIRCUIT

Words & Photos Tony Becker



An early birthplace of aviation and circuit motor racing in New Zealand has closed forever. Historic Wigram Aerodrome was the cradle of New Zealand pilot training and recreational flying for 93 years from 1916. Gifted to Christchurch City by pioneer aviator Sir Henry Wigram, it was the landing place of the first crossing of the Tasman by air 81 years ago. Remarkably 50,000 citizens witnessed the arrival of Sir Charles Kingsford Smith's "Southern Cross" in 1928. Now Wigram Aerodrome is no more; Ngai Tahu Property has acquired the former RNZAF station for redevelopment. Wigram was equally well known for its motor racing history. The Lady Wigram Trophy Race annual meeting attracted upwards of 20,000 enthusiasts who claimed their 'possies' behind the single rope barrier hours ahead of start time. We flocked to see the cream of the world's famed motor racing cars and drivers dicing with New Zealand's emerging builders, modifiers and drivers.

A number of classic sports and race cars, saloons, motorcycles and even powercycles that competed there are still owned by some of our VCC members. The circuit remained useable only until the station's February closure, so a fitting Motoring Finale seemed the right way to celebrate its illustrious history before it became just another Christchurch housing estate. Enquiring through Southern DC3 Charitable Trust, I

sought to repeat December's much enjoyed effort, for Vintage and Classic cars.

Wigram Aerodrome's new owners, kindly granted a final half-hour track session via the Trust, so this became the very last use of the Lady Wigram Trophy Racing Circuit by these vehicles. Little trouble was experienced filling the 28 seats on the DC3 for the fly/drive package; in fact an overflow onto another flight was required. We boarded the immaculate 43,000 hour Warbirds DC3, resplendent in RNZAF insignia, (on temporary loan to the Trust) on a perfect February morning. She took us on the smoothest of scenic flights across the city, along the beaches and way around the Heads of Lyttelton Harbour. The airfield was then closed and 30 or so various vehicles paced unrestricted around the race circuit. VCC vehicles included Jack Porter's Ford A Raceabout, Nick Harrison's 1924 Chev Tourer, Rod Power's Mini Club fleet, plus Morris, MG, Ford, Mercedes, Porsche, Rover, Austin Healey cars and specials; even a \$300,000 Aston Martin. A Datsun 240Z spectacularly threw a leg out of bed winning the dubious distinction as the last of many to do that on this circuit. A swarm of Vespas and Noel Nevin's example of a race-winning Cucciolo powercycle bravely circled the inside of the track while the faster machinery rocketed by at hot speeds further out. The track sported some rough stormwater dips but everyone coped unfazed – and man it was fun!

With my MO Oxford undergoing a start-up, a friendly neighbour, kindly offered his immaculate red 1971 MG Roadster in which I completed 12 quick laps carrying three separate passengers. We made sure we were last off the circuit too! Finally after photographs the strains of "Auld Lang Syne" arose from a lone piper as the DC3 with hand-held flags flying from each side of the cockpit taxied quietly along the hangar tarmac through a guard of honour formed by our vehicles and gracefully departed on one of its last flights from Wigram. Fortunately the flying history is preserved in the fine RNZAF National Museum of Flight at Wigram which is soon to more than double its size; however, motor racing history is not quite so lucky on site; preserved mainly in old photographs and films dating from 1949 to 1994. The formerly iconic Lady Wigram Trophy Race is still held annually at nearby Ruapuna Raceway but is a faint shadow of the glory days at Wigram!

bw





WINDSOR RALLY 2008

Words Kathleen Perry Photos Liz Chynoweth and Graeme Simpson

North Otago Branch's 48th Annual Rally was held in December 2008. In 1963 it was named Windsor Rally and the ladies of the Windsor Country Women's Institute catered for a meal at lunch time in the Windsor Hall from 1963 until the mid 1970s.

On Saturday 6 December 2008, vehicles assembled on Takaro Park in Oamaru and the 1920 Fiat belonging to local member Ivan Main was the first car to leave at 10am.

Entrants had the choice of four different routes. Two short tarsealed routes had participants travelling either through Ardgowan and Weston to join in the Santa Parade; or through Weston, Five Forks and Windsor. The long tarsealed route which was the most popular had vehicles travelling south along the coast and then inland through Weston, Kakanui Valley, Tokarahi and Windsor. The fourth route choice was mainly gravel and took participants through Teaneraki, Tussocky Road, Ngapara, Victoria Hill and Windsor.

Lunch and field tests were held at the Enfield Domain where entrants viewed a 1928 Chrysler Series 62 racer and a replica Oldsmobile which also took part in the field tests. After lunch



D & B Wardell's 1923 Lorraine Dietrich tourer (North Otago).
B Perkins 1925 Dodge (North Otago) the overall winner of Windsor Rally.

entrants visited the Historic Elderslie Estate where they were told the history of the estate and toured the garden. Afternoon tea was enjoyed in the sunshine before entrants travelled back to Oamaru.

A barbeque was held at the branch clubrooms and the Presentation of Trophies concluded the day's events. The AA Trophy for the overall winner was presented to local member Brian Perkins who entered in his 1925 Dodge. Alister and Nola Day who entered in their 1939 Chevrolet Coupe were the winners of the Woods Silver Tray for the Peoples' Choice.

Liz



Front to Back: B Watt (North Otago) 1954 Matchless. R Hutton (North Otago) 1924 Harley-Davidson. B Murray (Otago) 1954 Ariel.

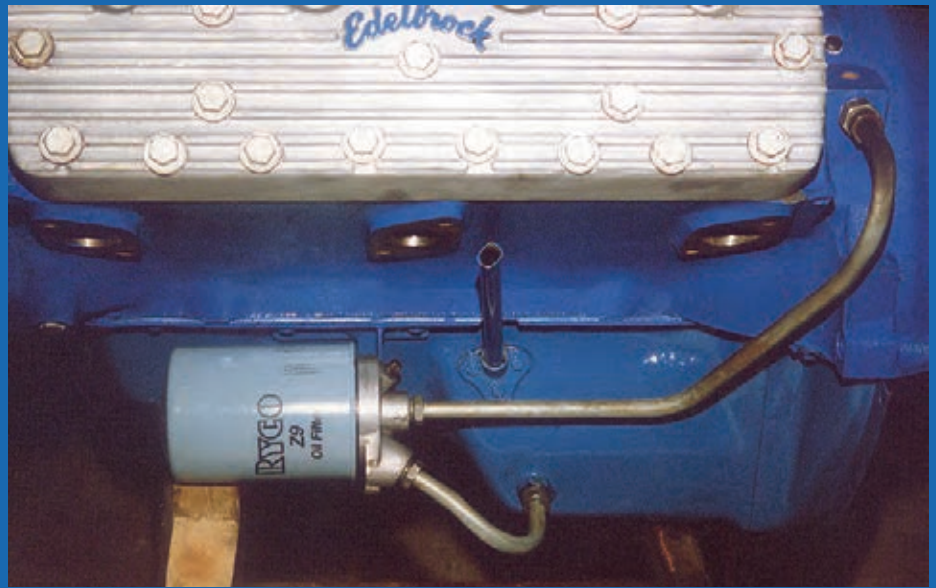


Harry Warren (North Otago) Austin A40 Farina doing Field Tests.

GOING WITH THE FLOW

Adding a Full-Flow Oil Filter to Your Engine

Words and photos by Allan Wylie



About the middle of last century a revolutionary change took place in engine lubrication with the almost universal adoption of the full-flow oil filter by car makers. Like other “revolutionary” ideas, it wasn’t really new, full-flow filters having been used by such companies as Bugatti and Talbot for decades. Early filters were all-metal and worked by forcing the oil through ultra-fine wire gauze or through minute gaps between stacked metal plates or coils of wire. Regular cleaning was necessary to prevent the filter from becoming clogged with accumulated debris. Throw away cartridge filters then appeared, with felt as the filter material, but this was soon supplanted by pleated paper. Later still, spin-on filters displaced the cartridge type and are essentially the same sort of pleated paper filter in a disposable housing.

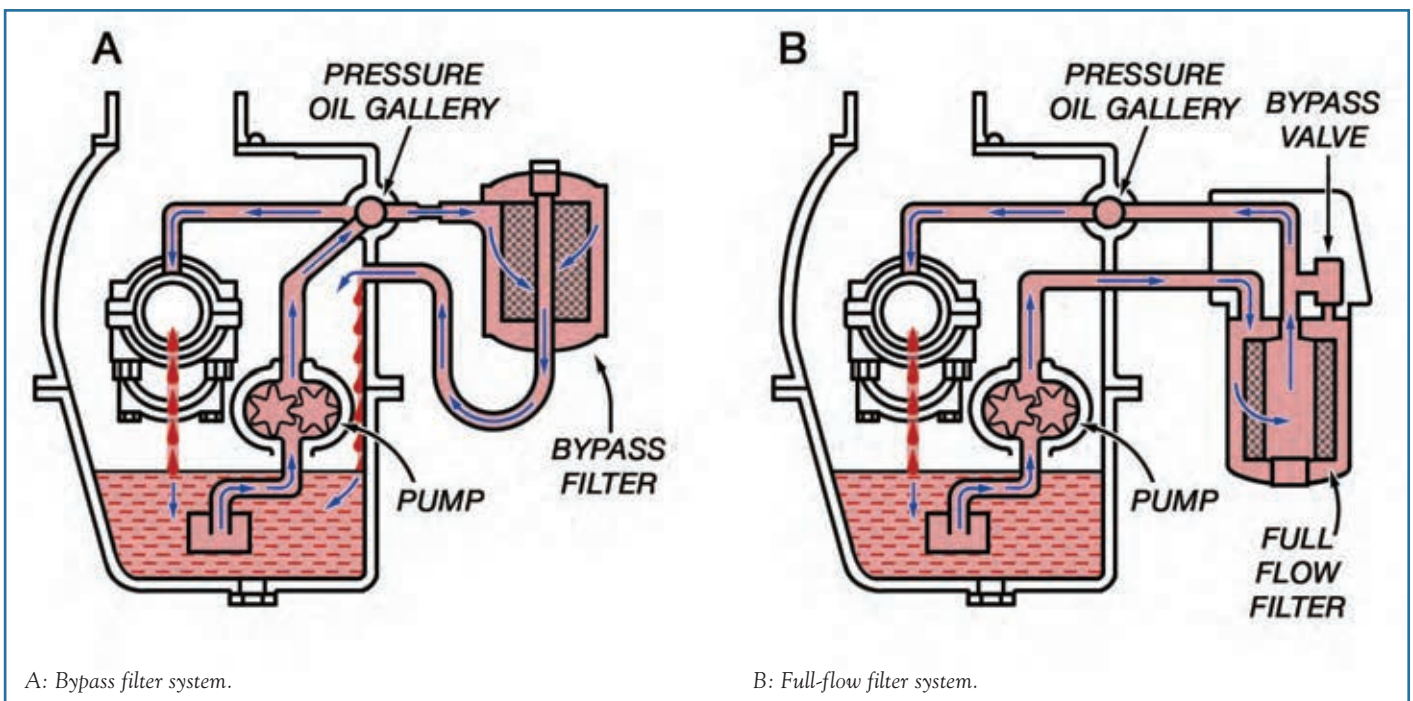
What is a full-flow filter?

A full-flow filter is one which filters all of the oil from the engine’s oil pump before it reaches the bearings. Another type of filter, the bypass, was used by many manufacturers after WW2. It works by bleeding off a small percentage of the oil pump’s output and filtering it before returning it to the sump where it mixes with the unfiltered oil again. With this system, all of the engine’s oil supply eventually gets filtered, but a piece of abrasive debris may pass through the bearings dozens of times before it gets trapped by the bypass filter. It’s nowhere near as effective as a full-flow system but better than no filter at all. Wire mesh screens in sumps and over oil pump intakes play no part in filtering wear particles out of engine oil, as particles of the critical size will pass through them unimpeded. Such screens are mainly to prevent stray nuts

or pieces of split pin from getting into and jamming the oil pump.

Why put a full-flow filter on an old engine?

Any engine with a pumped oil supply will suffer less wear to critical parts if the oil is filtered finely to remove abrasive particles. This means longer intervals between expensive engine overhauls, and precious original engine parts like crankshafts can have their lives extended by tens of thousands of miles. Not all engines will benefit equally from the addition of a filter, with those having the most need standing to gain the most. Engines with pressure-fed bearings are much more susceptible to wear from abrasive particles than are engines where the oil is fed by splash and/or gravity. The Model A Ford engine, for example, has an oil pump, but



A: Bypass filter system.

B: Full-flow filter system.



Above: All-metal full-flow filter from a Bugatti.

Right: Full-flow filter conversion on an Alfa Romeo P3.

Left (opposite page) Full-flow filter conversion on a Ford V8.



it is used only to pump oil to a “settling pond” in the valve gallery from where it runs by gravity to the various bearings. Wear particles, usually heavier than the oil itself, will gravitate to the bottom of the pond. The outlet pipes to the bearings are raised slightly above the bottom of the pond so that debris tends to get trapped on the bottom, to be cleaned out at overhaul time. Another characteristic of early engines that allowed them to cope with wear particles was “embedability” of the white metal or babbitt bearing materials then used. These soft metals allowed hard, abrasive particles to become embedded in the bearing surface, rendering them harmless, instead of letting them circulate endlessly around the bearings, gouging out metal as they went. As engines evolved and speeds became higher manufacturers were forced to adopt harder bearing materials to handle increased loads and speeds and embedability was lost. It was at this stage of development, post WWII, that effective filters really became necessary.

It is increasingly common practice to replace poured white metal bearings with the shell insert type when overhauling old engines. While shell bearings have been made with white metal lining they are hard to find in many sizes so harder, modern materials like copper-lead and alu-tin are often used. This practice can lead to rapid crankshaft wear unless a full-flow filter is employed.

How can I fit a filter to an engine that wasn't designed to have one?

A step-by-step guide would be out of the question as there is so much variation in engine design. Rather, this is intended as a general guide whose principles can be applied to almost any engine.

The first principle is to take the oil as it leaves the oil pump, divert it through a

full-flow filter and then feed it back into the main oil gallery so it can continue on its way to the bearings. Some engine makers have made this very easy by using an external pipe to carry the oil from the pump to the gallery. In such cases it is only necessary to plumb a filter into this pipe and the job's done. In other engines an



What happens when you try to pass oil through a filter in the wrong direction.

internal oil passage must be plugged and the oil diverted outside the engine through holes drilled and tapped to accept pipe fittings. This sort of engineering is best done on a bare block so it makes sense to do it when an engine is apart for overhaul. Examination of an engine's oil passages will usually reveal the best way to proceed. Flathead Ford V8s have two outlets from their oil pumps making it difficult, but still practical, to plumb them for full-flow filtration. Some early GM Vauxhalls have multiple outlets so it would be impractical to do the same to them.

