

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 300 October/November 2009

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MAINLAND

SPORTING TRIALS

HUDSON CENTENARY



Club News, Events and Action
including Irishman





Photographs supplied by Judith Moulder of Mt Maunganui. She writes:
"These photos are from the album of my father, Ivan Skipworth. They are from a South Island touring and camping holiday in the 1920s."

Judith is keen to obtain information about the vehicle from our readers.

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

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

PRESIDENT
 John Coomber
 03 348 0062 president@vcc.org.nz

IMMEDIATE PAST PRESIDENT
 Greg Terrill
 07 846 4355 terrillt@xtra.co.nz
 CLUB CAPTAIN NORTHERN REGION
 John Foot
 07 823 5641 nicc@vcc.org.nz
 CLUB CAPTAIN SOUTHERN REGION
 John Chynoweth
 03 439 5474 sicc@vcc.org.nz

SECRETARY/ TREASURER
 Michael Lavender
 03 325 5704 hon.secvcc.org.nz

REGISTRAR
 Rod Brayshaw
 07 549 4250 registrar@vcc.org.nz

SPEED STEWARD
 Frank Renwick
 03 352 4383 nickyandfrank@clear.net.nz

MANAGEMENT COMMITTEE
 Bob Ballantyne
 09 444 4066 deb.rob@xtra.co.nz

Tony Bartlett
 06 867 9850

Diane Quarrie
 06 876 4009 dianeandgeoff@paradise.net.nz

BEADED WHEELS CHAIRMAN
 Kevin Clarkson
 03 385 9821 kevin@vcc.org.nz

VCCNZ ARCHIVIST
 Betty Wallace
 03 942 2723 gbwallace@netspeed.net.nz

branches

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

ASHBURTON
 PO Box 382, Ashburton 7740
 ashburton@vcc.org.nz

AUCKLAND
 PO Box 12-138, Penrose,
 Auckland 1642
 auckland@vcc.org.nz

BANKS PENINSULA
 PO Box 22-431, High Street,
 Christchurch 8142
 bankspeninsula@vcc.org.nz

BAY OF PLENTY
 PO Box 660, Tauranga 3140
 bayofplenty@vcc.org.nz

CANTERBURY
 PO Box 11-082, Sockburn
 Christchurch 8052
 canterbury@vcc.org.nz

CENTRAL OTAGO
 C/- 4B Roto Place, Wanaka 9305
 centralotago@vcc.org.nz

EASTERN BAY OF PLENTY
 PO Box 2168, Kopeopeo
 Whakatane 3159
 easternbayofplenty@vcc.org.nz

FAR NORTH
 C/- PO Box 312, Kaitiata 0441
 famorth@vcc.org.nz

GISBORNE
 PO Box 307, Gisborne 4040
 gisborne@vcc.org.nz

GORE
 PO Box 329, Gore 9740
 gore@vcc.org.nz

HAWKES BAY
 PO Box 3406, Napier 4142
 hawkesbay@vcc.org.nz

HOROWHENUA
 PO Box 458, Levin 5540
 horowhenua@vcc.org.nz

KING COUNTRY
 C/- 34 House Ave,
 Taumarunui 3920
 kingcountry@vcc.org.nz

MANAWATU
 PO Box 385
 Palmerston North 4440
 manawatu@vcc.org.nz

MARLBOROUGH
 PO Box 422, Blenheim 7315
 marlborough@vcc.org.nz

NELSON
 PO Box 684, Nelson 7040
 nelson@vcc.org.nz

NORTHLAND
 PO Box 17, Whangarei 0140
 northland@vcc.org.nz

NORTH OTAGO
 PO Box 360, Oamaru 9444
 northotago@vcc.org.nz

NORTH SHORE
 C/- 7 Godwit Place, Lynfield
 Auckland 1042
 northshore@vcc.org.nz

OTAGO
 PO Box 5352, Dunedin 9058
 otago@vcc.org.nz

ROTORUA
 PO Box 2014, Rotorua 3040
 rotorua@vcc.org.nz

SOUTH CANTERBURY
 PO Box 623, Timaru 7910
 southcanterbury@vcc.org.nz

SOUTHLAND
 PO Box 1240, Invercargill 9840
 southland@vcc.org.nz

SOUTH OTAGO
 C/- RD 3, Warepa,
 Balclutha 9273
 southotago@vcc.org.nz

SOUTH WAIKATO
 PO Box 403 Tokoroa 3420
 southwaikato@vcc.org.nz

TARANAKI
 C/- 86 Wilson St, Hawera 4610
 taranaki@vcc.org.nz

TAUPO
 PO Box 907, Taupo 3351
 taupo@vcc.org.nz

WAIKATO
 PO Box 924, Hamilton 3240
 waikato@vcc.org.nz

WAIMATE
 4 Harris St, Waimate 7924
 waimate@vcc.org.nz

WAIRARAPA
 PO Box 7, Masterton 5810
 wairarapa@vcc.org.nz

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

WAIEMATA
 C/- 9 Marlborough Ave, Glenfield
 Auckland 0629
 waitemata@vcc.org.nz

WANGANUI
 PO Box 726, Wanganui 4540
 wanganui@vcc.org.nz

WELLINGTON
 PO Box 38-418, Petone,
 Wellington 5045
 wellington@vcc.org.nz

WELLSFORD/WARKWORTH
 PO Box 547, Warkworth 0941
 wellsfordwarkworth@vcc.org.nz

WEST COAST
 C/- 16 Saltwater Creek Rd,
 Greymouth 7801
 westcoast@vcc.org.nz

Beaded Wheels

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Editorial Committee

Kevin Clarkson (Chairman), Judith Bain,
Rosalie Brown, Bill Cockram, John Coomber,
Mark Dawber, Marilyn McKinlay.

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E-mail

beadedwheels@vcc.org.nz

Advertising Address

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P O Box 13140, Christchurch 8141.
Phone 64 3 332 3531, Fax 64 3 332 3827
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Available on request to P O Box 13140,
Christchurch 8141.

Correspondence & Editorial Contributions

Phone 64 3 332 3531, Fax 64 3 332 3827
P O Box 13140, Christchurch 8141.

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The Vintage Car Club of New Zealand (Inc.)

National Office

Phone 03 366 4461 Fax 03 366 0273
Email admin@vcc.org.nz

Postal Address

P O Box 2546, Christchurch 8140, New Zealand.

Address

12 Aberdeen St, Christchurch, New Zealand.

Website

www.vcc.org.nz

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

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

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Beaded Wheels

Issue 300 October/November 2009



We celebrate the Hudson Centenary
with a historical perspective, page 12
and a Behind the Wheel look at a classic
1918 model.



Trials fever spreads throughout the South
Island, see Mainland Sporting Trial, page
40.



Scott Thomson concludes his
investigation into American and
European motorsport, page 16.



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COVER

*Warner Mauger introduces a young passenger to the delights of
pudding around in an Austin 7.*

Inset: Russell Yates and George Kear in a spot of bother. See page 40.

Photos John McDonald



It is a great privilege and honour to be writing this message as your new President. First I must acknowledge the leadership and effort that our past President Greg Terrill has provided over the past three years. Greg and Gaynor have been great ambassadors for the Vintage Car Club, and I welcome Greg's input as Past President over the next twelve months.

I had mixed feelings in taking over from Greg, as we would normally have expected him to serve a longer term, however business commitments and the demands of the Presidency made that impossible. Looking after the club finances and supervision of the National Office and Archives had been my focus since 1994, so I had to give serious thought to a number of issues when asked to stand for President. After fifteen years as Hon Secretary/Treasurer, I had served three Presidents and was well aware of the commitment required by this position. One feels humble looking back at the 15 Presidents who have led this Club since 1946, and there are some very large shoes to fill. I have enjoyed every moment of my time on the Management Committee, and this experience will be invaluable to me in my new role. We are fortunate to have such a dedicated team on the Management Committee and we welcome Michael Lavender as the new Secretary/Treasurer. As always, I wish to express my gratitude for the dedication and integrity of our Administration Manager Julie Cairns. She is responsible for the efficient service of our members needs, and to a large extent for the delivery of surplus funds in the end of year accounts for the last fourteen years, resulting in the very strong financial position we are in today.

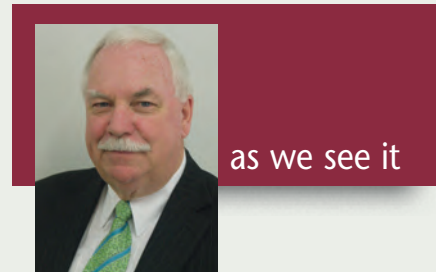
The Annual General Meeting and Executive meetings hosted by Banks Peninsula Branch were well run and a pleasure to attend. The sight of the Pidgeon family Type 37A Bugatti, Tony Haycock's Durant and George Calder's Cucciolo power cycle set the tone. The evening entertainment with the 15 piece Mainland Big Band was a touch of class. It was disappointing to see so few local members attend this event. Well done BP branch and a special thanks to Chairman Craig Keenan and Tony Haycock for such a well run event. It was pleasing to see Garry Moore open the AGM and address the members. It is always good to see new members attending these meetings as either chairmen or delegates. I must thank Hawke's Bay Chairman Mark Jenkinson for his input at his first meeting, and the time he spent overnight crafting a motion which successfully concluded the issue of executive

meeting travel expenses which had caused some debate. Well done. This is what these meetings are about. We thank Rod Brayshaw for the huge amount of work he undertakes as Registrar, and I am sure members are pleased to hear the result of some of the current issues Rod has been negotiating on our behalf with Government, such as the motorcycle lighting issue. Members were also pleased to hear the progress on the 2012 Rally from Bruce Hutton in his report. I outlined to the Executive the areas that I would be paying special attention to. These included the Archive and its functions, as I have been responsible for it since we set it up about 14 years ago, the place of Veteran and Vintage vehicles in our club, as the founder vehicles, and Historic racing and speed events, which formed part of the early character of this club. We are fortunate to have Frank Renwick as our National Speed Steward and I will be relying on his vast experience in the motor racing scene to ensure that we can continue to exercise our Historic Race Vehicles in appropriate settings. Frank has already arranged a meeting with the MotorSport NZ Vice President to discuss issues relating to our agreement with them.