What sort of filter is best?

The two main types of filter, cartridge and spin-on, will both filter oil equally well so the choice comes down to things like price, availability, ease of replacement and appearance. The spin-on type wins

by the first three criteria but the look of a cartridge-type filter housing may be deemed more acceptable than a bright orange spin-on filter in a Vintage engine bay. Even spin-on filters can often be mounted in an inconspicuous place or made less visually offensive with a quick squirt of aerosol paint before installation. If you opt for a cartridge filter, check that new cartridges are available for the housing of your choice before committing yourself. There are still a few modern engines using the cartridge type. Bigger is better in the world of filters yet many people, when choosing a filter for a new installation, seem to go for the smallest one they can find. This is bad practice because oil filters usually incorporate a bypass valve that allows oil to bypass the filter element at times when it just can't pass through quickly enough, such as when the oil is cold and thick. The bigger the filter, the less likelihood that this bypassing will ever occur, but if the filter is too small the bearings may be receiving unfiltered oil much of the time. Keep things in proportion: big engines need big filters, small engines can get by with smaller ones.

If a spin-on filter is your choice you will need a mounting base for it and these are available as universal types for remote mounting. A range of styles and sizes is available from filter manufacturers and accessory companies. Alternatively, a base from a production engine may be adapted to your purpose. For large engines, Chrysler V8 and slant six engines can provide remote filter bases easily adaptable to other types, and BMC A-series engines have versatile bases, for both cartridge and spin-on filters, that will suit little engines. Spin-on filters come in a range of standard threads and the aftermarket filter bases have interchangeable threaded adaptors to suit the various types.



Push-lock hose fittings: compact on left, swept on right.



Cartridge-type filter from a Maserati



Full-flow filter with a pressure conversion on a model A Ford

Engines with plunger-type oil pumps such as Rileys and Vauxhalls can cause spin-on filter canisters to split, the pulsing delivery of the pump causing fatigue cracks in the thin sheet metal. By using flexible hoses instead of rigid pipes to plumb up the filter, the pulses will be dampened out. Heavy-duty filters like the Fram HP series are also available, with stronger canisters that will withstand the pulsing of plunger pumps, or you can use a cartridge filter.

What about plumbing?

Plumbing comes in two main types: rigid pipes and flexible hoses. The two types are, to some extent, interchangeable but there are some conditions where only one type will do. For instance, rigid pipes won't do when the filter is mounted on the chassis and the engine is rubber-mounted, and rigid metal pipes are better where they must pass close to an exhaust manifold that might singe flexible hoses. In the automotive world, flexible hoses are measured by their inside diameter (i.d.) and rigid pipes by their outside diameter (o.d.)

There are a couple of important principles to keep in mind when doing engine oil plumbing. Oil really is the life blood of the engine and anything that compromises the supply of oil to the vital moving parts could cause serious damage. This means all materials must be of suitable quality and all connections secure. It is also vital that, in modifying the oiling system, the flow rate that the manufacturer provided must not be restricted. An inadequate supply of filtered oil is likely to have more serious short-term consequences than an adequate supply of dirty stuff.

Steel bundy tube is the best material for rigid pipes, with double flared ends and appropriate fittings. Copper is much less satisfactory as it is prone to work hardening through engine vibration, leading to fatigue cracks and leaks. If you must use copper for the sake of a period "look", make sure that it is clipped up adequately against vibration and do not flare the ends, but use Rotheram fittings or similar, silver soldered to the pipes. Any

flexible hose used for oil filters must be of oil-resistant material and able to withstand engine oil pressure, so plastic hose and fuel hose won't do. Wire-reinforced hydraulic hose and fittings are sometimes used, but with a pressure capability of around 3000 psi they are overkill in a system that will never see more than 100 psi. They are also bulky, heavy and expensive. Synthetic rubber hose with stainless steel braid covering, such as Aeroquip and its many imitators, is excellent from a purely practical point of view, but the look of the hose and its red and blue anodised fittings may be unacceptable to the owner of an old vehicle. Fabric-reinforced push-lock hose is suitable for most applications. With an operating pressure of around 300 psi it is well up to the job, and the fact that it's intended to be used without hose clips gives it a tidy appearance. You must use the proper lock-on hose tails though, just any old hose tails won't do. The hose is available in black and the steel fittings usually come with gold zinc plating. If this is unacceptable they can be readily re-plated with a period-correct finish such as nickel or silver zinc. The yellow plastic ferrules that usually come on push-lock fittings to cover the cut end of the hose can be replaced with machined aluminium or brass ones for the sake of appearances too. In order not to restrict the flow of oil to the engine make sure that the inside diameters of all hoses, pipes and fittings are of adequate size. Let the engine maker be your guide. If the main oil passage from the pump to the bearings is, say, 10mm diameter, make sure your filter plumbing is this size or larger. For pipes longer than 500mm consider using one size larger. Hose elbows of the "swept" variety flow much better than the "compact" type of the same i.d. Considering the relatively low pressures at which engine oil systems operate, elbows and adapters can sometimes be drilled out to increase flow without weakening them excessively.

Make sure that the plumbing is arranged so the oil flows from the outside of the filter to the inside. Reversing these connections

can result in no oil reaching the bearings or, at best, a burst filter.

What about dry sump engines?

The correct location for a full-flow filter in a dry sump system is the same as for a wet sump one: between the outlet of the pressure pump and the main oil gallery. It might be tempting to connect the filter into the return oil line from the scavenge pump to the oil tank and at least one manufacturer, Norton, has done this. This setup has a serious drawback, though, in that any abrasive particles that may have got into the oil tank will pass through the engine before being caught by the filter. Consider the case of a motorbike oil tank that has been abrasive blasted by a well-meaning restorer who has failed to prevent all abrasive particles from getting inside. This grit will then be able to pass through the engine, wreaking havoc on the way, before being caught by the filter. A properly sited filter would catch the grit before it enters the engine, if not the pump. Don't be tempted to mount a fine filter in the supply line between the oil tank and the pressure pump. There will not be enough pressure difference to force oil through the filter and the engine will be starved of oil.

Where should the oil pressure be read?

All oil filters will cause a small pressure drop as the oil flows through them so the pressure gauge or warning light switch should be connected to the system downstream of the filter. That way, the gauge will give a more accurate indication of the pressure as seen by the bearings.

Payoffs

Investing money and effort in an oil filter conversion gives nothing like the instant reward that buying, say, a new Motometer might, but if you intend to drive your car, and not just keep it as a pet, the filter will pay off in the long run. **bw**

25th Anniversary of the Commemorative Tour

Among the more ambitious events organised by VCC members was the Commemorative Tour of NZ to mark the 100 years of the motor car celebrations in 1985.

This was the brainchild of Earl Preston, who was a member of the Canterbury Branch. He approached the national body with the idea of an organised tour starting in Invercargill, and finishing to coincide with one of the National 100 year Rallies being held in several NZ centres, in northernmost Whangarei.

With predictions of failure ringing in his ears, Earl formed a small group of Banks Peninsula and Canterbury members to set out and garner support for an 11 day trip with as a representative as possible group of club-eligible vehicles.

As history will attest with the film "Milestones" shown in theatres and on TV throughout NZ and overseas, and numerous articles appearing in *Beaded Wheels*, the "Tour" as it became known, was an unqualified success.

If I can quote from 50 year award recipient Eric Robins in his acceptance speech: "Many events have been attended over the years but a highlight would have

been the Bluff to North Cape tour of 1985."

The event officially started in Invercargill but a trip to Stirling Point to the end of Highway 1 took place prior to the start day, and an extension trip to Cape Reinga was held after the Whangarei weekend.

The 103 vehicles ranged in age from 1906 to 1955 including 26 Veterans and five motorcycles, and all but one finished under its own power, with several minor and some major repairs undertaken on the road or at the many branch centres the tour passed through.

New ground was broken and the exercise would not be able to be duplicated in this day and age. Mayoral receptions and local brass bands notwithstanding, the inter-island ferry operators designated the crossing freight free, printed special breakfast menus, onsold their insurance cover to other companies to indemnify themselves because of the valuable vehicles all on one sailing, and the captain joined the group for breakfast and drew the daily lucky number.

The Automobile Association provided a patrol car for each of the areas of the country, a position eagerly sought by the AA staff we were told, and the Post Office

allowed not only our Commemorative stamp issue letters to be carried by the club in an official post bag, but authorised the cancelling of not only the stamps, but the Cape Reinga post mark to be applied to the reverse on arrival.

Regulations and red tape would preclude many of these privileges we enjoyed to happen again and underlines the freedoms on our roads that overseas visitors find refreshingly different. Long may the good rapport that our club has with Wellington remain.

To mark the 25th anniversary of the Tour we will be holding a dinner and reunion on Friday 1 April 2010, the day before the National Rally commences in Christchurch.

We are seeking the current addresses of all full Tour participants who would like to be contacted, including email if possible. **bw**

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WELLSFORD / WARKWORTH COMMERCIAL RALLY

Words & Photos Dave Duirs



Being members of the Far North Branch and possessing an '88 Peugeot 504 Pick Up which is unique to NZ, we decided to enter the 2008 Wellsford/Warkworth Branch Commercial Rally. It was based at the Annual Paparoa A&P show which was celebrating 100 years of shearing in the area.

Although our ute does not qualify in a VCC category we supported the organisers who were endeavouring to revive the commercial event and were short of entrants.

Our '70s STAG camper, which would qualify, was duly slid on to the deck and we took off to Dargaville through the back way via Kaikohe, Awarua and Twin Bridges, a twisty but scenic route.

Dargaville members Claudia and Bruce Jeffery kindly let us park in their yard after we had trimmed some of the driveway. Their hospitality was much appreciated.

The rally was run in two sections with the southern entrants coming via Helensville and the northern contingent starting from Dargaville. Several beautiful old trucks lined up and under the Jefferys' starting orders we had to put two petanque boules into a tyre and attempt to answer some road code questions. Some of us probably need to go back to the drawing board!

The rally was brilliant with 29 miles of gravel which took us up into the hills east of Dargaville, with some amazing views through Arapohue, Mititai past Maungaraho Rock, over the Ruawai flats and down towards the Kaipara Harbour. There was an opportunity to visit the

Matakohe Kauri Museum briefly before heading back into the hills on steep, twisty gravel and back down to Paparoa show grounds where we parked for public display with VCC vehicles which had come over from Whangarei and Wellsford areas. The southern group with some interesting trucks and a beautifully restored Lilliput caravan joined us.

The Paparoa A&P show was a true old country job with some cattle, plenty of horses, shearing contest, wood chopping, stalls, side shows and rodeo on a hot sunny day. The display of VCC vehicles generated a lot of interest and memory searching.

The show over, we set up our vehicles in a circle, corral style, and our hosts Graham Murray and Tim Cant together with their team of helpers soon had the water boiling and the BBQs blazing.

As dusk approached the show grounds became quiet except for the odd bellow from the rodeo cattle, our neighbours for the night. Sleeping arrangements were finalised with the caravan being "The Ritz". There were "quick erect" tents, mattresses on the back of utes and tarps on the trucks. Some interesting laughs were had at the expense of those who had not done much tenting before!

Next day we gathered our old commercials and followed Tim down to Pahi for a photo shoot in front of a massive Moreton Bay fig in one of the most beautiful spots imaginable. A look in at a shed full of exotic cars kept us busy for a while before returning to the showgrounds for lunch.



STAG camper



Happy campers and winners

Our hosts had done it again with the tables loaded with mussels, smoked fish, salads and buns with enough for those who wanted to make a feed for the journey home.

A short formal time enabled due thanks to be made and the rally winner was Ray Skampton of Whangarei with his Aussie "relative". Thoroughly deserved, and both great company.

We parted company most grateful for a great weekend of old vehicles, beautifully restored, and camaraderie. Thanks to the Wellsford/Warkworth Branch for hosting the event and a very special thanks to the Paparoa hosts, the Dargaville rally plotters and others who worked in the background to give us a memorable weekend. We trust it will be repeated, but hopefully supported by many more participants.

bw

WHERE ARE THEY NOW?

H Lodge is looking for information or the whereabouts of these early Waikato Branch vehicles.

I am an ex-member of the Waikato VCC and a foundation member of the South Waikato VCC, formerly Tokoroa VCC, and always interested in Vintage machinery.

These pictures are of the first Vintage run I marshalled with the Waikato Club. The run started at Te Kuiti and ended at a farm out the back of Taumarunui in 1964-5. The cars in the photograph are Bruce Catchpole's 1930 Packard, Joe Marsden's 12/4 Austin, and Ralph Bligh's 16/6 Austin. I know that Mr Brown in the rare Standard moved from Hamilton to Waiheke Island.

What happened to these cars? Have they changed hands or been sold overseas?



CAST IRON WELDING

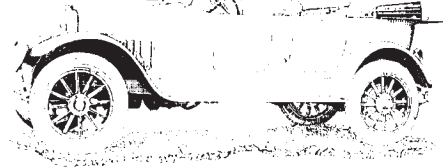
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A MAXWELL STORY

Words & Photos Peter Nightingale



Peter Nightingale records his restoration project.

It all started when Shona and I arrived home from a South Island tour in 2001 and found a note written by Vernon Heath. It simply said that he and a friend, Gary Tonks, had been to a farm near Turakina to get Jeep parts and had been shown a home-made tractor with a Model T Ruckstell diff. If I wanted it, I was to make contact and collect it.

A phonecall, and arrangements were made to collect the said diff. On arrival we were able to view a collection of restored farm machinery and other interesting bits and pieces. The home-built tractor was inspected and the diff was confirmed to be a TT Ruckstell. As the rest of the tractor was for the dump we loaded it on and parked it in my shed.

I had noticed that the radiator wore a Maxwell badge and the motor looked as if it was in quite good order but at the time it did not occur to me that it was a restoration project. Maybe I could only think Fords.

A few weeks later in May we hosted a Veteran Car Club meeting at our home. Vern Jensen was one of those attending and he stayed after the others had left. He asked what was I going to do with the Maxwell in the shed because either I should go up to Apiti and buy the 1916 Maxwell parts he had or he would buy the motor and radiator off me. Well this whet my appetite and soon Shona and I, plus some friends headed for Apiti to see what Vern had. The first shed we entered had a Maxwell chassis hanging in the roof. We turned the sheds out and kept

finding more bits. Apparently Vern's family had owned three 1916 Maxwells and many of the parts were still somewhere on the farm. Door handles were used on wool shed doors, a hand brake fitted to operate a mower on the tractor, a couple of motors in another shed, radiators, doors and a roadster backend all discovered in different places. Then amazingly after clearing 18 inches of autumn leaves and a scrap heap of steel, nearly all brackets and brake levers were found. On it went.

I advertised for information and soon had a reply from Harry Latham in Invercargill to say that he had a parts list for a 1916 Maxwell for sale. Once this was purchased, parts were identified, numbers collated and we started to move on. I had a ring from John Rodgers of Christchurch to say he had two front doors. I asked him how he knew they were Maxwell and his reply was "I know," and if I wanted them to meet him at the Christchurch Swap Meet. On meeting him I looked at the doors and was able to confirm they were the correct doors as I had got some from Vern. I was still curious as to how he knew and thought I might get more information. John told me that he had found them in a woolshed in Geraldine and looking in the door pocket he produced the remains of a drivers hand book for a 1916 Maxwell! Very mouse eaten.

We were still missing a front axle, gear box and diff. Two Aussie annual swapmeeters, Rex Forester and Micky McShane who do the circuit here every

year, came through Levin on their way south again to the Christchurch Swap Meet. They saw our Model A parked outside a dairy in Levin and went about tracking down the driver. That day Shona had gone to town for a hair cut. While sitting in the chair she was greeted with "do you know who owns the Model A?"

They followed her home and after tea stayed the night in their camper in our paddock. On seeing my new project they said they would have an early look in Christchurch as they were staying the night on the grounds. I showed them photos of the distinctive front axle as it is a vee shape. A cellphone call on the Thursday night was to say they had found one and told us it was put aside on the stall for us to pay and collect. On arriving at the stall we found a gear box, and diff and of course, the front axle, all from a demolished industrial site that was to be bulldozed for development. The axle was usable as were the diff casings. Gearbox parts were of some use. At this stage we had also collected carburettors and found the hexagonal 12 by 6 volt starter generators that are part of the Simms Huff electrical system.

Time to sort out a motor. All my motors were loaded on to our trailer and Rob Ross was enlisted to have a look and reconstruct one. This he did and over that period I had repaired a chassis and overhauled some of the bits and pieces we had got together.

It was about this time at work that Ben (Wayne Millington), the foreman on the SS engineering side of work indicated to



me that he would like to restore a Vintage car. I thought this was a great idea as Ben had made himself a penny farthing bike and had an interest in things old. He is a good engineer and sheet metal worker, and as I had lots of duplicated Maxwell bits, including half of another chassis, asked him if he was able to help me with the metal work. In return he could have a go at his own Maxwell from my excess parts. He was keen and soon both cars were making progress. Ben's father was a mechanic and on a visit from Australia, between them and the motor reconditioner, they had a motor reconditioned and Ben had repaired his chassis. I had spare stubs and front axle so these went in. One set of new front springs came out of Bruce Ardell's stock in Wanganui. We sent all the springs we had to John and David Wilkens in the Hutt Valley and they had two sets made for me.

The next big break came with a phone call from Alwyn Hoskins in Invercargill. He had been told of the remains of a 1916 Maxwell tourer in a shed in the city. He kindly sent me a list of what was there and it clearly was the same year as I was working on. There were some body parts and wood which could be used as patterns and quite a few parts I was missing. The chassis number was 400 away from mine. It was for sale so a purchase price was set. Shona was willing to drive down and collect it, so with Kerrie Fox, she left in my work ute and the Model T trailer. A night in Ashburton and on to Invercargill where the trailer was loaded after all parts had


been photographed. After staying the night at the Hoskins, it was back to Dunedin, Ashburton and home. The wheels were Chev 4 but the rest of the vehicle was Maxwell, and when we set the wood up it was found to be vital in the rebuilding of the body.

The diffs were a huge challenge and after many hours of work the gears were made by Bettanys in Paraparamu. They were excellent and we were told that they would guarantee the job provided that they assembled the differentials when we were ready. Two sets of Hyatt Bearings came from the McLeans Island spares. I mentioned the fact that I required these to Alan Storer while staying in Ashburton with Diane and Rob Ross. Alan said "Send him a sample" as he thought he knew where he could locate some. When I got home to Levin I cleaned up all I had, stated how many I wanted and sent them to Alan. A couple of days later I had a call to say he had them and the cost. I sent the money to him and phoned to find out how he had got them so quickly. The reply was they were still in the same bloody place he had put them 35 years earlier when the club had cleaned out a motor engineers in Hamilton and he was glad they were of some use!

Now the job of getting the running chassis was next. As there were lots of bits now rebuilt, both cars were assembled as far as we could go, with both radiators recored and the surrounds repaired. The remains of the wheels went up to Vern

Jensen for respoking with the hubs and the new metal felloes Ben had rolled. At this point Ben took the roadster body panels that came from Vern and set about making a scuttle and petrol tank. I used the one I had that came from Apiti. I also had two sets of windscreen stanchions. I completed the running chassis and fitted wheels and tyres but then I had 18 months of illness that stopped the project completely. However all is well and the project carried on after this pause.

Merv Ludlow had done the foundation woodwork for me and then it went to Mike Kuhll who built the wooden frame. Jeff Fox re-wooded the steering wheel. At this point Ian Chamberlain liaised with Mike and when we were all happy, the body was fitted on to the chassis, and transported to Wanganui to complete the steel work. It was also painted at the same time. Next the hood was covered by Stephen Voss. Finally it was back to Levin to be upholstered by Mark Dunn, a member who works for Kerrys Upholstery in Levin. Ron and Maureen Finucane came down and Ron did the wiring. Murray Martin got all my nickel organised. I have spent many more hours with Shona's help and there has been a lot of input and advice from others which has been really appreciated. Some bits even came from Melbourne.

The Maxwell is now warranted, registered and drives well on the road. 



1930 DURANT 614 DELUXE COUPE

Words Mark Dawber Photos Tony Haycock

Amere six weeks after being removed from control of General Motors for the second time in late November 1920, 59-year old William Crapo Durant was back in business on his own account. Durant Motors was first incorporated on 12 January 1921 and the first prototype of the Durant A-22 was demonstrated on 1 March with the first cars available in mid-year. By early 1922 Durant was established with five factories from New York to California and one in Canada.

His plan was to establish another General Motors-style business producing cars in all price brackets. His management style was the same as before, maintaining personal control of every aspect of his company. As well as this he continued his share trading – in the 1920s he was one of the biggest players in the stock market. He was a workaholic, and got by on very little sleep and had little time for his family.

The best book I have seen about Durant is *The Dream Maker* by Bernard A Weisberger (Little, Brown and Company 1979), which covers his whole life in some detail. This reference to Durant in the early years of GM sums him up well.

“He was the centre of the empire. Its headquarters was located wherever he sat. He was incapable of sharing responsibility, as *Motor World* magazine, summing up the

first two years, perceived; - ‘It was quickly made plain that General Motors was a one man institution. Durant was its general and he was his own colonel, his own major and his own lieutenant. He dominated it from top to bottom and brooked no interference. He was a prodigious worker and the wonder is how he attended to so many details, great and small, and lived through it all. He kept one eye on his factories and another on the stock ticker and all the while he dreamed of world conquests.’

He almost seemed to enjoy operating in the midst of the frequent crises that lack of planning bred. ‘You know,’ a friend once remarked to one of Durant’s advertising executives, ‘W C is never happy unless he is hanging to a window sill by his finger tips.’

He continued in this style with Durant Motors. In 1922 he introduced the first Durant Six, the B-22 and in mid-year announced the new Star, a low-priced car to compete with the Model T Ford. Henry Ford countered the introduction of this new competitor by immediately dropping the price of the T by \$50. (For export markets, the Star was known as the Rugby due to the existence of an English maker of the same name. To add to confusion the name Rugby was used for Durant light commercials in the US.) In June 1922 he bought the Elizabeth, New Jersey plant of

Willys-Overland. Included with the sale was the pilot model of the car that became the Flint 6. In July he was the sole bidder at the receivership sale of the old-established luxury-car maker Locomobile, giving Durant the range of cars he felt he needed.

Durant also purchased several component suppliers including Hayes-Hunt Body Company, American Plate Glass Company, The New Process Gear Company and the Electric Auto-Lite Company. “By mid-1923, Durant Motors was a complete, vertically integrated enterprise, employing 50,000 workers in ten factories with a combined capacity of over 650,000 cars and trucks per year. There were four thousand dealers to market them, calling for credit on the Durant Motors Acceptance Corporation.” Durant even set up his own bank.

In March 1923, the 100,000th car to be built in Durant’s new empire left the assembly plant. It was all looking good but things soon began to sour. Durant was busy with his many activities and didn’t spend much time at Durant Motors and his executives were reluctant to make decisions in his absence. Sales didn’t come up to expectations and from 1926, in order to obtain working capital, Durant began selling off plants. There were no Durant cars in 1927 but for 1928 Durant came up



with a totally new range with the former Star now known as a Durant 4. By 1929 Flint and Locomobile production had ceased and Durant was the only name left.

Durant advertised its products as 'Just Good Cars', which they were, but many other makers' products were something more than that. Durants were assembled from bought-in components. He was Continental Engine Company's biggest customer through the 1920s. Other components came from Budd (all steel bodies), Adams (front axles), Warner Gear (gearboxes and rear axles), Bendix and later Midland (brakes), McCord (radiators), AC (filters), Stromberg (carburettors).

Because of his close association with the stock market, William Durant knew there was a crash coming. He unloaded much of his own stock holding in 1929 shortly before the crash. After October 1929 he was back in the market buying stocks at what he thought were bargain prices but the market kept falling and he was eventually wiped out.

Durant Motors was able to scrape together the resources to introduce a completely new range of cars in January 1930. After selling over 40,000 cars in 1928, 1930 sales were barely half that and 1931 saw only about 7000 sold. Durant Motors was liquidated in 1933.

It is an example of the 1930 range that is the subject of this article, a Model 614 Deluxe Coupe that was imported into New Zealand in September 1996.

Tony Haycock, the owner, relates how the car came to be in New Zealand: – "This car appeared for sale in early 1996 in the Durant Club magazine, part of a collection of 17 Durants along with a couple of Chevrolets, a Cadillac and a Buick in Fresno, California. They were part of a deceased estate and the family were selling off the excess cars in their late father's collection.

Working with the late Owen Jones of Timaru, a deal was done which saw three Durants in a container and on their way to New Zealand; – the six-cylinder coupe that is the subject of this story, an extremely rare four cylinder 1930 Model 407 coupe and a deluxe sedan for parts.

The early history of the coupe is unknown, however the son of the late owner recalled the car being driven from a transporter and driven into his father's warehouse in the mid-1970s. As far as he knew it never moved from there until being loaded into a truck for its ride to Long Beach to begin its journey to NZ.

It must have moved at least once during its incarceration, as not long after the car arrived in NZ, the internet auction site (and

the greatest thing to happen to the old car world), ebay, came up with a collector's card produced in the 1980s which shows this car looking just as it did when unloaded here.

The car, as it arrived in New Zealand was complete, apart from having the wrong hubcaps. It was unrestored, although appearing to have had a rough tidy-up at some time earlier in its life – certainly before it took up residence in Fresno. The speedo showed 64,000 miles and, judging by the lack of wear on things like the pedals and spring shackles, could be genuine.

Getting the car roadworthy was amazingly simple. Owen had dropped the sump to ensure it wasn't full of sludge (it wasn't). We then towed it up the road, diagnosed a dead fuel pump, replaced it and it roared into life. I did 10,000 miles in it without even cleaning the original spark plugs.

Excessive oil consumption necessitated an engine rebuild prior to the Gold Seekers Tour in early 2000, and deterioration in the woodwork meant what was going to be a quick tidy-up ended in a full strip down and restoration of the entire car by my father Len and brother Derek Haycock in 2005. The car might have a 'Budd all steel body' and there is none in the doors or scuttle but there is still plenty of the stuff in the rest of the body".



1930 DURANT 614 DELUXE COUPE.

- Wheelbase 112 in.
- Weight 2850 lb.
- Engine Continental 22A side valve six cylinder
3 1/4" bore x 4" stroke. 199 cu. in.
58 hp @3100 rpm.
- Three speed Warner gearbox
- Rear axle 4.4:1
- Double acting Monroe hydraulic shock absorbers at all four wheels.
- Factory accessories on this car include the rear folding luggage carrier and trunk.
- Wheels 19 in. wires with 550 x 19 tyres (originally 500 x 19)

Driving the Durant.

I had not driven a Vintage American coupe before and my first impression on climbing into the Durant was how close it all was with the back wall being just behind my head. Looking out of the windscreen it reminded me of the view out the front of an early Bedford truck I once rode in. Even though the Durant is a little bigger than the 1929 Plymouth sedan that I am used to, the bonnet appears much shorter when looking over it. This may be due to there being no swage lines on the top and also to the seating position being slightly higher. The instrument panel is about the only real 'Art Deco' feature of the car, with styled buttons spread out across the dash. Choke and hand throttle on the right of the instrument panel and the lights and spark control on the left (driver's side). Unusually for a car of this era there are no controls on the steering column.

Other features of the car are an adjustable front seat (unusual in a coupe), a

height adjustable steering column and a wind up front windscreen (this feature is also seen on the 1929 Plymouth and is very useful on a hot day).

Unlike cars of earlier times, late Vintage Americans are generally simple to drive. No power assistance of any sort of course but the cars are also usually not that heavy. This car has its steering wheel on the left but like all of its era is fairly high and narrow so visibility isn't really a problem – just remember to use the right hand for changing gears. Driving the Durant in suburban areas is easy enough, the only thing to be aware of is the steering, which is heavy at low speeds, partly due to this car being fitted with tyres one size bigger than original. Out on the open road the Durant can cruise with the traffic although there is quite a bit of noise in the body, more so in a coupe than in a sedan. Like most cars of its time it is quite low geared and a fast cruise is near to its top speed unlike moderns with overdriven top gears. There

is little vibration, the brakes are adequate and steering easy to use. The hydraulic shock absorbers damp out the pitching sometime experienced with straight front axle cars.

Being a Deluxe model this car has a rumble seat and a rear window that winds down - my two primary school age sons enjoyed the experience of riding outside with the wind in their faces but still able to be in contact with the driver. dw

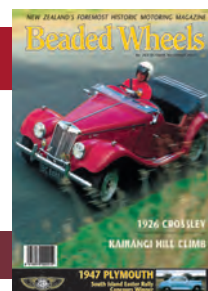
Price new US\$945 although prices dropped by 18% later in the season. By comparison the 1930 Durant 614 standard business coupe was \$785, the Ford A coupe and Chevrolet coupes in 1930 were under \$600. In the same price bracket as the Durant Deluxe were coupes from Oldsmobile and Dodge.



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THE 36TH FAR NORTH TOUR

Words Terry Lambess



Heading for the Mangamuka Gorge

On Friday 31 October entrants picked up the rally packs, renewed old friendships and prepared for an 8am start Saturday morning.