The highlights of my AGM weekend were completed when I bumped into Bob Entwistle and his wife at an organ recital in the Christchurch Town Hall on Sunday afternoon. Bob was a member of the *Beaded Wheels* committee and later Chairman for many years. It was good to talk to him and get his views on how the magazine has progressed over the years. It reminded me of the many dedicated members who have served on that committee and produced 300 issues recording our history over the past 50 years. Thank you on behalf of all our members. I would also like to thank all of you who have gone out of your way to congratulate and support me in my new position. The support of old friends like Bob Scott, and Lindsay Ayers who has known me since I was a boy, is much appreciated, as is the support from a number of senior members of Banks Peninsula branch.

I want to know what members think about issues surrounding our Club and its future. As I travel around the country visiting branches, I hope to meet many of you and hear what you think about club issues.

I finish on a sad note with the mention of the deaths of a number of prominent members recently (see pages 61-62). South Island Club Captain John Chynoweth lost his wife Liz after a short illness and the same day the Patron of the Ashburton Branch, and my uncle, George Aitken was killed in a motor accident north of Ashburton. Murray Maxwell and Graham Meynell, both prominent Christchurch members died in June. Former National President Alistair McIntosh died suddenly in August and his funeral was attended by a large number of club members from around the country. Russell Paul of South Canterbury, who was presented with the J.L. Goddard award at the AGM sadly died suddenly on 13 August.



This issue marks the milestone of 300 issues of *Beaded Wheels* and I felt that some reflection on the last 300 issues would be of benefit. Sometimes it is good to look back and see where we have come from!

It all started with the *Guff Sheet* in June 1953 which had as its editor club founding member Andrew Anderson. In October 1954 the VCC main committee was also appointed as the *Guff Sheet* editorial committee. The *Guff Sheet* morphed into *Beaded Wheels* for the March 1955 issue and by June 1955 the editor was Andrew's wife Mollie Anderson and she was to retain this position for 13 years. Another long serving Chairman was the seventh one, Spencer Barnard, who stayed in that position for an amazing 14½ years.

It wasn't until September 1956 that *Beaded Wheels* got its own dedicated editorial committee and over the years the defining thing has been the stability of that committee. Since the beginning there have been a total of only 33 club members on the editorial committee, including the eleven chairmen. Many of those on the committee had been there for years and some stand-out examples are Bruce Pidgeon 33 years, Paul Geisler 31 years, Bob Scott 27 years, Spencer Barnard 21 Years and Lindsay Wogan 18 years. Apart from those there are a further seven who had or have completed in excess of 10 years.

The committee size has varied over the years. At one time it was up to eleven members but currently is at seven and includes the new VCC President John Coomber who has been with us for 14 years and has expressed his desire to remain on the committee providing his presidential duties do not interfere with this.

Well, all I can say is – let's get on with the next 300 issues!.

Kevin Clarkson
Chairman, *Beaded Wheels*

George Aitken was responsible for my joining the club in 1972 and for the past 15 years has looked after my site at the Canterbury Swap Meet while I attended management meetings. He will be missed by many. Alistair was President for six years and responsible for a number of changes to the structure of the club. He was also responsible for my election to the Management Committee. To the families of all these members we extend our sympathy and pay tribute to their contribution to our club.

John Coomber
National President

VCC Events

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

OCTOBER

7 Canterbury	9-90s outing
9-11 Canterbury	Swap Meet
10 Banks Peninsula	Club Race Day Ruapuna
10 E Bay of Plenty	A&P Show
10 King Country	Journey Through Time
11 Horowhenua	Sunday Run
11 Nelson	Club Run
11 Waikato	Motor Cycle Run
11 Wairarapa	Janice Groves Memorial Run
16-17 Wellsford/ Warkworth	Whatapu Wilderness Weekend
17 Manawatu	Manfield Swap Meet
17-18 Canterbury	Girdler Fork Rally
17-18 Southland	Moped Run to Stewart Island
17 Northland	N.W. Vintage Machinery Club Crank Up Day
18 Ashburton	Spring Rally
18 Bay of Plenty	Swap Meet
18 Marlborough	Posh Picnic
18 Rotorua	Club Run
18 Southland	V/PW Rally
18 Wellington	Heritage Rally
23-26 Hawke's Bay	Safari
23-25 Waimate	National Commercial Rally
24-25 Auckland	Hunua 100 Rally
24 Far North	Matthews' Live Day
24-25 Sth Otago	Combined South Otago/ Southland/Gore & Central Otago Rally
24-26 Nelson	Nelson Biennial Rally
24-26 Sth Cant	Labour Weekend Mt Cook
25 Northland	Museum Live Day Lacre Day
31 Canterbury	Annual Veteran Rally
31 Waikato	Veteran Rally

NOVEMBER

1 Banks Peninsula	Peninsula Run
1 Gore	Open Day
1 Sth Cant	Motorbike Rally
6-7 Marlborough	Display of cars at Marlborough A & P Show
6-8 Gisborne	Visit to Eastern BOP Branch

6-8 Sth Cant	Safari Weekend
6-9 Wairarapa	Peter Chisholm Memorial Rally
7 Northland	Far North Tour
7 Otago	Taieri Tour
7 Southland	Commercial Rally
7 Wellington	Annual Rally
7-8 Northland	Far North Tour
8 Canterbury	Homestead Run
8 Gore	P60 Run
8 Nelson	Herb Fox Hill Climb
8 Waitemata	Chelsea (Rain day 15th)
13-15 Canterbury	Show Weekend Tour
13-15 Hawke's Bay	Progressive Meats Ltd HBVCC Golden Jubilee
14 Hawke's Bay	Veteran & Two Wheel Brake Rally
14 Northland	Maungakareama Country Day
14-15 Southland	Arrowtown M/C Rally
14 S Otago	South Otago Rally
14 Horowhenua	Tararua Trundle Rally
15 Sth Cant	Vet/Vin/Commercial Run
15 Waikato	Cambridge Swap Meet
20-22 Auckland	M/C Rally & Swapmeet
22 Bay of Plenty	Okoroiro Lunch & Golf Run
21 Far North	Dunny Run
21 Northland	Dunny Run
21 Gore	Josephville Hill Climb
21 Southland	Heritage Run
22 Banks Peninsula	Veteran Rally
22 Southland	Hokonui Hill Climb
22 Wairarapa	Supporters Invitations Run
27 Marlborough	Christmas Barbecue at Yealands Winery
28 Waikato	Hampton Downs Visit
28 Canterbury	Christmas Night Run & Social
28 Otago	Commercial/Veteran Rally
29 Canterbury	Children's Christmas Picnic
29 Northland	Garden Party Run
29 South Waikato	TTT Rally
29 Wellington	Social Country Run

DECEMBER

5 Gore	Diggers Run
5 Horowhenua	Christmas Dinner
5 Sth Cant	Christmas Dinner and Party
5 Sth Otago	Moped Rally
5 Nth Otago	Windsor Rally
5-6 Wairarapa	Gold Medal Motorcycle Rally
6 Auckland	Annual Gymnic
6 Otago	Moped Rally
6 Rotorua	Proposed Run to Auckland
6 Southland	Invercargill Ladies Run
12 Waikato	Year End Social Event
13 Bay of Plenty	Christmas Party & Best Restoration Judging
13 Otago	Christmas BBQ
13 Sth Cant	Christmas Run and Children's Party
13 Sth Otago	Christmas Picnic - Theme 1940s
13 Manawatu	Feilding Christmas Parade
13 Wairarapa	Christmas Gymkana & Dinner
26 Canterbury	Boxing Day Run/Veteran Picnic
31 Waitemata	New Year's Eve

JANUARY 2010

1 Waikato	New Year's Day Run
1 Ashburton	New Year's Day Run
1 Sth Cant	Fairlie Parade
2 Canterbury	Motorcycle New Year Run
3 Canterbury	Picnic Run
9 Far North	Autospectacular
10 Waikato	Blue Smoke & Pedal
10 Wairarapa	Coastal Run
17 Otago	Jackson Rally
23 Canterbury	Moped Run
23 Far North	Veteran & Vintage Picnic
23-24 Otago	Dunedin Brighton Run
24 Gore	Classic Run
24-25 Northland	Model T Club Visit & BBQ
24 25 Wanganui	Burma Weekend Rally
25 Sth Cant	Ladies Run
30-31 Southland	Edendale Crankup
30 Ashburton	Annual Rally
31 Sth Cant	Ladies Run

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national office news

VCCNZ Inc
National Office,
PO Box 2546, Christchurch 8140
ph 03 366 4461 fax 03 366 0273
email admin@vcc.org.nz
www.vcc.org.nz

National Annual General Meeting Branch Details and Calendar of Events

For all members please find enclosed a copy of the AGM minutes, branch office details and calendar of events. During the same weekend the Executive Meeting was also held. A copy of these minutes has been sent to your Branch.

Speed Scene

All holders of a Historic Racing Licence are advised of some changes which have been made to the speed event regulations.

Where an event is taking place on an approved permanent racing circuit your civil driving licence number will no longer be required at documentation. Where an event is being held on a public road, even where road closure is in place it is necessary that your civil driving licence number is displayed and recorded at documentation.

Scrutineering will now be carried out on a random selection process. The scrutineer will make his selections based on logbook information. A full safety audit

must be carried out and noted at every third event attended.

Competitors are reminded of their responsibility when checking and completing the owner/entrant safety statement.

Representatives of the Vintage Car Club of NZ and MotorSport NZ met recently at the VCC National Office in Christchurch. The ways and means of developing a closer relationship in historic motorsport were discussed. The problems facing both organisations were identified and a mutually agreed plan formulated for the way forward. Unfortunately the recorded minutes of the meeting are now being challenged by the MotorSport representative as being incorrect. The age old threat of banning VCC from circuits has been raised once again as is the validity of our "Heads of Agreement" negotiated and signed in 2002. Our affiliation fee is current and has been renewed annually without change by either party.

MotorSport claim that our access to circuits will require a MotorSport compe-

tion licence as a minimum. No doubt continued discussion will be ongoing and further information will be reported as it unfolds.

Renewal of Expired ID Cards

Any member who has a VCC Vehicle Identity Card for their vehicle, which is about to expire, will receive automatically from the National Office a "Renewal Form" for completion. A large number were due to expire this year (2009) and renewal advices have been forwarded. This form asks the vehicle owner to confirm the details, sign the form and return it with the expired 10 year old ID Card along with two photos of the vehicle in its current state, to their Branch Secretary. The Branch will then complete their portion and forward it to the National Office for processing.