Saturday began with a public display before heading on the rally. The route took us out on the road past our clubrooms at Heritage Park and the road to Twin-bridges through Kaikohe to SH1. We then passed through Okaihau, stopping at Umawera, and on via the Mangamuka Gorge through to Kaitaia. Our lunch stop was at the Waiharara Gumdiggers park 25kms north of Kaitaia. What an amazing step back in time! Hundreds of years ago this area was covered by a giant Kauri forest which disappeared leaving extensive deposits of Kauri

gum. Over 1000 diggers worked these gumfields, and the holes they dug to find the gum are huge! The park is well laid out with areas set up to show what a hard life the gumdiggers lived. This is a must-see for any one interested in our history. An amazing place saved, thank goodness, by the present owners of the property. There are ample areas for people to picnic. A perfect sunny day, and after walking all the tracks, viewing all the exhibits it was time to start back to our final destination Taipa. Our evening meal, courtesy of the Far North Vintage branch was held in the Taipa Rugby Clubrooms. Sunday morning we were invited to the Far North Clubrooms for a farewell cuppa and the guys checked



One of the many gum holes



The Long Drop



Gumdiggers' hut

out their spares shed before heading back to our homes. Roll on tour 37!

bw

Auckland ANNIVERSARY RALLY

Photos Carole Lindsay

Vintage:

1. Stephen & Tracey Winterbottom - Auckland
2. Doug & Doreen Green - Rotorua
3. Graeme & Raewyn Fenn - Bay of Plenty

Post Veteran:

1. John & Shirley Foot - Waikato
2. Bob & Debbie Ballantyne- North Shore
3. Des & A Brunton - Rotorua

Post War:

1. Mark & Marion Vince- Auckland
2. Brian & Val Russell - Waikato
3. Kenneth Millar & Graeme Bourke - Bay of Plenty

P60:

1. Clive Taylor & Peter Woodend- Bay of Plenty
2. Cliff & Shona Wickham - Rotorua
3. Merv & Judy Stowers - Auckland

Overall Winners

Stephen & Tracey Winterbottom - Auckland

Damsels in Distress - Ellie Pye and Sylvia Smith in their 1970 E Type Jaguar with a flat tyre. Helpers from BOP branch



Les and Jan Jeffrey in their 1939 Chevrolet Master Deluxe came to standstill. All efforts to start in vain - a tow required



Beaded wheels 31

BRASS NOTES

Words Diane Ross

randross@kinect.co.nz

Is your Veteran vehicle 100 years old? The Vintage Car Club has produced a badge that is available on application to National Office for all financial member's vehicles with a VIC that have become centenarians.

I'm fortunate to have been lent an early VCC member's scrapbook. It was interesting to discover that Beath & Co, Christchurch, was one of the first retail firms to use motor transport for travellers and deliveries. One such vehicle was a 1914 Triumph Motor Cycle that sufficed until 1918 when motorcycles were replaced by Maxwell cars.

Also pictured was a fleet of De Dion cars garaged in the old horse bazaar in Dunedin that were used by Wright Stephensons. A lot of us are familiar with the 1912 Unic, ex-Ballantynes, delivery truck restored by John Palmer, and regularly driven by son Tim. As well, Stirling Mayo of Auckland has among his future projects a 1905 solid tyred Olds model F ex-Ballantynes delivery vehicle.

During the mid-1950s the late Allan Storer located the remains of a 1912 Albion Truck in Governors Bay. It had been used in an orchard but went out of control one day and the owner was injured. The vehicle was subsequently cut in half with the intention for the back to be made into a trailer and the front to become a saw bench. This never eventuated and Allan was able to pick up the remains minus the radiator. A local schoolgirl walked through a hedge each day to school and recalled she had passed a radiator that had Albion on the front. She relayed this information on to Allan and he established that it was the original radiator from the Albion. Allan began the mechanical restoration while Hugh Bennetts, who was a body builder with Cooper Price, did the bodywork. Unfortunately Hugh died before the job was finished, but a friend of Allan's was able to complete it. The Albion was on the first Canterbury Branch Rally in 1959. It was then grey and didn't have the back canopy. Allan rallied it until he restored his 1912 Cadillac and the Albion went into storage. In the early 1970s the Bennett family took it over on permanent loan, the deck was replaced, and it was painted green and black.

On a rally one day, when in conversation with Carolyn Elcock who worked for A D Riley & Co Engineers, it was revealed that



Ian and Elizabeth Mitchell's 1911 Mitchell.

was the firm that actually imported the Albion to New Zealand. Further research confirmed this. This year that firm is celebrating 100 years in business, and Don and Judy Bennetts were asked to take the Albion to Taupo for the occasion. The best way was to truck it north. This was unusual as they always drove wherever they went. They stayed a night in Wellington en route and continued on to Taupo. At the conclusion of the afternoon's official speeches the Albion was revealed and driven around the side of the building, much to everyone's surprise. Although the employees of the firm knew of its existence, as its photo is on the wall of each office, its presence at the celebration was a well-kept secret. It isn't confirmed but the company believes it is the only company that specially imported a vehicle into New Zealand so long ago, and is still in business with the vehicle remaining on the road today. Not only is AD Riley celebrating 100 years in business but also the Albion celebrates 50 years of being back on the road since restoration. It has been rallied extensively and we wish the Bennett family many more happy miles of motoring.

Just a bit of trivia, AD Riley supplied the first Bell telephone exchange into Wellington in 1903.

While we are on historical matters, a lot of you will recall the disastrous fire that razed the Geraldine Motor Museum in 1979. Peter Morrison lost two Veteran vehicles that were housed in the building at that time. His 1913 Morris Oxford has since been rebuilt and now he's working on

the 1906 Alldays and Onions. The rebuild is about three quarters complete and awaits the re-metalling of its body. Losing this car was especially bad luck as it had been loaned to Neville King of Balclutha for his use over the previous seven years and had been returned to Peter for garaging in the Museum just before the fire.

Barry Goodman tells the story of the 1910 Triumph Motorcycle he restored when he was 18 years old. He made a special effort to finish it in time for the 1961 Mt Cook Rally. This was achieved but sadly on debut day the bike refused to start and had to be left behind while Barry drove a fellow member's Bentley part way and hitched a ride for the rest of the day. Being somewhat disillusioned he swapped the bike with Don Oddie in exchange for some Bentley parts. The Triumph then found its way into the hands of Ian Barnes who rode it on the 1965 Haast Rally taking second place in class. He again took it to the 40 year Haast Rally anniversary celebrations in 2005.

Rob and I have recently taken part in the 55th Dunedin to Brighton Rally, this year organised by Joan Pearce. The Pearces had their Veteran 1911 and 1912 Sunbeams out. The 1911 being piloted by their son-in-law. Colin has had this car since 1959 and has clocked up around 50,000 miles. Niven Gough had his 1918 Model T commercial and also entered the 1914 Buick that was owned by his late father. To complete a trio of double entrants the Perrys had both their Veterans out. A couple of eye-catching new restorations were Ian



Wayne Henderson's NZ-bodied Ford T.

and Elizabeth Mitchell's 1911 Mitchell and Wayne Henderson's NZ-bodied Ford T.

30 years ago the Mitchells who lived on Mitchell St in Dunedin located the beginnings of the Mitchell project on a farm. The rolling chassis had been converted for use as a farm trailer. Since then they have moved to Christchurch. Ian has patiently worked away doing most of the work himself, and finally taking part in his first rally. Most of the components were located in NZ and the body was rebuilt using patterns. During restoration Ian became friendly with Noel Adams, a Mitchell owner from Brisbane who agreed to do the upholstery in return for accommodation during the Canterbury Branch Swap Meet. Incidentally it took three swap meets to finish the job.

The Henderson Model T has been an example of extreme persistence lasting 47 years. Wayne fell in love with the car he found at the Oturehua Hotel when he was 12 and managed to convince his father to purchase it for £40. He then decided to begin the restoration by stripping a door lock but wasn't able to put it together so came to the conclusion perhaps he would need to get a few more skills before proceeding further. Life moved on, but the enthusiasm to one day have the car restored and on the road remained. The 100 years celebration since the arrival of the Ford Model T became his goal. A former Dunedin Polytechnic technical lecturer and car enthusiast was engaged to organise the project that included work on the original Dunedin-built body. The

dismantled door lock was found in the box that Wayne had put it when he was 12 and it now works perfectly. The bug has bitten because he plans to turn his attention to rebuilding a 1910 Regal believed to be one of only 13 left in the world.

Wayne Nicholl from Southland has a 1907 Russell 2 cyl wooden chassis model waiting in the wings of his shed. He managed to acquire this project from Merv Coutts when it became surplus to requirements. He's located another in Australia that could be used for measurements but would love to hear from anyone with any bits or information in New Zealand.

I'd like to thank those of you who have supported the column with information. If your contribution hasn't appeared yet don't fret, it will. It's a nice feeling to have something to start with next time. bw

BAY OF PLENTY CAR CLUB Inaugural Veteran Social Run

Sunday 19 April 2009

As part of our celebrations to commemorate our 50th Anniversary we are planning a simple Social Run for all Veteran and early Vintage vehicles.

This event is open to all VCC members who may have such a vehicle

Please come and join us for this inaugural event.

For information contact

Derek Winterbottom

Phone 07 572 0984 or email: deri@clear.net.nz

★ ★ ★ ★ ★

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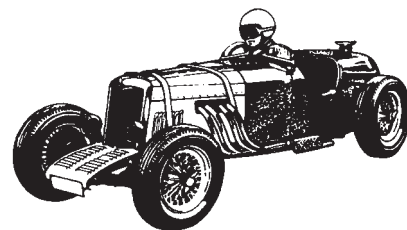
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VCC Rally 2012

An International Rally in Wanganui, N.Z.
Organised by the Vintage Car Club of NZ Inc.

RALLY UPDATE 8

VCC Rally 2012

Acting on advice and in consultation with Vero Consumer Insurance Specialists, the major sponsor for the Rally in 2012, it was decided that the Rally should now be known as the VCC Rally 2012. Accordingly, a new agreement is in the process of being finalised. In no way does this diminish any of the sponsorship that Vero has previously entered into with

the Vintage Car Club of NZ (Inc.).

As will be seen on the newly altered website which will be on line within the next two weeks, and on letterheads and promotional material, Vero Consumer Insurance Specialists is clearly identified as being proudly associated with the Vintage Car Club.

Venues

All venues have been booked for the Rally and paid for. What this means for the Organising Committee is that considerable savings have been made and even with inflation, good commercial deals have been obtained.

While the 2009 Masters Games were on in Wanganui, the Management Committee of the Vintage Car Club inspected the Main Venue (Wanganui Community Sports Centre) and could see how this venue worked during a large function. One of the main reasons for moving from the more traditional Race Course type venue is that separate negotiations can be entered into over the sale of alcohol and food concessions.

Manfield Motor Racing Circuit near Feilding was also viewed and will, we believe, be an ideal venue for competitors and spectators alike. Certainly all safety issues will be more easily addressed on this established and well organized motor sport circuit.

Rally Routes

Vintage Car Club members from branches surrounding the Wanganui Branch have been asked to help plan the rally routes. This decision was made so that the load and experience could be shared and already some innovative ideas have been discussed.

Marton, is the only confirmed Rally arrival venue that has been decided and at a public meeting in the town in January, a great deal of interest and support was expressed. Over the next six weeks, two other venues will be visited and hopefully three more by the end of April.

The information gathered from your delegates at the Rally workshop held at the recent Executive Meeting in Christchurch has given the organising committee firm suggestions to follow up on. Your thoughts and ideas are sought as this is your rally.

The Rally Committee

The organising committee is working well together and is quietly moving forward with a great deal of new ideas being offered. However the committee is of the mind that we are not there to re-invent the wheel and will look at what worked in past rallies and adopt those ideas along with new thoughts to make this a successful rally in 2012.

Rally Launch

The Mayor of Wanganui, Michael Laws, will host a function in the Wanganui District Council offices on 28 April 2009, and along with our National President, will announce and promote the rally.

This will be the first official function for the Rally in Wanganui and has been designed to give gentle lead-in time for the ultimate promotion of the Rally in Wanganui and surrounding areas.

I should point out that Wanganui District Council is our second major sponsor to be confirmed. The sponsorship is in goods and services and will greatly help in a number of key areas which will result in major financial savings.

Artwork

With the alteration to the name of the Rally, we have altered the Art Work which will appear on promotional material. One of the changes is the addition of the Vintage Car Club Wings logo.

Summary

I believe that we are in a good position with planning for this rally and with the website and other promotional material being easier to find under the VCC Rally 2012 name, less confusion will be generated. Our thanks must go to Vero Consumer Insurance Specialists for their continued and on-going support.

Bruce Hutton QSM, FPSNZ

Diane Quarrie

Diane will have been a member of the Vintage Car Club for 25 years this year. While living in Hamilton she held the position of Secretary of the Waikato Branch and was introduced to "serious" rallying enjoying competing in Double 50s and Hunuvas. After moving back to Hawke's Bay with Geoff and family she became Editor of the Hawke's Bay Branch Mag over a number of years before taking on the position of Chairman, which she held for five years.



Dianne Quarrie

Along with Geoff, Diane was instrumental over a 10 year period in the growth and development of Hawke's Bay Branch's very successful Art Deco Rally before stepping down in 2006. She received the Vintage Car Club's Presidential Award in 2005 for her commitment to this event.

Diane and Geoff motor their 1915 GWK, 1923 Studebaker and 1931 Chevrolet extensively and have lots of fun with family and friends in their 1930 Model A bus which lends itself perfectly to wine tours of the many Hawke's Bay wineries.

Diane has been a member of the Management Committee for three years and is that committee's representative, as well as being Chair, of the rally organising committee.

web review

Now, this web site **IS**
worth a visit!

WWW.CARMAGREVIEWS.CO.NZ

Reviewed by Kevin Clarkson



This site means you no longer need to waste time looking for that elusive article when someone has taken the time to do it for you. Since the age of 12 Julian Walls has been collecting car magazines and his dedication to the task of indexing the information therein from cover to cover is unprecedented. He has done this, and is continuing to do so, for over 32 years. The result is that he has a huge database of car facts available to him and therefore to you, via his web site. Currently only magazines published from 2006 are on-line although he has an extensive database dating back many years at his fingertips. Just do a search on the web site or email a query to Julian and it is extremely likely that he can come up with something that will help you. Even better and very unusual in this day and age, this service is free to ordinary members of the public.

Julian's goals are:

- To help car enthusiasts worldwide locate and source the information they require from car magazines from past and present
- To provide information in a timely manner
- To create a forum where enthusiasts can meet, chat, trade and swap information, so all will benefit
- To promote the preservation of older car magazines and their storage so all can have access

What do you wish to know?