To date only 34% of renewal forms have been returned to the National office. To save any delays in receiving your new ID card, can you please attend to this as soon as possible.

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, see page 2.

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Dear Sir

Congratulations to Wellsford Branch for their recent Winter Woollies event. The rally was through interesting country with a good balance of metal and sealed roads. There was a "hairy chested" section which the bulk of entrants used, although there was an alternative route for those who wished.

More importantly, I was able to stuff my entry form into the scanner and email it to the organiser. I think this is a first for the VCC at branch calendar event level. Even more importantly, I was able to telephone bank my entry fee direct to the branch bank account. This did away with all the "make cheque payable to" business, and saved me having to send cash through the post and the attendant risks with these methods of payment. I think this is another first at branch calendar level. I would ask that branches include these options of entry and payment in their next calendar event. I don't think that these ideas would prove too much of an administrative hassle and even if there was the odd teething problem, it would soon be sorted.

John Stokes

Dear Sir

In *Beaded Wheels* 298 Mr Tapp writes of the 1935 Chevrolet Imperials, and tells us that three came to New Zealand. I had been told about these cars some years earlier by the late Gaitan Tremain who was a veritable mine of information on what GM had and had not brought into the country. So I searched through the GMNZ production ledgers for them. During 1935 NZ production of Imperials was as follows.

- Imperial Sedan, 7 passenger, 24 cars
- Imperial Touring Sedan, 7 passenger with trunk, 36 cars
- Imperial Cabriolet, 1 car
- Imperial, chassis only, 23 units

This gives us a total of 84 vehicles. 1935 was the only year in which these cars were imported, the later ones being assembled and dispatched to dealers during 1936.

I can find no reference in any of Gaitan's files about the so called Wentworth Chevrolets. The production ledgers for 1929 and '30 passenger cars no longer exist, but those for commercials do. There were some 1929 tourer chassis that were

transferred to commercial production. As to cars being stockpiled unsold, probably not. The CKD packs were not assembled until an order was placed for them by a dealer. Again checking the ledgers shows that normally only a couple of days passed between assembly date and dispatch to the dealer. The CKD packs took up much less room than assembled cars. Perhaps the "Wentworth" is a story retold that has changed every time it is repeated, rather like the army instruction, "send reinforcements we are going to advance." By the time it gets to HQ is "send three and fourpence we're going to a dance"

Neale Ryder

Dear Sir

Further to Mel Tapp's letter to *Beaded Wheels* 298. In the letter was mentioned the knowledge of two 1935 Chevrolet Imperial Master Deluxe cars.

If only three of these cars came to New Zealand, the third one must have belonged to my grandfather, Mr Charlie Blackbourn of Palmerston North, who bought it new for his taxi business to replace his Hudson limousine.

My grandfather was one of, if not the first, to start taxiing with a motor car in Palmerston North.

Around 1913 he ran three Napiers, later cutting back to one car. He taxied with the Chev until in his eighties, then giving taxi driving away and using the car for private use only. Around the mid '60s, the Chev was passed on to my father who really had no use for it, later selling it to his nephew, a university student at the time.

We later realised the move was a mistake as that I believe was the end of the Chev. At that stage the Chev was just another old car, not recognised as a Vintage. We regret the day that we let it slip through our fingers. Very little would have been needed to bring it up to a good standard, as the body was in good tidy order.

My grandfather told me that the Chev had clocked up 500,000 miles. At 100,000 the motor was reconditioned. At 200,000 a new motor was fitted.

The same for the second motor, with motor number three, about 100,000 miles later.

This Imperial also had knee action suspension, which required some attention from time to time.

Sometime around the 1950s, the 17 inch wheels were replaced with 16 inch. The reason for this was the original rims kept splitting. It was thought that too much weight carried by the bigger car, contributed to the problem.

As children (there were three of us) in the 1930s, there was some competition as to who would sit in the dicky seats, this required some parental intervention at times, when our grandparents' visited Taranaki.

Geoff Blackbourn



Dear Sir

Ignition coils pre 1930 were sometimes fitted with a light bulb housed under a screw cap on top of the coil. The purpose of this was to give extra voltage when the engine was first started. As resistance in bulb filament increased, the current was reduced after providing a better spark for starting. Like all light bulbs they blew out eventually and were often replaced with wrong capacity bulbs and the coil didn't work as designed.

The coil then got chucked out and an ordinary coil, fitted thus their disappearance from the motoring scene of the day to our display room. They were the forerunning of today's ballast coils.

Once again, nothing is new in the motoring world.

Barrie Grant

Dear Sir

It was really great to read your tribute to the Mini in *Beaded Wheels* 299. The restoration of the Mini by Alastair Brass was of particular interest. In 1959 my brother's first brand new car was one of the first off the production line, Number 89, registration number CNO845, road taxed and insured Austin Seven Super deluxe saloon finished in tartan red with red upholstery and red carpets for £500.

Being one of the first it had the chrome Austin Seven Badge on the boot lid, overriders on the bumpers with small bars dropping each side from the overriders to the bumper bars. Also bright metal wheel disks. It had a very distinctive new smell when my brother collected it from Stewart and Arden, a large BMC (British Motor Corporation) dealer. On our first planned coast trip my brother put one gallon of petrol in the car and we travelled fifty miles from South London to Brighton, still

with enough petrol to travel part the way back home. At about 40 miles we stopped on the way back at a café and I think we refilled also.

The car was a little cracker – always very reliable and economical. My brother regretted selling it and tried to persuade its new owner to resell it to him but he refused.

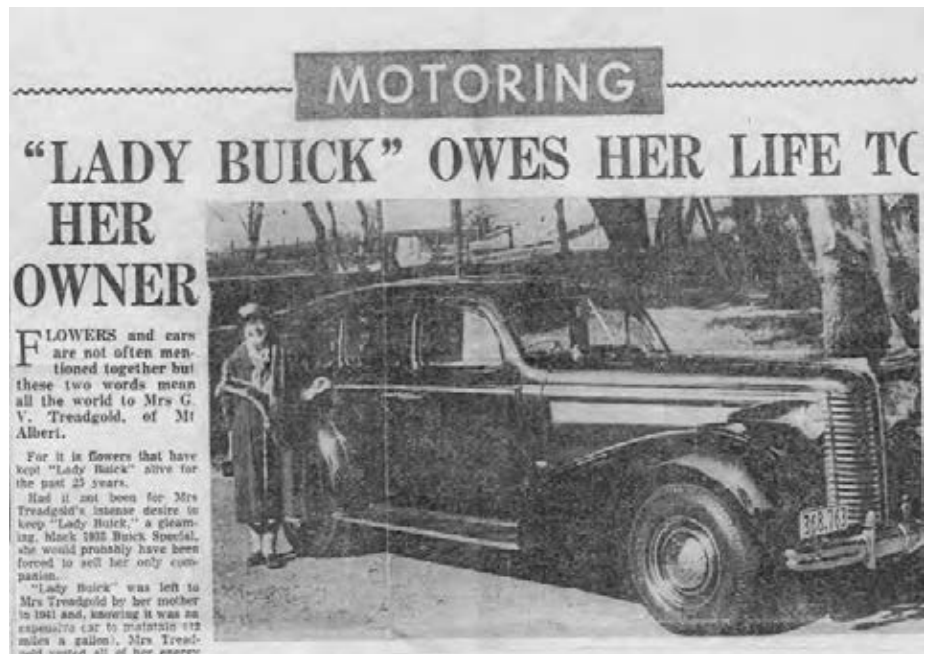
Many original Mini owners I have spoken to have voiced the opinion that the new Mini has lost a lot of the original's features. That's not to say the new one is not a good car, far from it.

The main reason my brother bought a Mini was because it was big enough to fit four adults in comfort. Even my father being a Jaguar Mk9 driver was impressed with the roominess in the front seat for such a small car. We all loved the Mini. I still do, and one in particular, a very dark blue model built in Italy by Innocenti. I believe this to be one of motoring's most important revolutionary and influential small cars ever made. A true motoring icon, which is quite rightly going to be still very popular with a lot of people of all ages for a very long time to come.

Ken Braddon,
Auckland

Dear Sir,

In the early fifties when I was a teenager living in Mt Albert, this car and its owner, Mrs Treadgold, lived next door and I realised even then that the car was very special. Not only was it rare to see many such expensive cars in our neighbourhood (she had inherited it from her mother) but she cared for the car even better, it was said, than she looked after her husband.



It was never taken out in the rain and was driven onto a carpeted garage floor and covered with sheets when not in use. There were always rugs on the seats and it was driven only with gloved hands.

Mrs Treadgold only allowed one other person to drive the car, presumably her favoured mechanic and on one occasion when the council had put in new drainage pipes across our driveways, she refused to take the car out until they returned especially to lay gravel over the dirt. It was her constant fear that the army would take over her treasured Buick and paint it with khaki paint! There was even a rumour that, on the anniversary of her obtaining the car, she would bake a birthday cake and sit in the car and eat it!

Sadly, I did not put a date on the newspaper article and do not know when the lady died but it must have been in the 1960s. I have always wondered what happened to the car as it would have been in exceptional condition.

Peter Faber

Dear Sir

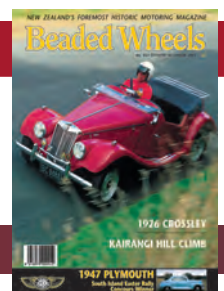
Trucks and their original body styles and later designs:

Within the context of originality a series of articles have been printed in this publication both supporting and criticising the changing of body styles on vehicles to suit the owner's choice. The context of this discussion revolved about body styles of cars, but what about changes in body styles of commercial vehicles? My partic-

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ular interest is with trucks up to the mid 1920s, so emphasis is placed on the changes noted up to this time.

Over a commercial vehicle's lifetime it could have a number of differing uses, and with it often a change in body to suit that use. Some changes were minor whereas others required a significant alteration of the deck area to accommodate the load carried. In other cases the cab was altered to accommodate different loading practices. Half-cabs were constructed for transporting pipe or steel lengths or to suit those trucks carrying cranes.

Wooden cabs were replaced due to wear and tear, age or accident damage. The replacement design did not necessarily follow the pattern of the original cab, but was the design that was on offer at the time from the local automotive body building firm.