You may be an individual wanting to

- research a vehicle before its purchase
- examine how a car was restored as you are about to restore a similar one
- know how to maintain your car
- obtain information about modifying your car
- find out if someone worldwide has a similar rare car to the one you drive
- know if your car featured as road test car
- know if your car had a competitive history
- find out who built your car if it was a special

There is much more I could write about Julian and his web site but I recommend that you explore the site and read about his background and how it all started – very interesting. His dedication to the task he has set himself is simply breathtaking.

book review



THE STINK-WHEEL SAGA,

Episode 1 and 2

ISBN 0-9547363-0-3, ISBN 0-9547363-1-1

By David Beare, Andrew Pattle and Philippa Wheeler

Each book approx 250 pages, A4 size, paper back

Reviewed by Kevin Clarkson

Over the last decade there has been a world-wide resurgence of interest in autocycles, cyclemotors and mopeds. Whatever the name, the style is of a bicycle with pedals with a small motor attached to relieve the rider of the task of pedalling (most of the time). We in New Zealand have not escaped the craze which makes these books a very attractive buy for those with an interest in such machines.

The books cover, in quite some detail, the makers of cycle motors that were available in the UK during the '50s. Included are many contemporary drawings and photographs from the motorcycle magazines of the period and there are many excerpts taken directly from the road tests of the day. These make particularly interesting reading, as by modern

standards, they mostly gloss over any problems the new owner is likely to experience!

Both books have a similar style and have a separate chapter for each make with 22 makes covered in Episode 1 and a further 15 covered in Episode 2. While not all of the brands covered made it to New Zealand, many of them did including the Ducati Cucciolo which they style as "the Superbike of the 1950s cyclemotors". Also included are some would-be manufacturers who only made prototypes or managed to get only low numbers of engines to the market before events overtook them and production ceased.

The books are well written and some wry humour even pops up from time to time, and why wouldn't it, when we can see these tiny motors fitted to bikes with sidecars, tandems and triples and even two bikes mounted together, side by side with one motor driving the lot! The authors are obviously enthusiasts, although they seem well aware a degree of madness is required to fully enjoy the benefits of these tiny machines.

I found both of these books absorbing and full of new information (to me) and recommend them to those interested in these small cyclemotors.

The books can be purchased directly from Canterbury Branch member Gary Arps at \$65 each. (He can be contacted on ruth.arps@clear.net.nz or write to Gary Arps, 16 Opal Place, Casebrook, Christchurch, 8051). They are not available in bookshops in NZ.

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AUCKLAND VETERAN REGATTA

Words and photos John Stokes

As I headed for the start of the Auckland Veteran Rally on St Valentines Day, I looked out the window of my automatic, air conditioned Camry and wondered whether we would get any starters. The clouds got darker and the rain thicker as I travelled south. Upon arrival at the start I found Chris and Diana Wood, the organisers, wondering the same thing. We were soon rewarded by the sight of the Anne Thomson/Wallace McNair 1906 Grand Prix Darracq arriving at Karaka Lakes subdivision. Wallace informed me that they had left their wet weather gear in the South Island. Most of the other entrants began to turn up including Waikato members Reece and Sue Burnett and family in the ex-Bayard Sheldon American La France car, *Toad*.

As these Waitemata and Waikato crews looked drowned, both made the perhaps difficult but correct decision to head for home as the rain showed no sign of easing. They probably deserve some award for having the guts to make the 120 mile round trip, anyway. This left Waitemata's Kevin and Mariette Beesley in the 1913 Delage as our only out-of-branch starter. The two primitive Veteran entrants, Barry Robert and Bill Miller 1909 Rover twin and Barry and Nicola Birchall 1907 International Auto Buggy made the decision to leave their vehicles in or behind their moderns. I was pleased to see the branch Renault charabanc arrive with nine or so very wet passengers aboard. They decided to compete. This left ten starters with another three in or on trailers who were going to follow the route.

All the starters were rally proven vehicles so mechanical problems would hopefully be avoided and this proved to be the case. The rally was based on competitors nominating an average speed and then driving past a check at an unknown distance, where their time would be recorded and an actual average speed computed. The faster vehicles were to start first, thus avoiding queues forming on the rally. Two routes were provided, a 60 mile

one for the faster cars and a 40 mile one for the slower vehicles. The rain put paid to the starting system with people moving off as best they could and care had to be taken so that the starters recorded time sheet didn't turn to pulp in the wet.

Chris and Diana had plotted an interesting run through rural Karaka, Kingseat, Patumahoe, Mauku, Pukeoware and Glenbrook where Yogi Schollitt was recording the finish of the timed section.

From there entrants saw a little of Waiuku before moving on to the finish at Waiau Pa. Chris shortened the last few instructions as a concession to the weather. Stephen and Tracey Winterbottom and Norm and Pat Dewhurst had graciously offered their property as a finish point and entrants were rewarded by a large dry garage in which to eat a well presented meal cooked by Pat and Tracey, Examples of 1928 16.9 hp Sunbeam, 1925 Essex Super Six and a Skoda Felicia convertible sat out in the rain, a 14/45 Talbot stayed inside and the carport held a couple of Ariel motorcycles. Another shed held a Talbot 75 project and several other vehicles including the once well known DB Tennents and Co 1930 Chevrolet delivery van.

After lunch the winners were announced and the prize was shared jointly by "les amis de Delage", Kevin and Mariette Beesley who had nominated and maintained a long route 28 mph average in their 1913 model, and Jim Francis and Dorothy McDonald who had nominated and maintained a short route average of 20 mph in Jim's 1910 model. Some of the other nominated and maintained speeds make interesting reading for Veteran Run plotters.

Some of the long route averages were quite distorted. It can be safely assumed that the Mihaljevich and Le Gros crews stopped to dry out enroute and Bill Shears got lost and covered extra unknown mileage. If these unknowns were factored in, the averages may well have been closer to, or have even exceeded the nominated speeds. A very successful if weather-fraught day. bw

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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 June/July issue is 10 May 2009.

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.



1913 Dodge



1913 FN



Angeliq, Auckland Branch Renault Charabanc.

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Membership number is _____ / _____ Phone _____

Please list this advertisement in the

- wanted column | text only advertisement
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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 45 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.

RESULTS		NOMINATED	ATTAINED
Peter Le Grost	1916 Ford T speedster	36mph	27.4 mph
George Mihaljevich	1913 Talbot Sports	34mph	26.1 mph
Bill Shears	1917 Moon	27.5 mph	23.9 mph
Bruce Madgwick	1913 FN	32 mph	25.5 mph
Short Route			
David Oliver	1914 Ford T	22mph	28.9 mph
Russell Vincent	1912 Ford T	20 mph	27.4 mph
Cedric Pegrum	1915 Ford T	25 mph	23.3 mph
AVCC	1915 Renault	15 mph	17.7 mph

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.

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Advertisements should be typed or clearly printed.

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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 4 cylinder mechanical brakes, older restoration. Great wedding car, registration on hold. Supplied with 4 new tyres, tubes liners. Heaps of spare parts. As is, requires some attention. Selling because of ill health. Inspection in Palmerston North. Expressions of interest sought, sensible offers invited or sale by negotiation. Photos available. 1 Ford Y wheel, 3 5 stud Anglia wheels. G. Lauridsen Ph evenings 06 357 4425

1928 FORD MODEL A TUDOR SEDAN Few spares, inc luggage trunk. Older restoration. Personalised plate FØRD A as extra or separately after sale. As is, requires mechanical attn. Selling due to ill health. Inspect in Palmerston North. Expressions of interest sought, sensible offers invited or sale by neg. Petrol Pumps, selection 1920s – 1970s. Ford Zephyr Consul MK1 windscreens, hubcaps MK4 Zodiac, XA Fairmont 14". 1938 pairr Chevrolet wheels Phone G. Lauridsen evenings 06 357 4425

1958 ROVER 90 (PWV1052) Reluctant sale, tidy cond., engine rebuilt 2001. Clutch, gearbox bearings, brake booster, exhaust system replaced. Personalised plate RNTEE (aunty) neg. Workshop manual, some spares. Photos by request, \$6,000 ONO. Ph 06 379 7573 tomjean@xtra.co.nz MEM

1962 MORRIS MINOR TRUCK, 1962 Morris Minor Car and Morris Minor reconditioned motor. Was to be restoration project. Offers wanted. Ph Graham 03 443 1642 or email sandra.harris@clear.net.nz MEM

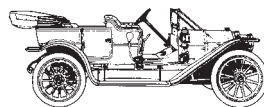
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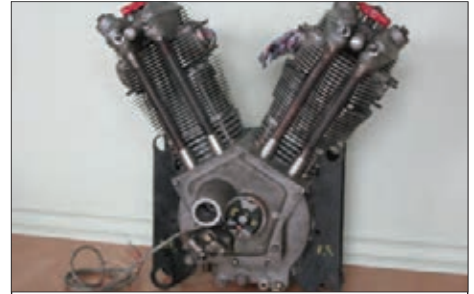
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VINTAGE ENGINE SHORTBLOCKS We can in most cases rebuild your shortblock using modern shell bearings, new pistons and rebuilt oil pump. Please contact us for more information. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

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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.



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.



1954 DODGE D9 4 door Sedan 6 cylinder flat head. Complete car in original condition. No Reg or WOF.



1936 FORD V8 2 door Sedan with boot. (spare wheel mounted on boot.) Complete car that needs restoring. Has been shed stored. No Reg or WOF.



1970 MORRIS 1300 MK II 4 speed manual. Like new. Only 11,900 miles. Red interior. Very nice example. No Reg or WOF.



1974? FORD ESCORT 4 door 1300 Mk 1 GT. Has reg until Mid April. Has WOF. Complete car but some surface rust.

Further information phone Alistair 03 688 2617 (evenings) or cell 027 202 5007, (no Texts). Highest or any tender not necessarily accepted. Tenders close 25 May 2009. Post tenders to Tender, SCVCC, PO Box 623, Timaru 7940. MEM



1936 WILLYS 77 Older restoration. Offers to Maurice. Phone 03 308 5941.



1937 AUSTIN BIG 7 four door saloon. Restored 1990. Runs well. Reg & wof. Lots of spares. \$6,500 ono. Phone Alan 03 389 3892. MEM



1918 BUICK EX 6-44 ROADSTER. Restored 2003. new rims tyres, tubes, leather upholstery. Painted green/black. Best hood material, brass fittings, Buick clock. Canty Branch restoration winner 2004, BW issue 273. Car motors well. \$35,000 spares, negotiable. Phone Colin 03 358 3099 MEM



1930 CHEV TOURER. Five owners, rare as only 1713 produced. \$30,000 ono. Phone Gordon 09 406 0910 or Wayne 09 406 1187. MEM



1930 FORD MODEL A ROADSTER Completely stripped to last nut and bolt and restored with brand new body. Below cost. \$40,000. Phone 03 762 6250. MEM



TWO 1938 DX 14/6 VAUXHALLS One was driven daily until 15 years ago. Stored on blocks since. Other had recon motor and restoration started. Reg expired, plenty of pases, interiors good. Photos by email. Offers over \$2,000 each. Phone 06 844 3959, 027 446 9331. MEM



RAMBLER REBEL 1967/69, 290cu in V8, fits 70/71 also running well when removed from car with worn automatic, complete except for coil, leads and engine mounts. \$900. 1967-71 Rebel V8 diff \$200. Phone Lindsay Oamaru 03 437 0809, 021 230 1062. MEM



1967 DODGE POLARA, reg & wof. Mechanically sound and in good condition. 383 Chrysler big block. Well maintained, nice American cruiser. Reluctant sale. Phone Nick 027 222 8148, Oamaru. \$23,000 ono.



1929 DODGE DA SALOON although an older restoration (1986) this vehicle is in very good overall condition, travelling 9000 miles since restoration. Reg & wof. Exc value \$12,995. Phone Derek 09 428 7353 or mardek85@xtra.co.nz



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. Only approx 2,000 miles since. Interior very tidy. Mechanically sound & motors well. \$18,000ono Phone 04 971 8150. MEM



PAIR HEADLIGHTS, not known what vehicle they are for, 8 inch circumference bodies and lens' in good order, halogen bulb type. Woodwork for 1930 or pre, Wolseley model unknown all oak with mounting clips good order. Phone J Hibbs 04 528 4621 or hibbspekay@extra.co.nz MEM



1957 VAUXHALL VELOX Tidy new paint, carpet. Well shod, plenty of spares. Phone 03 615 8697

WANTED TO BUY

1926/27 NEW BEAUTY MODEL T TUDOR SEDAN, drivers' side door. If you have one that has rust in the lower section that would be fine. Anything considered. Phone Steve Barker 06 355 1737 email jenzcrew@slingshot.co.nz MEM

1927 J HARLEY DAVIDSON MOTORCYCLE PARTS A coil box, tool box, battery box and cover, kick starter, front mudguard-right side skirt and a speedo cable to fit a Corbin speedo (36.5" from nut to nut). Also any clutch parts suitable for a Benelli Motorella Power cycle. Contact Ross 03 686 1937 email rossco@callsouth.net.nz MEM

1928 CHEV NATIONAL PARTS Wanting a differential and drive shaft, plus a motor driven Klaxon horn. Only genuine parts in restorable condition considered. Contact dixies@xtra.co.nz or phone on either 03 573 6637 or 027 286 4302 MEM

1932 FORD 4 cylinder Owners Manual or instruction book for Model 'B' Ford. Ph 06 278 6937 email ijs@xtra.co.nz MEM

1936 FORD V8 Fulton grille extensions. Phone 0274 939 143 email brett.jean@xtra.co.nz MEM

1938 CHRYSLER COUPE following parts required, interior and exterior body trim, front and rear window surrounds, complete grill trim, number plate, light assembly, set of hubcaps. Can trade 37 Chrysler grill assembly and bonnet. Phone Graeme Dickey 03 388 7677. MEM

1954-1956 VOLKSWAGEN PARTS WANTED for restoration, mechanical or body. Phone Jack 03 352 6672 MEM

1960s OR EARLIER VEHICLE WANTED for restoration project. Perhaps a Citroen Light 15, anything considered. Needed to keep an old experienced restorer occupied. Not keen to travel to North Island. Cash, please phone Frank 03 359 4020 MEM

ALLDAYS ONIONS MOTORCYCLE PARTS especially barrel for 500cc, any parts or pictures will help. Also Triumph model H parts and a pre-1915 Triumph project. Have circa 1930 AJS V twin girder forks and 1931 ohv 250 motor. Ph 09 533 8050 MEM

AUSTIN 7 MOTOR RUBY complete South Island. Please ph 03 578 5701 MEM

BSA 1930 350 SV rear wheel and sprocket. Hub part No 27 6691. BSA 1929 350 OHV Light. Cylinder head part No 15-1058 or preferably complete motor. Have swaps. Ph Graeme 07 549 2152 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

DODGE SENIOR SIX bodysell, doors, scuttle or whole car. Ph Darren 03 216 8766 evenings or email dmcleod@slingshot.co.nz MEM

EXTERNAL WINDSCREEN VISOR for 1959 Morris Minor 1000. Ph Bill 03 572 9008 MEM

FORMULA JUNIOR OR FORMULA 2 VCC class. Having driven my Austin Healey 100 in 2009 SCOPE classic VCC Class, I would like to lease a Canterbury based FJ or F2 for the 2010 SCOPE and related Summer classic racing events. Will pay all race related costs, generous lease fee and insurance etc. Ph Paul Rogers 03 355 9389 MEM

FRONT AXLE FOR 1911 NEW PICK. Also interested in other parts. Dale Conlon Ph 03 543 2151 email jendale@slingshot.co.nz MEM

INDIAN 741 Stewart Warner speedo required. Phone 03 439 5066 or email larry.chrissy@paradise.net.nz MEM

MIRRORS, MUDGUARD MOUNTED, Lucas style clear spotlights and 14" aluminium steel trims all to suit a 1960s Vauxhall. Phone Bob 09 431 6576 email elaineandbob@ihug.co.nz MEM

MOPED TYRES 23 x 2 (2 x 19) Phone Albie 03 308 9477 or email theirvies@clear.net.nz MEM

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

ONE ALLOY, dome top, four ring piston wanted for a 1937 Chev 216 motor. 3.5 inch dia and plus .040" or even plus .050" Phone Stu 03 455 2833.

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 any condition anywhere. Phone Chris 09 533 8050 email triumphmodelh@yahoo.co.nz MEM

SINGER GAZELLE OR SINGER VOGUE Series 5 1965-66. Must be in excellent condition. Phone John 03 980 5898 MEM

TAIL LIGHT BASE for early motor cycle. Phone Jim 09 276 8784 MEM

VETERAN TRUCK PARTS NEEDED for restoration of several Veteran trucks, Daimler sleeve valve engine, cast in pairs each with a separate head, 1912-1919 CK, CJ, CL type, a gear box and diff for a 1918 Thornycroft, a Gearbox and radiator for a White 5 ton chaindrive model 1916. Any help a step forward. Phone Mike 07 376 7961 ah MEM

VOLVO 145 STATION WAGON 1972, right hand (driver's side) tail-lamp, complete unit or lens only required. Please contact Ronald Lever, 87 Tui Road, Papatoetoe, Manukau 2025, Auckland. Phone 09 278 3888 ah. MEM

VOLKSWAGEN BEETLE 1954-55 left rear guard and front bonnet wanted. Also looking for 4 x (525x15) new crossply tyres. Phone 03 312 6403.

WANTED / TRADE. ANY OF THE FOLLOWING. 2001 Peugeot 206 Cabriolet. 31,500 miles - Black. 2002 Ford Mondeo. 21,000 miles - Black. 2003 Ford Focus Hatchback. Under 24,000 miles. Dark Blue. 1997 Mercedes Benz E280 Sedan. Under 96,500 miles. 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. Phone 03 326 6120 or 021 950 745 MEM

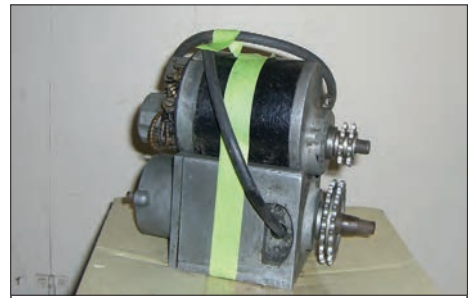
WANTED FOR MG TF1500 Left hand wing mirror, or pair of matching wing mirrors of similar style or era. Phone 03 5788293, email murray_brown@clear.net.nz MEM



SIMMS-BOSCH HD MAGNETO or any other mag suitable for 1907 car. Approx 210 mm x 137mm The mag differs from regular Mags, I am told, as it will deliver 4 sparks per revolution rather than the regular 2 per revolution. Rob Spyker Phone 03 332 1411 spyker@clear.net.nz



FRONT AXLE FOR 1911 NEW PICK Also interested in any other parts. Dale Conlon Phone 03 543 2151 or email jendale@slingshot.co.nz.



MILLER MAGDYNO WANTED As per photo complete or any parts. Not much identification on mag. Gene is common Miller and is chain driven off mag. Missing off mag is the chain cover. Phone R Taylor 06 844 9475 MEM



WATER PUMP for a Dodge 1930 DD or parts. Phone 03 3592652 email gwood@weldwell.co.nz MEM



W I N T E R I N G H A M



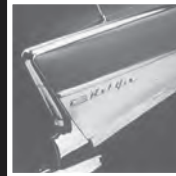
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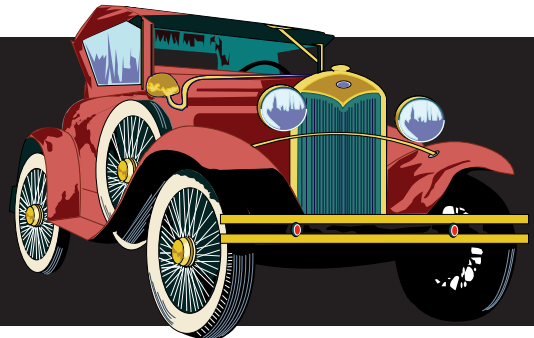
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**SWAP MEETS
& RALLIES**



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Enquiries to:

Rally Director
Rod McKenzie
Ph: 06 858-9562
E-Mail: rod.mckenzie.wpk@xtra.co.nz

Rally Secretary
Rohn Cleland
Ph: 06 858 9053
E-Mail: jcleland@xtra.co.nz

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or email for details to

Veteranvintage2009@yahoo.co.nz

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Janet ph 03 686 0282 or email jjlc@slingshot.co.nz

Swap Meet Chairman Stuart Hatton ph 03 615 7909

The Wellsford/Warkworth Branch

wishes to advise all members that their

Annual Swapmeet

scheduled for 9 May 2009 is

CANCELLED

due to the Council having turned the grounds into a
"CONSTRUCTION ZONE"
and our access is blocked.



ROTORUA VINTAGE &
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For site bookings ph Denis Burr 07 333 2807
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For car show enquiries
ph David Philips 07 357 4881
email roommatecabins4u@clear.net.nz



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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:	Rally Secretary:
Stewart Townshend	Mark Thomas
10 Alice Street	15A Mortimer Street
Morven	Waimate
Phone: (03) 689 4999	Phone: (03) 689 6232
Accommodation is available in Waimate.	



MAUNGA MOANA

24 – 25 APRIL 2009

This year Taranaki's Annual Rally will commence in New Plymouth.

Entry forms available February 2009 from your Club Secretary
or contact Rally Secretary:

Beryl Watson, 4a Catherine Crescent, New Plymouth.
Phone 06 751 0309 email: jim.berylwatson@xtra.co.nz



NATIONAL NORTH ISLAND EASTER RALLY

HASTINGS 10 – 13 APRIL 2009

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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

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This event is a charity run that will take place in April over the Easter weekend and hopes to raise in excess of \$50,000 for the Starship Foundation.

All the associated accommodation, petrol and other costs will be met directly by us. We'll do all the hard work but we really need your help to make a difference to the children. We hope to bring some joy to the children that have to spend time at Starship Hospital.

Many thanks for your support



We've set up a fund raising web page at:

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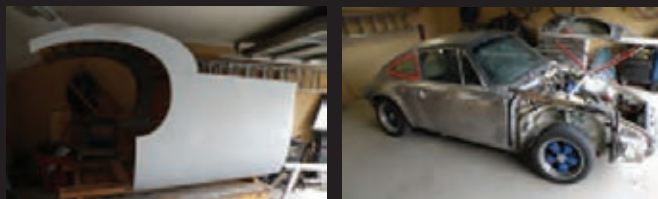
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OBITUARY



Michael Poynton

Michael Poynton, born in the Wellington Area in 1927, passed away in Christchurch 81 years later. It is fair to record that Michael lived those years with passion, flair and enjoyment.

He would recall, as a youngster, standing on the running board of his father's vehicles and backing them into the shed. This association with motors never left him. In common with those of his nature, he would be found tinkering with old cars in order that they became driveable; (to say that all would have been road worthy may be stretching the truth!) Stuffing old tyres with grass was described by Michael with his customary boyish grin. The Paekakariki Hill-climb was the subject of many reminiscences.

Many cars passed through his ownership: Ford T and A, Alvis 12/50 (in particular), Roesch Talbots, Sunbeams, 7 seater Stutz saloon, XK 120 Jaguar and perhaps his greatest love, his AM 80 Hotchkiss, the rear portion of which Michael had fashioned out of the bonnet of a V8 truck! He enlivened many a gathering with his and Margaret's exploits in the Hotchkiss on the '65 International Rally.

Bringing home the family housekeeping to his wife Margaret and family of four, Michael found employment, initially with book shops, a stint as a car salesman, but predominately with the non ferrous merchants, McKechnies where selling trips to the South Island were part of his territory.

During the late 1970s he imported and on-sold small Motor Guzzi motor cycles. Shifting to Blenheim, he was occupied with casual orchard work.

Relocating to Christchurch, found him selling fire alarm systems, until retirement. Interests outside motoring were radio and reading/collecting books. As a lad, stricken with an illness and confined to bed, he made a crystal set. This led to a gathering up of old radios, dating back to 1929.

Entering his home one would be struck with his collection of books, not surprisingly, predominately car related. From his reading, Michael possessed a prodigious recall of data.

His presence was an absolute must at a VCC quiz night where on one occasion in Christchurch, a bonus question was cast to the crowd to name particular models, starting with T of a certain make of car. He listed 13! The team won the competition!

Time ran out on the preparation of a Ford T for the 40th anniversary of the '65 rally. Not to be thwarted, Michael commissioned a Humber 80 and competed the trip.

Declining health in his later years curtailed his activities, yet his wit, smile and intense input to a conversation were never lacking.

Margaret pre-deceased Michael who is survived by their four children. We extend our condolences to them.

Michael Lavender

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Deadline for June/July issue 10 May

Ashburton

Peter Knight

December's club night took the form of a potluck Christmas tea at which 24 members enjoyed a delicious meal with Jim Lawton proving videos of his trip overseas. David and Marion Oakley's December run had 12 cars participating. This year they ventured over the Southern Alps to the West Coast

Organised by Percy and Heather Ralston, our New Year's Day run had 48 cars take part. The route was to Chertsey via Pendarves. About 70 vehicles attended the Annual Rally on 31 January to the Lake Coleridge Power station. The day was very hot and tested the mettle of both man and machine. The rally attracted a great variety of Vintage cars, among them two rare Austin A40 sports. Prize giving and dinner followed at the clubrooms.

Results

Vintage Motorcycles

Roger Hart 1930 AJS

Vintage Commercials

Daryl & Judith Nelson 1928 Chevrolet Capitol

Post Vintage Commercials

Ron & Marilyn Galletly 1939 Dodge

Post War Commercials

Ernie Ludemann 1948 Bedford

Veteran Cars 4-6cyl

1 = Kevin Begg 1913 Ford T

Rob & Diane Ross 1915 Dodge

Vintage Vehicles

John Campbell 1930 Chevrolet

Post Vintage Vehicles

Rod & Margaret Begbie 1936 Plymouth

Post Vintage Concours

Vern Ellis 1934 DeSoto SE

Post War Vehicles

Lyndon Goodman 1947 Citroen

Post War Vehicles Concours

Roger Scott 1954 Armstrong-Siddeley

Post 1960 Vehicle

Don Bennetts 1963 Morris Oxford

Time Trial

Dick Wardell 1923 Lorraine-Dietrich

Vehicle Motoring Furthest to Rally

Kelly & Janice Landon Lane 1930 Chrysler (Blenheim)

Best Lady Driver

Jocelyn Hosken 1967 MG B

Best Overall Performance

Ron & Marilyn Galletly 1939 Dodge

A relaxing Waitangi Day run to Rakaia combined with the Austin Flying 'A' Club. Held under very hot conditions, the highlight was a visit to Colin and Kathy Sweetman's small museum of 10 cars. Lunch was followed by field tests at the Rakaia Domain. These caused quite a few laughs. Stuart Hart took out members' prize for the Ashburton VCC and Colin Sweetman took out first prize and the Gordon Hood Memorial Trophy for the Flying A. The run also saw Merv Houston out in his 1967 Riley Kestrel for the first time. A warm welcome is extended to new members

Greg and Carolyn Bruce with a 1968 Ford Mustang.

Auckland

John Stokes

The branch extends condolences to Rex Bremner's family, Rex was noted for his motoring of an incredibly original 1939 Nash and a 1913 Ford T fire engine, the first motorised fire engine in Devonport.

Motorcycles: Chris North has just completed a 1937 Brough Superior side valve. The New Year's day run from Drury to Kiaua attracted about 18 club eligible bikes and 12 cars. Denis Dring brought his 1930 BSA 250, thus proving that a light Vintage machine could keep pace with much younger bikes. Paul Tomlin was present with the 1925 Harley and chair. A very attractive 1957 Buick was displayed in the car park. Don Green took a gold restoration award with his 1953 Norton 88 Dominator at our Gymnic; he has also purchased a 1930 Rudge Ulster ex the UK. Don wants this ground-up job ready for the centenary of Rudge in 2010. Clive Hallam 1926 EW Douglas was one of fifteen club eligible bikes on the Red Eye Rooster run. David Morley displayed a road-going 200hp Ducati at the February section meeting; it's based on a full-on MotoGP Ducati.

Veteran: Thirteen vehicles were entered for the Coast to Coast on 2 January. Bad weather deterred a couple and the very steep descent of the Piha Hill made some finish before this point. The Renault charabanc got down it OK. A resident at the finish point produced photos of a 1910/11 Cadillac taxi and also a Veteran Hotchkiss in Auckland. Other later photos showed Vintage and PV commercials. The main Veteran Rally in February was marred by rain and won jointly by Kevin Beesley with his 1913 Delage and Jim Francis in his 1910 Delage.

PV PW P60V: Berni Engleback has brought a 1934 Austin Seven box sedan. Graeme Rothville took a gold restoration award for his 1937 Chrysler coupe at our Gymnic, and Allan Grouet got a silver restoration award for his 1971 Porsche 914. New members in this category are Tim Hill and Jane Farris with a 1954 Morgan Plus Four.

Commercial: John Perich got a silver restoration award at the Gymnic, for his 1954 Ford Thames Costcutter. Wounded people include Frank Knight who fell while working on his 1932 Ford V8 pickup and John Campbell and Jason Delamore who are recovering from surgery.

Vintage: Peter Alderdice took his 1929 Morgan on the recent Morgan tour of Northland. Stephen and Tracey Winterbottom won the Bay of Plenty Anniversary rally in their 1928 16.9 hp Sunbeam.

General: We congratulate Norm Dewhurst on his appointment as a life

member of our branch. The midweek tourers group were treated to a start up of the Ralph Watson designed-and-built 7 cylinder rotary engine at Alan Woolf's property at Stillwater.