Trucks often underwent mechanical changes and engines were often updated. Gearboxes, diffs and rear axle assemblies likewise were replaced as required. Trucks with solid rubber tyres were converted with new wheels and pneumatic tyres. Chassis were lengthened, or shortened as required.

Should a truck with a different motor, gearbox or rear axle type to that originally sold be seen as incorrect many decades later?

My research has shown some of the most regular body conversions involved bus bodies. It appeared to be quite a widespread practice in the UK, and similarly operators here in New Zealand would also swap bodies about readily. A truck during the week had the tray not as a permanent fixture on the chassis. Instead the tray was designed to be easily removed with a bus body ready to slide on to the chassis and become a bus ready for weekend excursion trips away. Come Monday morning, the conversion was again performed and the truck was away earning its keep. Other simpler units slid the bus body on to the existing deck.

This is not to say every operator undertook this pattern of utilising available vehicles to the maximum.

Which body style is correct for restoration can be illustrated with these examples.

Here in our own collection my son Karl has a 1924 Leyland truck that according to the chassis designation was originally for a bus. Upon being imported into New Zealand as a new vehicle, it has been recorded as a bulk petrol tanker, then later as a flat deck truck.

Likewise, also here is another Leyland built in 1916 with military identification numbers stamped on the chassis. After WWI it probably was reconditioned in the UK prior to being shipped to NZ, where later the wooden deck was removed and a Garwood cable hydraulic hoist was installed to a steel tipping deck. Plans are to place this hydraulic hoist and deck upon the previously mentioned 1924 Leyland truck, as one was supplied on a new Leyland truck to the Opotiki County Council.

Following along the line of military vehicles, I have a Thornycroft truck identified as being of a design as from the first batch supplied to the British War Office in late 1912 or early 1913. The design of this chassis indicates the fitting of an anti-aircraft gun but it is most unlikely that the gun remained on the truck when it found its way to New Zealand after WWI. A great deal of research went into the features of this chassis, the Thornycroft Register (UK) being the key provider of much of the information.

While the two latter examples never saw service in New Zealand as military vehicles, we have plans to rebuild them to that form in preparation for centenary events of WWI.

Originality and authenticity for commercial vehicles will always produce conflict, especially when issuing a Vehicle Identity Card. What is the status of such trucks to be correct; original or authentic?

Doug Wheeler
Opotiki

historical snippets of motoring
interest from years gone by

Graeme Rice

timelines

100 YEARS AGO – 1909

With a 5" stroke in place of the 1908 15 hp car's 4½" stroke, the Wolverhampton built Star achieved the fastest time in the AC hillclimb and won the Senior Handicap race at Brooklands a week later. The engine's ability to develop high power up to 4000rpm impressed reporters. "Such speeds can only be achieved by paying great attention to balance and reduction of weight in the reciprocating parts," they suggested.

75 YEARS AGO – 1934

Chrysler & De Soto's Airflows were in the news. "One ride in the new Airflow De Soto (£598) or Chrysler (£728), will convince you that this is a new era!" Department store tycoon J R McKenzie bought a Chrysler 8 cylinder model in America, and after a long tour, bought a De Soto version. He claimed Mrs McKenzie had been able to write a letter sitting in the back seat, while being driven at 70 – 80mph! After 4000 miles the fuel consumption was 24½mpg for the De Soto 6, and 19½mpg for the Chrysler.

50 YEARS AGO – 1959

On 23 November BRM and Cooper F1 teams were testing at Goodwood when BRM supremo Louis Stanley offered Bruce McLaren and Jack Brabham a drive in the front engined BRM, but they weren't enticed away from their Coopers. Brabham stated "Too big and clumsy, front wheels seemed a mile away and only three feet apart – just couldn't get along with it at all."

30 YEARS AGO – 1979

Mazda and Ford launched the transverse engined 323 and Laser models. With sohc 1.3 or 1.5 litre motors, four or five speed gearboxes, no torque steer and a precise gearchange with the gate inside the box, these were class leaders.

BL's poor Austin Metro deserved more, but sadly, got less. No five speed option, no new engine although the A series got a \$70 million make over (supposedly), but suffered from a limited equipment list by comparison with its Oriental rivals.



Left: Lachie Griffen as he appeared in the Christchurch Press, on the 70th anniversary of the outbreak of World War II. Photo courtesy Christchurch Press.
Photo of Horowhenua Branch windmill.



Recently there have been three communications to Archivist Betty Wallace relating to previous articles in *The Way We Were* and it seems appropriate to mention them here.

THE WAY WE WERE

Words Grant Hitchings

Photographs The Christchurch Press, Graham Wallace, Peter Nightingale

In *Beaded Wheels* 296 I wrote about the donation to Archives of rally plaques and badges that had belonged to the late Rob Knight. Of these, two plastic ones were a mystery both referring to a “Bulz Branch Annual Run 1997”. For some obscure reason I assumed they were gained from an overseas rally and stated this. VCC member Bob Clark resident in the town of ‘Bulls’ (in the lower part of the North Island) provided an explanation. He wrote to Betty and I give a summary here.

“I did not realise that those in the South Island regard their Northern neighbours as ‘overseas’ and so I think an explanation on the birth of the ‘Bulz Branch’ is in order.

Many years ago (1977 or ‘78) while a member of Wanganui Branch, I moved to Bulls joining with six other VCC members there all belonging to Manawatu Branch. For a laugh we referred to ourselves as the ‘Bulz Branch’ and when corresponding with the Wanganui Branch (our official guardian) we signed ourselves accordingly. The new name became more popular when Ed Boyd organised some coasters embossed with ‘Bulz Branch’ for a money raising effort.

It wasn’t long before the local annual branch run planned by Len and Gladys’ Haycock (always organised after the cows had dried off) became the ‘Bulz Run’ and the annual mid-winter “See If You Can Keep Off The Sealed Roads Run” became the “Bulz Bak Bloc Blat”.

A certificate was produced for the 20th Bulz Run and for the next the plastic rally plaque dated 1997 was created by Ed Boyd.

The Bulz Branch Runs are held very infrequently now mainly because I am presently the only VCC representative living in Bulls.

To Bob my appreciation for clearing up the mystery and my apology for the incorrect assumption.



I wrote about the Horowhenua Branch in *Beaded Wheels* 294 and concluded the article by mentioning that the branch was erecting, next to its new clubrooms, a windmill that it believed was the oldest in New Zealand. Recently the branch supplied us with further information on the project.

The windmill was uncovered in a dilapidated but complete state on a farm near Levin by Branch member Peter Nightingale and was donated to the branch by farmer Alan Keeling. Henry Knapp, Laurie Jensen and Peter restored the windmill and with the help of members erected it on the old branch clubroom site. It was much admired and at one stage taken down and hired to a film company earning the Branch about \$2,000 before it was re-erected.

It was then dismantled again and after being sandblast-cleaned and painted was moved and installed next to the new

Horowhenua branch clubrooms in the A&P Showgrounds.

The windmill was made by Reid and Gray in 1895 and powers a single acting pump able to lift a 27 feet head of water from a bore, delivering this at 250 gpm.

That it had lasted so well for so long on a coastal property shows how successful the old method of galvanising was.

My article in *Beaded Wheels* 298 featured the West Coast Branch and its Scenicland Rally and I made reference in it to a 1915 Rainier truck owned by S.P. Nimmo. Subsequently VCC member Lachie Griffen of Canterbury Branch who had read the article contacted Archives and said he had additional information on the vehicle which gave me an excuse to visit him in his home at Governors Bay over the hill from Christchurch.

Lachlan (Lachie) Ross Griffen is an interesting character. He was born in Christchurch in 1922 and after six months secondary education at the Christchurch Technical College obtained work in an orchard, four years later enlisting in the NZ Army when war was declared. He travelled the length of Italy driving a Sherman tank and other armoured vehicles then, when hostilities ceased, spent time as part of the Allied occupying force in Japan. On his return to New Zealand in 1946 he drove for a transport firm eventually becoming a partner in 1951 when the company became Governors Bay Transport. A few years later he bought his partners out and with family members helping,



ran the business himself. Lachie retired from active involvement with the company in 1974 going on to drive a school bus for 10 years – the most enjoyable job (he maintains) of his driving career.

With the Late Allan Storer, a member of the VCC, he restored a Ford Model A pickup and accompanied him on Club runs from 1958 onwards. He joined the Canterbury Branch of the Club in 1975 mainly supporting the Commercial Section and has a number of commercial vehicles both complete and awaiting restoration.

Governors Bay is a small settlement at the head of Lyttelton Harbour and Lachie has lived there for over 80 years. Recently he published a book entitled *Growing Up And Old In Governors Bay* telling of his experiences there as well as giving a history of the seaside settlement.

The Griffen family initially lived in a northern suburb of Christchurch and when Lachie was only a few years old they relocated to *Ohinetahi* at Governors Bay. One of Lachie's earliest memories is seeing the family furniture transported to their new home by a Rainier Truck which at that

time was something special. Afterwards he became curious as to the vehicle's fate and although he made numerous enquiries, apart from learning that when moving the family's furniture it was owned by a Gordon Webster and some time later was sold to a timber merchant, it could not be traced. However his curiosity was finally satisfied when he saw it advertised for sale in a 1996 issue of *Beaded Wheels*. It was owned by VCC member Stewart Nimmo living in the West Coast town of Greymouth.

Recently Lachie contacted Stewart who still owns the truck and he has generously agreed to donate the vehicle (now dismantled) to the Richardson Truck Museum in Invercargill to be fully restored and displayed there.

In answer to my question as to why he found the Rainier so special Lachie explained its history. Rainier cars were produced in the USA in the early 1900s and were very large, expensive and powerful (rated at 50hp). In 1912 the company went bankrupt. Rainiers then began manufacturing trucks eventu-



The Rainier Truck – “A thing of beauty is a joy forever.”

ally coming under the umbrella of GMC before disappearing from the market place. The Rainier truck mentioned here was produced in 1915 and is thought to be the only surviving example of its kind left in the world. It has a Rainier-built 4 cylinder engine and worm drive.

I look forward to seeing it on display in the Richardson Museum. bw



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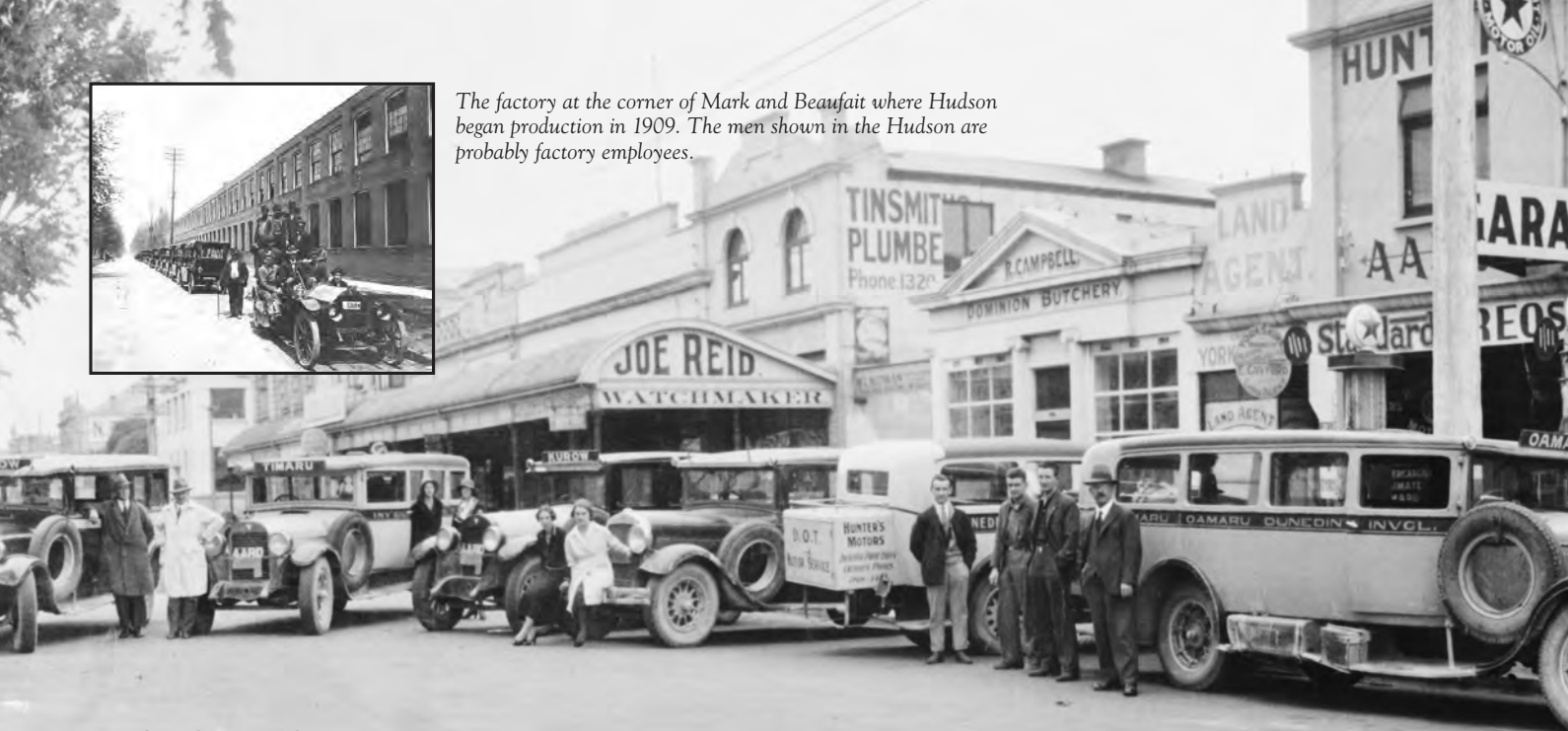
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The factory at the corner of Mark and Beaufait where Hudson began production in 1909. The men shown in the Hudson are probably factory employees.



HISTORY OF THE HUDSON MOTORCAR COMPANY

Good value performance with solid engineering!

Words and photos Phil Kidd

The origins of the Hudson Motor Car Company begin with the four founders who were close friends. Roy Chapin who was to lead the new venture was hired by Ransom E. Olds, whom he had known for about 15 years. He was the man responsible for the first provision of a booklet instructing buyers on how to operate and maintain their cars. He was assisted in this task by Howard E Coffin, the chief engineer, who had been working with Mr Olds since 1902. Two other men in the company also of exceptional ability were Frederick Bezner and James Brady. Together the four planned a venture into the manufacturing of motorcars. They were responsible for the creation of the short-lived Thomas-Detroit named after the major stock holder E R Thomas. Not satisfied with the progression of their vision, a collusion with Hugh Chalmers (formerly of the National Cash Register Co.) followed resulting in the production of the Chalmers-Detroit in the following year. Whilst working for the Chalmers Company they were joined in the design and secret development of a new vehicle by another two men, George W Dunham (who had become Olds' chief engineer in 1907 after Coffin left) and Roscoe B Jackson. Dunham had begun work in 1907 on the Model 20 project – a 20 horsepower 4-cylinder car which incorporated many progressive ideas including the placement of the steering wheel on the left hand side and the operating control levers in the centre of the vehicle – ideas that were adopted as an industry wide standard several years later.

The Model 20 project matured as the Hudson 20, the first vehicle manufactured by the Hudson Motor Car Company. Incorporation date was February 24 1909 with department store magnate Joseph L Hudson, uncle of the wife of founding partner Roscoe Jackson, investing \$90,000 of the \$100,000 capital and the new company was justifiably named after him. The other stockholders were Dunham, Jackson, Chapin, Coffin and Bezner.

In its first year production from the former Aerocar factory using Aerocar machinery was 4000 units. In 1910, just its second year, Hudson ranked eleventh in the United States in automobile production. The body style was a racy roadster.

12 Beaded Wheels

Most cars of the era were open-bodied and it wasn't long before marketing-savvy Chapin realised there was an opportunity to offer potential customers "closed" models where drivers and passengers could ride in relative comfort and not be exposed to the elements. This innovation took the market by storm and sales more than doubled in 1911 to over 8,000.

1912 was marked by: the passing of Joseph L Hudson, by the Hudson company moving to a new purpose – built factory on Detroit's lower east side and the building of the prototype of a new 6 cylinder engine that would commence production in 1913. For some reason sales slumped to only 5,708.

The Hudson Six, designated the Model 54, gave the Hudson Motor Car Company the right to advertise itself as "The world's largest builder of six-cylinder cars" in 1915.

1916 was notable because Hudson introduced the famous Super Six, with the first "balanced" crankshaft – attributed to the mathematical genius and engineering ability of Stephen I Faket. Higher rpm were achievable, and together with better carburetion, large valves and larger exhaust and intake passages, a new camshaft designed for better valve timing and a new head with a higher compression ratio, the Super Six ensured Hudson's domination of the six-cylinder market. A patent for the Super Six principle was granted on 28 December. The cars were successful in a variety of competition and performance events, be it hill climbing, racing or endurance.

For some time the directors of the company had been concerned they were not offering a smaller car which could be available to a larger section of the market and market rumour was confirmed by the announcement in October 1917 that a new company, Essex Motors, had been established with a capital of \$500,000 to provide a smaller companion car to the Hudson to be offered to the public in the summer of 1918. The executive officers would share time between the two companies. As it happened, because of delays caused by the ongoing world war, the Essex was not introduced to the public until January 1919. The name Essex was chosen by the directors from a map of England for its "right sound". The new



North Otago Museum 545

The Hudson Super Six was popular in New Zealand as a service car, this group was photograph in Oamaru.



This 1909 Roadster was Hudson's first model run.



1916 Hudson Super Six



This 1925 Hudson owned by Terry and Bev Pidduck of Raglan has travelled in excess of 500,000 miles mostly as a service car for which Hudson had a deservedly good name for strength and reliability.



This lovely example of a 1934 Hudson 8 roadster owned by Keith and Marion Taylor of Wanaka was capable of over 90 mph direct from the factory floor.



This 1937 Terraplane Coupe owned by Trevor Johnson was built in the last year to carry the Terraplane name.

Essex was designed as a quality 4-cylinder car with the endurance and abilities of its higher priced stablemate. The engine was distinctive, having overhead inlet and side valve exhaust valves. It was endowed with performance and endurance not normally associated with a car its size and was responsible for over 50% of Hudson's total output. This 4-cylinder car was produced until a new light 6-cylinder model was introduced for 1924. The Essex 6 became the "worlds largest selling 6" for the next four years.

The Essex was to play a very significant part in the rise of Hudson to number three in the American automobile industry. The principle of the closed vehicle was further developed and by the late '20s the Essex with its all-steel enclosed body together with quality engineering and competitive pricing was selling more vehicles than its parent company. By 1929, with Essex selling so well, it was merged with Hudson and in that year a record 300,962 units were sold, behind only Ford and Chevrolet. This was to prove the best year ever for Hudson. The stock market crash and the Great Depression which followed hit Hudson particularly hard. Sales would never again reach the levels of 1929.



1928 Essex Coach – A feature of the Essex is its all steel body and a single very long door hinge. Many of these models were in common use as taxis in the late '20s and early 30s. This example is owned by Alistair and Mary Howard, Feilding.

In 1932 the Terraplane was introduced as the Essex Terraplane and in the following year the Essex name disappeared forever. The car was now called a Terraplane until, in 1938, it was became the Hudson Terraplane. In 1939 the Terraplane name disappeared as the company judged the name was overshadowing its parent. During the thirties the Essex and Terraplane brands offered a choice of either six or eight cylinder engines. The engineering of the chassis caught the attention of Englishmen Reid Railton and George Brough. From 1933 to 1938 a total of 1,460 Railton sports cars were produced, 81 with 6-cylinder engines and 1,379 with 8s. During the same era about 1,200 Brough Superior cars were produced.

Although several innovations were introduced, including "Axle-flex" (a semi-independent front suspension) in 1934, and in 1935 the "Electric hand" (a vacuum-powered automatic gearshift made by Bendix) sales languished. Add to that the effects of the Great Depression and uninspired styling, Hudson was fortunate to survive the '30s.

Like all of American car industry, Hudson stopped the production of cars in early February 1942, due to the onset of World War II, and became involved in the manufacture of materials for the war effort. Aircraft components including wings for the Curtiss Helldivers, torpedo tubes, gun mounts and Oerlikon anti-aircraft guns were made, also huge engines for the powerful Invader barges.