Bay of Plenty

Jack Hoven

An opportunity to raise funds for our branch resulted in club members acting as parking wardens for four open-air concerts in Katikati, resulting in a generous donation and free entertainment. Nice work if you can get it.

Our annual Anniversary Weekend Rally went off with a bang; great weather, fantastic scenery and many happy faces thanks to Derreck and his team. Dinner and dancing rounded off the very successful weekend.

Vintage

Winterbottom family 1928 Sunbeam

PV

John & Shirley Foote 1938 Buick

PWV

Mark & Marion Vince 1954 Morris

P60V

Clive Taylor & Peter Woodend MG BGT

Overall winners

Stephen & Tracey Winterbottom.

The guest speaker at our February meeting told us all about solar energy. We now know how to be self-sufficient. That is if you want to spend the rest of your life fiddling with generators, rows of batteries and milk your own cows etc, but that's what some people enjoy as we enjoy driving old cars.

Visiting retirement villages may seem a bit ho-hum but it can be very enjoyable. For 21 years now we have been taking residents of Carter House at Te Puke for their annual picnic, now the highlight of the year for them.

At a recent visit to Ocean Shores Retirement Village we were fed, watered and entertained. The smoke from the barbeque set off the alarms resulting in two fire



Bay of Plenty: Overall winners of the Anniversary Weekend Rally; Stephen & Tracey, Ryan & Kate Winterbottom, also known as the "Winner Bottoms"

engines turning up, and the crews joining us in the BBQ meal. It was fun!

Great news! On 19 April our branch is organising its very first Veteran and Two-Wheel Brake Rally. We hope for support from neighbouring branches. Late entries will be accepted. Ring Derreck on: 07 572 0984.

Long-term member Charlie Belk passed away recently, well known for his collection of Velocettes, he attended many rallies in New Zealand and Australia. Our sincere condolences go to his wife and family.

Canterbury

Tony Becker

The first event for 2009 was the Motorcycle New Year Run. Thirty or so entries took to the bays and hills of Banks Peninsula with touchdowns en route that included Little River and Lincoln. Two days later the branch New Year Picnic Run hit the road for a great day out as well. Back on two wheels, the popular Clip on, Moped and Steppie Run organised by Owen Genet came next; a winning effort with 100 or so entries enjoying another stifling hot Canterbury day. One section saw mopeds become scramblers on reaching the Waimakariri River and the heat made



Canterbury: Annual Rally, Royce and Jan Baker



Canterbury: Annual Rally, Loburn Domain.

for a few red faces by day's end – for more than one reason I'm sure! Yet another two-wheeled opportunity followed mid-Feb 2009, the Annual Motorcycle Rally. Overnight showers unnecessarily reduced the field to 55 entrants because the day got better by the hour and those who made the effort were rewarded with a decent rain-free tour that included a private museum. Saturday evening's dinner however was not so well supported by section members.

The 2009 Annual Rally took a hit from a wet start too, with just 60 of the prepaid entrants braving the elements, but again the day rapidly improved to a sunny one on all three routes. More than 100 members supported a happy Saturday-night dinner at the Branch Clubrooms. Sunday's Prizegiving get-together was chatty and enjoyed by all.

Veteran

John & Denyce Armiger 1912 Renault

Veteran

Alister McKenzie 1915 Ford T truck

Vintage

Bob & Esme Humm 1925 Jewett

Vintage Concours

Peter Wright 1929 Pontiac.

P V

Don & Marlene Muller 1936 MG TA

PV Concours

Don & Marlene Muller 1936 MG TA

PWV

Bob Line 1956 Ford Zephyr Mk I

PWV Concours

Russell Eastwood 1954 Chrysler Imperial

P60V

Kevin Burgess 1973 Triumph.

P60V Concours

John McKeown 1967 Jaguar.

Commercial

Adrian Whiteman 1926 Ford TT Truck

Commercial Concours

Adrian Whiteman 1926 Ford TT Truck

Lady Driver Best Performance Veteran/Vintage

Elsie Hartley 1924 Morris Cowley

Lady Driver Best Performance Other

Carole Whitaker 1961 Riley

Field Tests

Dick & Trish Appleyard 1924 Studebaker

Entrants' Choice

Adrian Whiteman 1926 Ford TT Truck

Overall Rally Winners

Bob & Esme Humm 1925 Jewett

Members may have noticed the substantial earth fill spread over major hollows at Cutler Park; this is surplus excavated material from Lancaster Park's new grandstand site. Perhaps we should bag and market it as "hallowed turf"? Considerable preparation is underway for McLeans Island's major Vintage Fair 28-29 March; the combined effort of the three historic preservation clubs based there, including VCC Canterbury Branch.

Eastern Bay of Plenty Joy Growden

We finished off 2008 with a good turn out for our Chairman's Christmas rally. We enjoyed a short run ending at Barry Caulfield's museum for a look at his trucking, machinery vehicles and memorabilia. The afternoon was completed with a barbeque potluck dinner.

At New Year, Les and Thelma Forward travelled south to pick up their recently purchased 1930 Model A roadster that is expanding our Vintage class.

Our Rooster Run was well organised again by Sandy and Paul starting with breakfast then a nice drive around Pukehina with some tricky questions. Sandy then took us on a safari starting with tarseal onto metal and then onto dusty farm track in the back and beyond of Pukehina. The day closed with lunch under the shade of trees.

Our East Coast rally was held Waitangi weekend, very pleasing to see 32 cars turn out.

Vintage/Veteran

Doug and Doreen Green, Rotorua

Post Vintage

Stu Clotworthy Waikato was also 1st Overall

PWV

Joe and Lorraine Bruntlett Waikato

P60V

Gerald and Anne Enright Waikato

Far North

Dave Duirs

After all the effort of staging the Autospectacular in January, Jim's (Crene) Valentine run was a most relaxing day with a good sprinkling of very old and not so old vehicles departing from Awanui to a look in at the once very busy "port" of Unahi on the Awanui Harbour. Here we were reminded of the early days and the old buildings, a legacy of when barge loads of fertilizer came ashore, and of the case of the RNZAF jet ditching in the mangroves.

Further touring took us by the remains of the WWII US Air Force bunkers, on to picnic by the water at Kaimaumau, previously unexplored by many present that day. On the way home a visit to Peter and Judith Matthews' immaculate collection of mostly exotic Fords, brought back memories. Most of the restoration work is done in-house and is of a very high standard.



Far North: J Stephenson's 1952 Chevrolet.



Far North: 90 Mile peoples Choice P & J Mathews 33 Ford Coupe.



Far North: Auto Spectacular, old Chev's.

The MacGregors had about thirty vehicles register for their Summer Gymkhana on a very hot day that tested the participants' skills with some hilarity

A good muster enjoyed a midweek luncheon and socialising at Ake Ake vineyards out of Kerikeri. Vineyards and olive groves are now becoming a feature of the Far North landscape and offer great motoring venues.

Gisborne

Rodney Clague

Our weekend at Waikaremoana in November with members of the Eastern Bay of Plenty branch went off very well, although the cold wind during the Saturday afternoon gymkhana wasn't very pleasant and played havoc with some of the props. Gisborne won the inter-branch trophy by a very narrow margin.

December saw the annual Club Captain's Wing Ding, which took us firstly to have a look at the Tarndale Slip, one of the largest earth movements in the world. Those who had visited the slip during our Easter Rally in 2007 were surprised to see how far it had moved in that time. After a cuppa it was on to Matawai and then to the home of Ian Storey who has restored a 1965 Kenworth truck and was one of 34 entrants from the North Island who took part in a South Island tour to Invercargill to celebrate the opening of a new wing at the Richardson Truck Museum.

On 25 January ten vehicles headed north again through Matawai and Motu, and then through the Motu Road to Opotiki, stopping at Toatoa to relive memories of branch campouts held there in the late 1970s. After refuelling both man and machine at Opotiki we headed through the Waioeka Gorge back to Gisborne, stopping to look at the Tauranga Bridge. One of only two remaining single span suspension bridges in the country, it was built in 1922-23 and was restored by DoC and reopened in 1995.

Tony Notting has completed restoration of his 1938 Morris 8 Sports, while Mark Dunn's 1929 Ford A Pickup has now found a home in Ashburton after the previous deal fell through. Phillip Cook has acquired a stablemate for his 1947 Ford Mercury in the form of a recently imported 1959 Ford Thunderbird, which had had only one owner until her death aged 91 years in 2007.

Hawke's Bay

Richard Anderson

Our January run organised by Bryan Taylor saw 16 cars line up along with a couple of 4WDs for a "Bush Bash" into the forest roads and farm tracks off the Taihape Rd. Bryan had cleared away the worst of the overhanging scrub and all enjoyed a challenging and, thanks to a short shower of rain, sometimes hair-raising day in the great outdoors. An event ideally suited to the short wheel based Vintage cars like the Model A, but with the surprising inclusion

of a Morgan Family three wheeler which despite its inbuilt handicap in traction also completed the run. No major incidents with most keen to do it all again. Perhaps in wintertime! February in Hawke's Bay is Art Deco time and in conjunction with the "not too serious" Art Deco Festivities the branch once again organised a full weekend's activities for rallyists from as far afield as Whangarei in the North and Wanaka in the South. For the 156 entries the weekend provided an opportunity to relax, rally, and join in the Art Deco festivities to relive that past era where things were perhaps a little less hectic than today. It was suggested in the local press that the large number of people driving old cars and wearing hand-me-down clothes might be an early sign that the international credit crunch was really starting to hit home. Rally results brought our Chairman Mark, and Sharon Jenkinson home as first PV (and first overall). First Vintage was the 1926 Buick of Peter and Julia Lowe of Paeroa. And as a fitting celebration of the centennial of the Ford Model T, an excellent array of these was also in attendance.

Marlborough

John White

Friday 6 February Waitangi Day we held our annual Heritage Day based at Brayshaw Park, with over 50 cars and a large contingent of motorcycles. Fifteen cars were entered for the Whimp Trophy awarded for the best-presented vehicle. On this day all occupants of the complex open their doors to display and demonstrate their particular hobbies that the public really seem to appreciate, judging by their attendance on the day. The display of farm machinery, tractors and the racket of stationary engines added greatly to the day's entertainment. The children got free rides in a horse-drawn gig and on a tractor-drawn trailer and the afternoon ended with a parade of all the mobile vehicles.

Our branch hosted the Centennial Commemorative Rally celebrating the first production Model T Ford that attended



Gisborne: Lunch-2: Mark Dunn's 1924 Model T Pickup resting while the crew enjoy lunch on the Motu Road.



Tauranga Bridge: One of only two remaining single span suspension bridges, located in the Waioeka Gorge.



Tarndale Slip: It is hard to imagine that less than 20 years ago stock trucks were crossing this slip to get to stations in the backblocks of Gisborne.

by more than 90 Ford Ts. From what I hear a very successful turnout, run most efficiently and ably assisted by many of our members, particularly the ladies who catered happily for a quite large contingent without a problem. My contribution was to assist them to park in the Renwick School playground where the 300 or so pupils had a ball honking horns and rubbing their hands all over the brassware. Two of our local members were entered driving our own branch Ford T; namely Trevor May, a 50-year member and lifetime Ford person, and Gordon Findlay a newly introduced T enthusiast learning to drive it. He told me he had a few nervous moments during the rally but is slowly coming to grips with it. Gordon is a motorcycle person so perhaps it was not so difficult using the foot change?

When parking the Ts I met up with long time friends from Waikato, John and Jean Bayly in their lovingly restored T roadster.

Manawatu Brian McPherson

January has been a quieter month with most members holidaying or doing their own thing. Apparently four vehicles and crews enjoyed the Wanganui Burma Rally, with a certain Austin 7 struggling to keep up with the faster, but nominated speed. A few guys attended Wheels with Attitude in Dannevirke recently and sold a few spares after viewing the vehicles on show.

Last weekend, the Vintage Machinery Club held an interesting two-day show at Feilding, demonstrating old horse drawn machinery, stationery engines and early tractors and trucks etc.

This year's Ruahine Ramble organiser must be on good terms with the weatherman as after the heavy rain in parts of Manawatu the previous week, the day and conditions were ideal except for a lazy breeze. About ten cars and crews from the Bay of Plenty joined us this year for the Ramble, which took us across the ranges, including a good gravel section. Lunch was in the grounds of the Tui Brewery and Museum and was followed by driving through green



Hawke's Bay: 1911 Model T Ford Bruce & Jocelyn Scott at Hawke's Bay Vintage on Wheels 2009



Hawke's Bay: Cars assembled at start of Vintage on Wheels 2009

cow-country north of Woodville and over the Saddle Road and past the Windmill viewing area, where some stopped for a proper look. Afternoon tea and prize giving at our clubrooms concluded a good days motoring, thanks Neil. Prizewinners were Peter Wilton, Peter Creighton and Ian Rowden.

North Otago Kathleen Perry

On Saturday 24 January a group of branch members and two from Waimate travelled from Oamaru to Flag Swamp and on gravel roads through to Buckland's Crossing for morning tea. From there they climbed up into the hills for everyone to gain some wonderful views and then on through the Nenthorn Valley and Moonlight to Macraes. Lunch was enjoyed at Golden Point and after viewing the mining operations from the observation point the vehicles travelled through Stoneburn to State Highway 85 and back to Palmerston for everyone to cool down with ice-creams before driving home.

At our February Club Night branch member Tony Green from Appleby Motors, in Kurow spoke about his time in England maintaining a collection of racing cars. Tony also has aeroplanes stored at the Aviation Museum at Timaru airport.

On Waitangi Day another group of members travelled via Waimate and from there through to Pleasant Point without

using State Highway One. We visited the Pleasant Point Railway Museum, rode on the steam train and railcar and had our lunch before going on to the Aviation Museum. Waimate and South Canterbury members joined with us, and John Campbell brought the Woods three-wheeled replica for members to have a ride. Jack Melhopt gave us a guided tour of the Aviation Museum and some members had a flight in a microlight.

A number of branch members attended Waimate's Wallaby Run and six others attended the National Veteran Rally in Cromwell.

Unfortunately our All British Day was cancelled because of heavy rain. Participants visited two workshops, had lunch at the branch clubrooms and watched a DVD of the North Otago Car Club's 50th Anniversary. The day concluded with afternoon tea.

Northland Terry lambess

18 January saw club members gather at Whangarei's Town Basin to view all the MGs on display. There were over 80 of them so there was much to see (and envy). Many we have never seen in the north before. An MG A with double over-head cams! Now that must be a rare one? Two 1939 six-cylinder MGs; much time was spent admiring these. The cutoff year was 1965. They were visiting Whangarei for



Marlborough: Ford T Centennial Rally, Blenheim February 09



Marlborough: John and Jean Bayly, Renwick.



Northland: Tea for two at the waters edge.



Northland: Club members enjoying a cuppa with the Friendship Force members.

several days so there was ample time to see most of them around the district. After viewing the MGs we then set off to drive to Pataua-North for our first run with a picnic at full tide under the Pohutukawas right on the waters edge. Jamie and Trudie Sawyer arrived in a very nice 1965 Triumph Herald open-top, the third Herald in their stable! (That makes five in the club!). Later in the afternoon we met up with the members of the Whangarei Friendship Force who were also using the outdoor pursuits area and enjoyed a cuppa with them. Breaking news – Keith Taylor has finally driven his 1936(?) Hudson Roadster out of the garage and back again. Well done Keith, let's see it on a run soon.

North Shore

Ray Urbahn

Mary Lloyd reports that in January, Brian and Gayleen Cullen once again organised the annual Summer Saunter and as usual we met at the Kaukapakapa Hall car park. It was on the same day as the Kumeu American Car Show, so whilst we waited we saw several hot rods and various American cars and motorcycles roar past. Once we were all assembled we headed off along Highway 16 en route to Paul and Kathy Collins' home in Wellsford for morning tea. The men checked out Paul's shed whilst the ladies relaxed on the new patio in the shade. We continued North through Mangawhai and Waipu, then on to Whangarei, Kamo and Ngunguru where Don Nightingale keeps his collection of cars. We were amazed at the number of cars in the collection, which are stored in an enormous shed that has no floor (hate to think what it is like when wet) plus there are several cars parked outside. Apparently Don has an ongoing battle with the Council (surprise, surprise) trying to get resource consent for the floor. He has a 1933 Morris Oxford in very good condition that is possibly the only one in the world.

We then went next door to where Bruce Sowery lives. He has a collection of Singer sewing machines that he started collecting

when he was a teenager. He was a mine of information about Isaac Singer and his machines.

We then went on to Marsden Cove to Brian and Gayleen's house where we had a delicious barbeque dinner and breakfast the following morning. After breakfast we went for a walk around the new Hopper Marina development before returning home after a most enjoyable weekend.

Our February activity organised by Dallas McNeil was another of the very popular Breakfast Runs this time to the Carpe Diem Cafe` at the Gulf Harbour Marina complex.

Otago

Arthur Bennett

The Jackson Peninsula Annual Run drew a small crowd of members to the destination Harwood Hall. An entertaining set of challenges testing skills produced happy winners, Margaret and Alistair Drummond in their 1939 Morris Series E. The annual Dunedin to Brighton run for Veterans also had an interesting two days by going to Brighton, then over the hills to participate in the Otago A&P Show on to Taieri, then on Sunday morning motoring down to Glenfalloch Gardens for morning tea and presentations. Our treasurer, Dave Ross, is organising a proposed swap meet/boot sale at the clubrooms and surrounds. The cracked windows at the clubrooms have been replaced. Folklore has it they were cracked in the 1972 Dunedin earthquake. Branch members who want to be in the Restoration Awards need to get on the job, as 17 May is the judgement day. A party from the Hudson, Essex, Terraplane Club on a Catlins Safari called in on the branch. Hudsons are celebrating their centennial year. George Mihaljevich's 1912 Hudson 33 roadster would appear to be the earliest Hudson in New Zealand. Hudsons, along with Cadillacs were the backbone of back country public transport in the early days before bridges and tarseal. A group of motorcycling members attended the National Motorcycle Rally in Levin and

are actively participating in other branch rallies, as are our large number of Model T Fords.

Rotorua

Doug Green

The year started with three cars going to Tauranga for the Bay of Plenty Anniversary Rally. We had a great rally through the BOP countryside with afternoon tea back at the clubrooms with a great view over the harbour and bridge – love your clubrooms – then to top it all off a great meal at the end of the day with prizegiving. Thanks BOP.

Later on it was off to Whakatane for six cars to compete in the Eastern Bay of Plenty Rally. That was also a great run right down to Opotiki with a few tricky things thrown into test our grey matter. A great weekend.

Rotorua branch member Evan Dorrington has stripped his Morris Minor down and had it repainted and freshened up – looking good too.

The Club Captain's run for Rotorua was to Cambridge with straightline navigation through Ngongataha, then on to Karapiro. After lunch it was through to Cambridge to look over some very beautifully restored American cars in pristine conditions. Another great day out thanks to Maurie Crowe and Peter Stanaway.

Our branch has raised a considerable amount of money for the Rescue Helicopter for night vision goggles. Coincidentally, only twelve months on these goggles were used to find one of our own members who was hurt in a farm accident and was delivered to a safe haven in hospital. The Rescue Helicopter is a great service to have and the night vision goggles a great addition and Rotorua Branch is proud to have helped procure them.

South Canterbury

Bill Weir

Veteran, Vintage & Commercial Rally 16 Nov 2008 involved a circuitous route west of Timaru, through Pleasant Point. An entry out for its first rally was the 1936 Chevrolet Pick-up driven by John Foster and crewed by the owner, John's sister.



South Canterbury: Celebrating 150 years since the early settlers landed in Timaru

Arriving at the Clubrooms, it didn't look well for the Chev, as a lot of brown water was evident on the bonnet from, possibly, a partially blocked radiator. However Grant Stewart took it under tow with the Durant.

New Year's Day Parade at Fairlie was on a beautiful summer's day with a large turnout of SCVCC members. The Fairlie Museum fielded a much larger compliment of old equipment in the parade this year which was well received by a large crowd. The Rosebowl for the best VCC exhibit went to Gordon Stocker with his delightful 1951 Singer Sports. Everyone was blown away by its finish in a mid-green with tan upholstery. The quality of the rebuild is a credit to Gordon. A new club vehicle is Colin and Brenda Lyons in a Mustang Convertible. A big change in vehicles as they are usually seen in the Vintage Hupmobile Tourer, but as Colin said it is nice to have a classic car that you can travel in at highway speeds "or better". This is a very nice example in very good original condition rather than restored. The upholstery is black and in very good order. The next vehicle of note was Jack Melhopt's Veteran Model T which Jack received a restoration award for on the day. This car has been a work in progress for many years so it was great to see it out on the road.

The Timaru 150 year Celebration of the Early Settlers landing at Caroline Bay was a great occasion. Our club was quite a center point in the celebrations with a large contingent of club cars on display with owners all dressed in period costume. The cars were then used to ferry official guests to the *Canterbury* at Timaru Port for the official banquet dinner.

Taranaki

Colin Johnston

Our 44th annual Maunga-Moana Rally is to be held in New Plymouth on 24 and 25 April with the rally starting at the Quality Hotel carpark. Entries are now open and are available from the rally secretary Beryl Watson phone 067 510 309. We look forward to hosting this rally which this year will be around the New Plymouth

area with a mileage of approx 110 over mostly sealed country roads.

Taranaki was well represented by five vehicles at the Wanganui Burma rally held in January. Des and Phyllis Cornwall won their section in the Graham Paige.

The 36th Waitara Mini Vin Tour Rally was held in February with 26 vehicles taking part. This rally is organised for the enjoyment of members with the winner's name and car recorded on the honours board in the clubrooms. The rally took us over the Bertrand Road historic swing bridge, a favourite road of the organiser. Steven and Veronica Oliver were this year's winners in a 1912 Ford Model T. Second placing went to Sheryl and Noel Thompson in a 1949 Ford V8 ute.

It is with deepest regret that we record the sudden death of our club Chairman Mr Phil Roper who had taken office at the last AGM in May. Phil was a very keen Chairman and was heavily involved in the running of the club whilst motoring to many branch and local events.

We will miss his laid back style and camaraderie and his commitment to our branch. We pass on our deepest condolences to all the family. A guard of honour was formed by a large number of members at the funeral service and it was a fitting tribute to Phil when his last journey was taken in the 1929 Vintage hearse owned and operated by W Abraham Funeral Directors of New Plymouth.

Taupo

Jack Hindess

While we do not have any club activities during January, our motoring in February was quite a busy period with three events within five consecutive days.

The first of three events was our normal February club night, which for quite some years has taken the form of a barbeque. The club provides the meat with the salads and desserts appearing, as if by magic, from the club members. It was a social event and we had plenty of time to outline the next few days activities – the Taupo Flying Proms, and the first club run of the year, a

Fun Ramble organised by Murray and Tess Black.

Three days later we assisted the Gliding Club with their Flying Proms. This event, now in its second year, is an afternoon and evening presentation of a spectacular display of aircraft and aerobatics set to music, followed by a magical Proms concert from the Central band of the RNZAF. Highlights included a daring wing-walker on the Tiger Moth and a display by the RNZAF aerobatic team, the Red Checkers. We were invited to provide a static display of cars to supplement the flying events. Most of us took along a picnic tea/dinner and enjoyed the music and flying display.

The next day saw us off on a run taking us through some of the farm settlement lands between Rotorua and Taupo centred around the Repora area. We went through some of the Kaingaroa Forest lands ending up at Lake Reewhakaaitul. This is a particularly scenic place and we all enjoyed the tranquil setting. It was then a short drive to the Waitapu Wonderland.

Waikato

Jeremy Brook

The branch had a very successful 50th year last year and now commences its 51st year with a great programme.

The first activity was on the first day of the year when Chris Brown organised a tour that took in the Settlers Church at Rangioawahia, the battle site at Orakau and lunch at the Alpha Lavender Gardens. The next event was our annual Blue Smoke and Pedals run by Des and Val Harvey with the help of over 18 club members who were required as marshalls. The day was a great success. The public seemed to really enjoy it and it was a wonderful occasion.

On Waitangi Day the club run was to the Glenbrook Steam Festival with eight cars participating and those members who attended had an enjoyable but very hot day.

Our club meeting in February was a talk from Steven Hunter who runs Waikato Bonding Services and who gave us a rundown on brake shoes, brake materials and the science behind the materials and the mechanics of braking. Steven took time to go through the parts shed and brought in some old brake linings which he condemned oxidised and useless. He explained that modern braking materials require a lot more effort compared to the old asbestos linings that are no longer available. The talk was a good one and enjoyed by branch members.

The motorcycle section of the club had its first outing for the year in February with a visit to David Burgess's collection of Ford cars and then carried on to George Ardley's interesting collection of cars and bikes.

Colin and Donna Storey are in the process of restoring a pre-war MG SA, for



Wairarapa: Coastal Run



Wanganui: Sue Voss and Navigator Jackie Upchurch at top of Gentle Annie Lookout, Whanganui River Road. (Burma Rally)



Wanganui: Charlie with his Tail end or Every man and his dog, Burma Rally

which a body is being built in England. We are looking forward to seeing the completed machine.

Wairarapa Rosemarie Hickland

Although the cost of rallying is expensive at present, it is pleasing to see so many members turn up at our local events. The Coastal Run in January was held on a very cool day that saw us all tripping down the back roads to Lake Ferry for a picnic on the lakeshore. Everyone was well dressed for the cold southerly wind blowing off Cook Strait and the intermittent showers. A novel task on the return home was for each vehicle to (with engine off) coast freely down a big hill to see who could go the furthest – the prize went to Alan Field in his Porsche.

The Fun Run in February was held on a blistering hot day and saw participants on a jaunt around the southern region, ending up at Barbara and Gary Lang's newly built air-conditioned home – a great relief to all the hot travellers who quenched their thirst with ice cold drinks. Aside from the stifling heat, it was an enjoyable event.

Our major rally for the year is next on the agenda – the Rex Porter Memorial Rally – to be held on Saturday 14 March. This will involve some tactical skills to challenge the entrants and we are looking forward to a good turnout of members.

For those members who are intending to participate in the National VCC Rallies over Easter, I hope you have returned your entry forms. Good luck to you all for a safe and happy weekend of rallying, sightseeing, fun and companionship.

Wanganui Fay Chamberlain

We commence our report with sad news – we have suffered several bereavements in the branch with the loss of two mothers, one son, one of the foundation members of the branch in 1954, Brian Walker, and only this week, a newer member, Margaret Sugden, wife of Laurie aged 54 years. The

size of her funeral reflected the love and respect she held among so many.

On a more positive note – once again, the Burma Rally was held successfully with the overall winner being Mr Shorty Cole of Foxton. A good number of entrants, vehicles from 1917 upwards, lots of out-of-towners, and a lovely scenic route up the Whanganui River Road that was much appreciated.

Clubnights continue to be well attended. January saw 50 plus members voicing their options for the 2012 questionnaire. February saw a happy number enjoying tea at the Basin Botanical reserve. So enjoyable it was a little embarrassing that we missed the lockup time and all got locked in!

Membership continues to grow.

Wellsford/Warkworth

Rita Jorgensen

Our branch had a good display of 15 vehicles at the Annual Warkworth Show.

Wilbur Brown has sold his Austin Big 7. His 1915 Rover has gone to Ashburton and he is working on an Austin A55 and his Veteran Metz.

New members Brian and Vanessa Mason of Wellsford now own James and Gloria Lawrie's 1937 Dodge.

Harry Sutcliffe brought a film of the 100th Anniversary of the Shelsley Walsh Hillclimb in the UK for viewing at our January meeting. There were 39 vehicles in the first run in 1905. They hold up to five meetings a year at this venue on a tarseal track.

New members John and Anne Richardson from England have a 1934 Riley Lynx and a 1952 Riley 2.5 Litre Saloon. Jim Dodge has a 1964 White truck, an ex-logging vehicle and has an excellent restoration in progress.

On Friday 6 February commercial vehicles set out from Whangarei and Warkworth to meet at the Paparoa show grounds for a weekend campout and public display at Saturday's Paparoa Show. There were 14 commercial vehicles and

nine official entries. A run to Pahi on the Sunday finished the weekend. Paparoa put on an excellent Country Show.

Among the entries were; Jim Dodge 1964 White Truck; Ivan and Donna Nobilo International pickup; and Roy and Gaye London Bedford Dormobile.

Our branch members joined them on the Saturday; Leon and Brenda Salt 1928 Model A Ford; Harry and Margaret Heaven 1950 Citroen; James and Gloria Lawrie borrowed 1936 Morris 8. A few more attended in their moderns.

The Wellsford members had a competitive run back to Leon and Brenda Salt's.

Negotiations are underway and we may well have some clubrooms of our own before long.



The **Wellsford/Warkworth Branch**

wishes to advise all members that their

Annual Swapmeet

scheduled for 9 May 2009 is

CANCELLED

due to the Council having turned the grounds into a

"CONSTRUCTION ZONE"

and our access is blocked.

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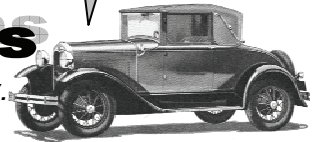
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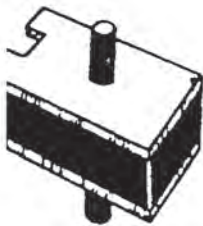
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