After the war, Hudson was able to quickly reconvert areas set aside for the war effort and the first cars came off the production line on August 30 1945. Development of a new model followed and in 1948 Hudson introduced the all-new Super Six, featuring a "monobuilt" design we now take for granted in modern vehicles. The new car was powered by a new Super Six engine which evolved into the power plant Hudson became renowned for in stock car racing. The new design earned it the nickname "Stepdown". It was a full one foot lower than its contemporaries and was well received by the public. Unfortunately the cost of re-tooling to produce a new model placed it at a disadvantage

when its competitors were able to alter their models on a yearly basis without expensive chassis changes.

The Hudson Hornet introduced in 1951, was developed by refining the Super Six chassis and added a significantly more powerful engine. The 262 cu in engine was bored out to increase capacity to 308 cu in. Horsepower increased by 17.9% and torque by 28.5%. It didn't take long for the the stockcar racing fraternity to notice and the combination of dual carburetion (Twin-H Power) and the low centre of gravity helped it dominate stockcar racing in the early fifties. Marshall Teague who became synonymous with the Hudson name won 12 of 13 AAA events in 1952. Overall Hudson won 27 of the 34 NASCAR Grand National races in 1952, followed by 22 of 37 in 1953 and 17 of 37 in 1954.

Also during the early fifties, development of a new compact car was taking place. In 1953 the compact Jet debuted unfortunately it did not sell well. Maybe the money spent on its development should have gone into an alternative powerplant such as its opposition were bringing to the market. Over the next few years, due to the emergence of the modern overhead valve V8s provided by Hudson's opposition, coupled with the expense of altering the "Stepdown" unibody Hudson was locked into until re-engineering became due, sales began to languish and Hudson was forced to seek alternatives. Merger talks with Nash-Kelvinator were commenced.

Hudson's Detroit plant was closed in April 1954 and on 1 May Hudson merged with Nash-Kelvinator to form the new company, American Motors Corporation and production switched to Kenosha, Wisconsin, where badge-engineered Hudsons using Nash and Rambler bodies were produced until 1957. Some of these, in the Hornet and Wasp series used Hudson engines, but by 1957 there were no Hudson components used at all.

The name Hudson lives on however, with the establishment of the Hudson Essex Terraplane Club in 1959 in the United States. The club has now been in existence longer than the original Hudson Company. They recently celebrated the centennial of the founding of the company, an event that a number of members of the New Zealand Club attended.

Here in New Zealand, The Hudson Essex Terraplane Club was formed late in 1969 with its aim being "dedicated to preserving the great cars built by Hudson" and today boasts nearly 200 members throughout New Zealand representing a wide range of the vehicles produced by Hudson. The club is very active with a network of geographical area representatives providing members access to technical information and data and every two months a very



1929 Hudson 7 seater – This imposing limousine with body by Biddle and Smart is a recent restoration owned by Bruce McMichael, Martinborough.



1954 Hudson Jets – Two 1954 Hudson Jets - Arthur Bennett's on the left and Geoff Clark's on the right.

high quality magazine, *The New Zealand Triangle*, is produced. Because of the merger with Nash-Kelvinator and links to Railton and Brough these marques are catered for also within the club. The club also has a web site (www.het.org.nz) which provides information and a photo gallery of members' cars.

A programme to celebrate the Hudson centennial in New Zealand has been organised, centered on the town of Cambridge from 30 October to 1 November 2009. Members will be travelling from throughout the country to attend, and if any non-HET club members are interested in joining in they will be assured of a warm welcome. Details are elsewhere.

bw



'57 Hornet V8 – The last of the line! This 1957 Hudson Hornet owned by Trevor Johnson, powered by a 327cu in AMC V8, a Nash with a Hudson badge.

Oi-Oi-Oil!

Words Andrew McClintock

Enthusiasts often ask what sort of oil should I use in my club vehicle. Some of you will have a favourite brand or grade of oil and I'm not about to try and change your mind but if you genuinely don't know what to use this may be of some help.

Club members make two mistakes. They buy expensive high spec oil for their classic and a cheap take home pack for their fuel injected twin cam high compression modern. The other mistake is getting the car out after it sits all winter, changing the oil and then motoring all summer. Does this sound familiar? Moisture and acids build up in your oil especially with short runs and cold starts. It's better to change the oil before you put the car away; it minimises condensation in the crankcase and there is no sediment to settle in the sump.

I don't know what era your vehicle is so I will try to cover the field.

In the Veteran and Vintage era through to the 1920s oil was fairly basic. You had a choice of heavy, medium or light engine oil and in sub-zero temperatures kerosene was added to thin the oil further (it can't have improved lubrication). In the 1920s most handbooks recommended an oil change every 500 miles. This was because of the oil quality, or more precisely lack of quality.

By the 1930s the Society of Automotive Engineers (SAE) had come up with viscosity numbers to measure the fluidity of oil. It measured the time it took for a given quantity of oil at a specified temperature to flow through a small hole. SAE 30, SAE 40 or SAE 50 were recommended depending on the climate and type of engine. The higher the number the thicker the oil.

After WWII multigrades came on the market. I will give a simple example – an SAE 20/50 should have a viscosity when cold similar to a cold SAE 20 monograde, and when hot it should have a viscosity similar to a hot SAE 50 monograde.

Then letters were added. A letter "w" after the viscosity number denotes winter

grade – a 20w for example can be used at a much lower temperature than an SAE 20. Then there are service specifications such as SE, SF, SG, SH etc and CD, CJ, CI etc. The S specification oils are normally for petrol engines while the C specification is for diesel engines. The other letters used refer to the lubrication and detergent properties, friction modifiers and additives. A non or low detergent oil stays clean looking, as soot and carbon sink to the bottom of the sump, whereas a detergent oil keeps these particles in suspension and they are filtered out by the oil filter if they

If your vehicle doesn't have a filter change the oil every 1,000 miles or with a filter every two or three thousand miles, or a least annually (before it's parked up for winter).

are large enough to cause any harm, or drained out with the next oil change. If you are putting a detergent oil in a motor without a filter that may have been using non-detergent oil, you must remove the sump and clean it out.

My answer to the type of oil to use is 20/50 SF, SH or SG. It may have CD, CJ or CI service specification as well. This means it can also be used in a light diesel vehicle. All of the above are suitable for Veteran, Vintage and pre-war vehicles. For post-war vehicles use the viscosity recommended by the manufacturer and the same service specification or its equivalent as recommended.

If your vehicle doesn't have a filter change the oil every 1,000 miles, or with a



filter every two or three thousand miles, or at least annually (before it's parked up for winter).

Some motoring publications and news reports are reporting a problem, but I can't find a single documented proven case to back it up. Let me explain. Oil companies have been reducing the amount of an important oil additive called ZDDP (zinc dialkyl dithio phosphate) which is a combination of zinc, phosphorus and sulphur from engine oils. This additive improves lubrication in high friction areas such as camlobes, followers, tappets, helical gears and ninety degree drives. A problem may occur with a modified cam or any vehicle being driven faster than the manufacturer intended.

The motor industry is becoming more fuel and pollution efficient and warranties of well over 100,000 kilometres are not unusual. Most modern cars use roller followers; others have their camshafts swimming in oil and can survive without ZDDP. ZDDP can affect oxygen sensors and block catalytic converters during the warranty period so ZDDP is to be removed from some if not all engine oils and new oil formulas are needed.

I will continue to use 20/50 SG/CD in my Model T, Model A, 1956 Chev, 1964 Jaguar as well as my wife's 1926 Studebaker with or without ZDDP until I see positive proof of a problem or the need for an additive. bw

Andrew McClintock is a member of the Institute of Automotive Mechanical Engineers.

Irishman

(As seen from the afterguard's station).

Text & photos by John Turley & Barry Browning

The starting point for this year's rally was Waikouaiti, possibly the southernmost outpost to have the honour. For the four of us travelling together in Alan Sharp's Dodge DC8 cabriolet and Barry Browning's Chrysler 8 special, this meant an after-lunch departure from Christchurch and a decidedly late arrival after a leisurely tea and garage inspection in Oamaru. Thanks to Lindsay McKenzie for allowing himself to be invaded.

At last we were in Waikouaiti. Gary Cook's recently-acquired DA Dodge developed an ominous knock at Rakaia, and was trailered home to be replaced by an Escort. Rakaia also claimed Team Parris and the Plymouth, when the oil pump seized. They did much of the rally in his Falcon – at least it was legal and running! There was even talk that a Model A never got out of its home street before the gearbox failed, and the epic travels of "Water Pump Wayne" McCrone after the differential in Brian Duke's usually-faithful Morris failed in Palmerston included catching a bus back to Timaru and taking a taxi up to Fairlie.

The best of intentions did not suffice to have us at the start by the scheduled off-time of 7.30. After the usual banter with those still there we got away just before 8am. One advantage was seeing the route from the start in daylight, and as so much was new country to us, that was priceless. From the impressive surf at the beach we headed immediately up into the hills west of Waikouaiti, and onto Ramrock Road.

This is one of those roads that Irishman organisers spend their lives looking for; it winds, climbs, descends, climbs and twists so far into the hill country that you suddenly find yourself in Grahame Sydney country. The weather was a bright oasis in the murk that shrouded most of the rest of the country, and the views from the high farm tracks we detoured through were magnificent.

... one of those roads that Irishman organisers spend their lives looking for; it winds, climbs, descends, climbs and twists so far into the hill country that you suddenly find yourself in Grahame Sydney country.

To find ourselves virtually in the Maniototo took us by surprise. At Hyde we became aware that Doug Parker's Dodge Fast 4 had been towed in with a complete electrical shutdown. Alan swapped batteries hoping to charge the drained battery and keep the four running on his, but that backfired when we got to the first obstacle at Daisybank station. A long, rocky hill climb, made treacherously greasy by recent rain, meant chains were de rigueur, but despite this many cars simply lacked the power or traction or in some cases partially threw off chains, and considerable towing was necessary.

As an aside; if the organiser advises that chains be a part of your Irishman kit, bring them, and fit them before you become a roadblock! Stranded vehicles can be a major holdup on many of the roads we use, and a chainless gung-ho attempt at the impossible just gives the organisers and the other entrants grief,

The groups of cars at problem points up the hill meant stop-start driving, which the cabriolet couldn't handle with the dead battery, so we waited until we had a clear shot at the hill after the backlog had cleared. We probably had the best trip of anybody up there as a result, but we were now very late. From the top of the hill a long farm road ran across a plateau with fabulous views across the Maniototo. The track was now a swamp in parts, but fortunately the 8s were able to swim through the best bits and circumvent the worst by cutting new routes through the matagouri, by now accompanied by Kevin Casey's 1929 Nash sedan, Doug's Dodge 4, and the Franklin's DA Dodge. We heard later that this track was so hard on Anthony Blackler's Austin 7 that it shed a front wheel complete with new tyre. It came off so violently that it shot into the air, disappeared into the matagouri, and could not be found!

We carried on with the route and arrived eventually at Ranfurly, where we all fuelled up. While a Model A crew borrowed our socket set we consulted the route instructions, the map, and our

watches, and decided to damn the torpedos and continue the instructions. We did persuade the Dodge 4 crew to head straight to Fairlie in order to arrive in daylight, but were cheered by the fact that their battery had at last accepted charge and would start the cabriolet. We figured we were in the clear. The roads were great, the cars seemed great, so we carried on.

We should have learned from Ramrock Road that one instruction goes a long way in parts of Otago. We eventually came across the desperate organiser flagging down each car to send them straight to the lunch stop. A minor problem ensued when the lead car in our group ended up heading in the opposite direction, but after we turned back the others duly followed us in ten minutes later – at 3.30pm! We bolted down lunch, lent the sockets to the Model A team again to bolt back on whatever falls off Model As, then decided discretion was the better part of valour and it was time to head straight for Dansey Pass. The trip through was excellent, but we had all forgotten that actually getting from Dansey to Kurow is a bit like doing the Desert Road or the Pig Route – just a lot more lonely and deserted!

We finally pulled into Kurow at 6pm, only to find that the petrol station was closed. We did a stocktake and realised that even with our spare petrol we wouldn't make Fairlie with both cars. At this point Dave Franklin and partner Heather arrived with the DA Dodge having already poured their spare petrol in. The tail car arrived at this point to ascertain our intentions. We decided that as we could all make Omarama, the long way around would be the short way home. While we talked he received a communication that the Hakataramea was closed, just as the Spencer-Bower Model A passed, swung right and disappeared up the Haka. Their trip through was uneventful. Tail car followed, and then the Model A roadster we had last seen at the lunch stop appeared. The bits had all stayed bolted on apparently, so they also disappeared. Some five or six crews actually got accommodation in Kurow rather than risk a late-night trip through the Hakataramea Pass, and others headed towards the coast in search of fuel and/or accommodation.

We set off into the dark towards Omarama, only to discover that the battery which would happily start an 8 would not drive both the headlights and the ignition for more than a few minutes. It seems a cell was faulty, so for the rest of the marathon Alan was reduced to sitting behind us running on park lights. We took it easy and first came across the coin pumps at

Otematata. Alan filled up there as he was lowest, but as we had to travel to Omarama to pick up the main road anyway, we held on till then. It was a relief to finally leave Omarama with three full cars. By then it was around 8pm.

No sooner had we left than the special started to develop a miss, which got progressively worse until we were forced to investigate. Theories abounded. After the first three or four stops we had ascertained a few facts. Top speed was limited to around 30mph; number 7 cylinder was completely dead and most of the rest were erratic; if you pushed the lead of number 7 hard down on the cap it fired! We cleaned condenser connections, pared back leads in case of internal breakage, and at around the 10th stop we joined the dots. The 8 has a twin-point distributor, and one set had closed up. When we pushed hard enough on the cap we managed to twist the baseplate enough for the points to open! Barry opened the offending set, we had all eight cylinders again, and we headed for Fairlie, pulling into the motel around 10.30pm. Exhaustion set in but as the office had closed we could not organise the extra beds we needed. Don't mock underfloor heating – it enables one to sleep on the floor in comfort with just a blanket under your sleeping bag.

The Sunday run took the form of a long touring stage through Tekapo and along the back road to the northern end of Lake Pukaki. We followed the road right down the eastern shore of the lake, then used the canal system to eventually arrive at Lake Ruataniwha, and the lunch stop in the rowing complex.

The great attraction of this stopover was the chance to actually get an appreciation of the range of vehicles on the rally. With 107 entrants it had been hard to get any sort of overview, except possibly at the start of the Sunday run. Much casual discussion ensued, as it does on such occasions, but as the afternoon was left free we decided to travel in to Mount Cook, as a couple of us had not been there before. We put a little extra gas in before we set off, and then travelled one of the best touring roads in the country. Obviously the amount of bus traffic means it is well cared for, and the mountain scenery is spectacular, but it was bitterly cold, especially as we got closer to the village and the sun disappeared. When we stopped at the car park near the Hermitage there was ice on the surface, and unfortunately the special had developed a slight miss as the other set of points closed up. At least we knew what to do this time.



Points fixed, we headed for Fairlie again, intending to refuel at Tekapo. However our auxiliary tank (the old Shell can on the running board) was pressed into service at the military camp – the splash at Twizel had not been enough for a long afternoon’s motoring. Once again, it was dark when we got in. A quick freshen-up, and downtown for tea, before the walk to the rugby clubrooms for the traditional debrief and prizegiving.

Once the multitude had assembled our relieved organiser, grateful to at last have the monkey off his back, went through the tales of misdeeds, misfortune and misadventure. There had been many issues with vehicles, but Chris Bell’s multiple heartaches saw him take home the Hard Luck trophy from a host of contenders. A number of other entrants were suitably rewarded or embarrassed before the anxiety reached fever pitch and the 2010 organisers were duly announced. The runner-up trophy went to Kevin and Gill Stevenson in the gallant little Whippet 4, and the winner was Irishman veteran Craig Keenan, no longer battling in the little Fiat but these days enjoying the performance and comfort of a Sunbeam 20. The smart money would have to be on a start not far from Christchurch next year, with Craig hailing from Banks



Peninsula Branch and the Stevensons from Canterbury. Bring it on!

As a footnote the meteorological service would no doubt like to commiserate with Garry Moore after the unfortunate behaviour of a certain weather balloon, which escaped from custody after inflation with an experimental mix of carbon monoxide and carbon dioxide just prior to our departure from the motel on Monday morning. What were the chances that his Chrysler would be parked directly beneath the spike-topped outside lamp that finally ended the balloon’s bid for freedom, and

who could have anticipated the amount of water that accompanies the aforementioned gases out an exhaust pipe? To say nothing of the covering of talcum powder from inside the balloon. Sorry, Garry! Maybe a hood next year?

Arriving back in Kaiapoi late Monday after the usual detours to look at stuff we had the mind-blowing total of 950 miles on the clock for just over three days of motoring. A huge weekend, with some great country traversed. Our thanks go to organisers David Wright and Team Otago.

bw

Did you know The 1934 Chrysler Imperial Airflow CW was a limited-production upscale version of Chrysler Corp's radical new Airflow design. It was the largest and heaviest car ever made by Chrysler. *The car had the first single-piece curved windshield on any production car.*



**Contact:-
RON HODGSON**

**2 Reding Street
Takanini
Auckland 2112**

**Ph:- 09 298 6221
Mobile:- 027 292 4162
E-Mail:- six-ribbons@clear.net.nz**

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An Introduction to Coach Building

Words and photos Shaun Davies



On introducing myself as a coachbuilder responses vary from interest to surprise with the occasional “Not much call for horse coaches these days” or “Oh – so you work for the railways.”

Both of these comments could be correct; the modern day coachbuilder's work has a much broader scope and encompasses a wider variety of skills than you may realise.

So what is a coachbuilder? The dictionary definition is “a person or company that manufactures the body of vehicles such as trucks, or railway carriages.”

Coachbuilding as a trade dates back several centuries. During the reign of Queen Elizabeth I, Rippon was an active coachbuilder. In 1710 Barker was founded and in the United States the oldest coachbuilder, Brewster, was founded in 1810. Other prominent names through the centuries have been Binder, Figoni et Falaschi, Labourdette, Chapron & Kelter in France. Germany had Erdmann and Rossi, Karmann, Neuss and Papler while at the forefront in Italy were Pininfarina, Bertone, Scaglietti, Marazzi, Alessio and Zagato. In the United States firms such as Brewster & Co, Brunn, LeBaron and Murphy were at the forefront of the coachbuilding industry.

At the beginning of the automobile industry, procuring a vehicle was far different from today. Like its predecessor, the horse-drawn carriage, early cars were constructed with a separate chassis and body. A customer would purchase a “rolling chassis” of his choice, consisting of the chassis, motor, gearbox, wheels, axle, suspension, steering, differential and the radiator (generally the only item identifying the marque of the vehicle.) After purchasing this impressive piece of state-of-the-art automotive technology he would

then employ the skills of a coachbuilder to clothe it in a body of his own choice of style.

Early cars reflect their close ancestry with the carriage industry – very uncomplicated and simple styled bodies constructed of wood frames and steam bent wooden panels and wooden mouldings. In a short time though, metals such as aluminium and steel were used to panel over the wooden frame. Because the skills required to manufacture these bodies were so specialised some of the automotive manufacturers contracted this work out to existing coachbuilders while others brought this work in-house.

With the introduction of unibody constructed cars, where the chassis and body are constructed as one unit, coachbuilding in its truest form, of manufacturing a body for a separate chassis, was made almost obsolete. This advance in the automotive industry pushed many coachbuilders into bankruptcy. Some smaller vehicle producers such as Rolls-Royce, Bentley and Ferrari kept coachbuilding going because of its lower cost for short runs. The cost of tooling and making dies is extremely expensive and only really feasible when large production runs are involved. Coachbuilding firms diversified into other areas including trucks, buses, ambulances and vans.

So, what is the modern day coachbuilder doing today? Well remember a coach built vehicle is one which has been purpose built using only a chassis as a base. That is how our trucks and buses are still constructed today.

Coachbuilders are also active in the motorhome and caravan industries and most important to those reading this magazine, coachbuilders are very active in the restoration and replication of Veteran, Vintage and Classic cars.

Even today coachbuilding has an air of secrecy about it – transforming bits of wood and sheets of steel into luxurious purring beasts often intrigues and fascinates people who wonder “how was that done?” Quite often there is no straight answer, as the saying goes – there's more than one way to skin a cat! Take for instance the fact that the English Wheeling machine didn't initially gain popularity outside Britain meant that the like of French and Italian cars would have had to be created in a different manner. This in fact was the case. Because it is hard to produce large panels by just hammer work only, European vehicles were often made up from lots of smaller panels.

So what sort of work can a coachbuilder do for you? Most tradesmen today will have the skills to do anything from chassis work to constructing wooden framing and bucks along with panelling and fabrication work right up to full restoration. The competency of each tradesman will depend on where the main focus of his skills has been; whether it has been for trucks and transport or cars and caravans and his ability to use his skills and knowledge to solve problems. Yes, coachbuilders are basically fabricators of anything to do with the automotive body industry. Most would be familiar working with many different materials including timber, steel, aluminium, fibreglass. So if you are pondering the next step in an on-going restoration – it might be time to call your local coachbuilder.

dw

'East is East and West is West, and never the twain shall meet.'

— KIPLING

NEVER THE TWAIN

PART TWO

Words & Photos Scott Thomson



FORD WITH FRIENDS, Lotus and Jim Clark, win the 500. Not forgetting Firestone who provided the picture.

Scott Thomson concludes his survey of American participation in world motor sport with a look at production based cars and big industry involvement.

The Le Mans 24 hours, launched in 1923, is a convenient starting point. Le Mans began as a race limited to basically four seat production cars, though it wasn't the only one, or even the first.

The object of the 24 hours, like the first Grand Prix, was to encourage the French industry. Le Mans failed in this objective in the decade after 1927, but it became an important international event, a French party with their British friends. Even American or Italian cars that ran at Le Mans between the world wars were usually French or British entered. The greatest international days of Le Mans came later.

Le Mans inspired the British to revive their Tourist Trophy, using a handicap format that suited British industry. America, the world's largest auto-industry, did not show strongly in any of these events, but it's fair to remark neither did most of the big European players. Panhard, Renault and Citroen did not participate, neither did Hillman, Humber, Morris or Standard. Fiat, champions of early racing, left the tracks entirely after 1927.

So let's note a few American makes that did take part.

- **CHRYSLER** appeared at Le Mans in 1928, four cars being slightly modified in France and driven by Paris motor-traders and sportsmen who had previously competed with French cars. While Chryslers did not exceed the record distance set by Lorraine, or pose any real threat to Bentley, they finished third and fourth. Two finished again in 1929.

Chryslers in fact campaigned more widely than the Bentleys. A Chrysler won the Spanish 12 hour race. Another was second in the Belgian 24 hours, though, over 200 km behind a small 6C Alfa Romeo. They competed regularly in France, were placed in a couple of Italian road races, and ran in the Mille Miglia.

- **STUTZ** gave Bentley a real fright, coming second at Le Mans in 1928. Next year, three Stutz started, some driven by Bugatti grand prix works drivers. Only one finished, fifth behind

four Bentleys. Had that Stutz just managed the previous year's speed, it should have been close behind the second Bentley. Stutz ran again till 1932, failing to finish.

- **DUESENBERG** never recaptured their Grand Prix magic. They did supply a track car (with their Model A engine?) to Scuderia Ferrari. Otherwise unsuccessful, it managed to be the fourth fastest car ever to lap bumpy Brooklands track. A Duesenberg J series appeared at Le Mans three times without finishing, driven by a Romanian prince. Despite its reputed 265 horses, it was no match for race bred Alfas, being just about able to keep pace with the Lagondas which gave maybe 140.
- **STUDEBAKER** were the most successful makers to offer production engines in the 'junk formula' period at Indianapolis. Starting with power and drive lines from the 6.3 litre President model, Studebaker had Indy specialists build the chassis for their five car team. Reported 196 hp output wasn't sensational, (compare 130 bhp extracted by Rolls-Royce on similar compression ratio from only 3.5 litres at the beginning of their Tourist Trophy Bentley venture)

but the Studebakers ran very reliably, placing being third in 1932.

Earlier, British dealers entered a couple of Studebakers for the Brooklands Double Twelve. Though only ninth in that handicap race, the better car seems to have been fourth fastest, slower at 71.29 mph than the fastest WO Bentley four and a half at 81.39 mph and two slyly special 6C Alfas.

- **FORD** opened a factory race shop in 1933 to support V8 owners. Fords won the Elgin road race revival and the initial Daytona stock car event.

Indianapolis beckoned, and Ford commissioned ten cars designed by Harry Miller using modified production V8s in a big budget effort. Whether a qualifying speed of 113 mph would have produced the 106 plus needed for a win is another matter. Unfortunately the steering boxes were so close to the exhaust that each overheated and seized. None finished, nothing to show for something like £50,000. Compare that with what the tiny British ERA company achieved on around £15,000 a year.

Ford insisted on dealer participation in his Indy effort and with covert encouragement from Detroit, overseas dealers at this period also took significant interest in competition. An Irish agent had already run a couple of Model As in a Tourist Trophy. Now three V8s were modified for 1934. Not competitive with similar sized British sports cars, two were still running at the end of the race.

Though rallying is outside this survey, it completes the Ford picture to recall that from 1932 Fords were placing regularly in the Monte Carlo. An intentional effort organised dealers en route to provide pilot cars through cities as well as routine and emergency service. Ford won outright in 1936 and again in 1938. Their reliability through three tough days and impressive acceleration in the final test was always a threat to exotic cars like Hotchkiss and Delahaye.

Intermission

October 1942: A long dusty road, flanked occasionally with a few local people cheering battered American coupes. Peering into the distance beyond the vee shaped bonnet of his Chevrolet, a village mechanic was driving to his fifth successive victory. It was the last major race of the 'pre war' era.

His name was Juan Manuel Fangio.

Whatever American cars did or failed to do at Le Mans or Indianapolis, they dominated the rough open road races of South America. Cubic inches, reliability,



One of three entered for the 1934 Tourist Trophy by the main Ford dealership in Ireland. Though still two laps outside distance when they called time, the V8's track presence probably stimulated more business in Belfast that Bentley or Lagonda managed! David Bowles in 2003 Ulster hill climb. (Photo Scott Thomson)



One of the big budget V8 disasters. (Photo Scott Thomson/IMS)



One of the splendid Studebaker Indy team, 1932/3. (Photo Scott Thomson/IMS)



'KLING, KLENK, KLONKI!' or 'GOGGLES IN THE GULLWING?' A bird through the windscreen gave Karl Kling and Hans Klenk more trouble in Mexico than the production based American tourers. Mercedes at this stage had no plans to put their winning 300 SL 'prototype' into production. Jacks are set up for all three team cars and temporary repairs are just completed at one of the many remote Mercedes emergency service depots which made this race an expensive exercise. (Photo Mercedes-Benz)

reasonable cost and ready replacement parts encouraged competition between makes on the Latin American market, particularly Chevrolet and Ford. The thirties coupes with skimpy mudguards became folk icons. More than two decades later replicas were custom built at considerable expense – the supply of originals having finally dried up.

They raced over mainly straight roads across the pampas. Cornering was at first of little importance. Conditions varied from muddy pools to dried ruts capable of destroying a fast car in minutes. If long fine months left roads in good condition, higher speeds were possible, demanding exceptional concentration and courage. Loose surface, primitive suspension and narrow tyres made sudden braking impossible. From the twenties, Studebaker, Hudson and Reo scored multiple victories with Hupmobile, Packard and Chrysler also victorious. The only European car to win was a Mercedes (1931).

Even when the route extended to the Andes, results stayed that way until the 1960s when Mercedes and Volvo brought European rally teams and Ewy Rosqvist, the Swedish woman, humbled the macho Latinos and their brave coupes.

FROM TOURING TO SPORTS CARS

Never mind how the 'sports car' evolved. What concerns us here are decisions by Le Mans to widen the goal posts. First they accepted large 'sports cars' with only two seats. They then permitted manufacturers to enter 'sports prototypes'. This fancy footwork ensured many exciting entries, but took the French classic right away from the original intention of a contest for production (four seat) touring cars.

In the immediate post WWII years, a sports car movement emerged in America. The small but wealthy Sports Car Club of America revived amateur road racing, fueling a growing 'imported car' movement. US style hotrods were the early pace setters: Ford-Riley, Ford-Duesenberg, Bu-Merc and the imported Cadillac-Allard. It took some time, but 'sports cars' became a genuine meeting place between roadable cars derived from touring machines, and outright racing cars. Sports cars also encouraged Americans to race in Europe.

How did production hardware from Detroit's big three make out?

GENERAL MOTORS

Fordillacs were small volume conversions for the boy-racer market. SCCA member Briggs Cunningham entered a couple for

the 1950 Le Mans race, was turned down on a technicality, and turned up with two Cadillacs, one an almost stock saloon.

The Cadillacs had their problems. The works Cadillac-Allard needed new pistons and bearings in practice, drove most of the race in top gear, but squeaked home third ahead of the Nash-Healey. One of the Cunningham drivers recorded that their engines were in poor shape at the end of the race. But they finished - and the Cadillac saloon was closest to the original intention of Le Mans.

Cunningham wanted outright American victory and become a car maker himself. Cadillac, however decided to stop selling him engines – overt 'reasons' including the pressure of military orders due to the Korean war! As Cunningham chroniclers Batchelor and Bochrach remark, the attitude of GM 'top brass to auto racing is a history of wild fluctuations.' A pity, as GM was having some real international successes.

The Belgians, aware of those loopholes in the Le Mans regulations, instituted a strictly production car grand prix on the fast Spa road circuit. The big American touring cars showed well. To ensure cars were standard, entries were only accepted



Chrysler at a Mille Miglia retro rally, the most widely raced American make of Vintage era. (Photo Scott Thomson)



'The General' kept a low profile, but helped our Denny Hulme to the World Championship and two CanAm titles. (Photo Euan Sarginson)

from cars selected at random from examples on sale at dealers, and then sealed.

Oldsmobile victories in 1950 and '51 led to a bumper entry of four works cars to battle two Chryslers in 1952. Racing speeds proved rather much. Both Chryslers broke stub axles, while the GM team lost two from collapsed wheels. An Oldsmobile won because its tyres had been fitted on new wheels, but adverse publicity saw to it that GM did not return to Spa.

Regulations were more loosely applied for the new Pan Mexican road race, where an Oldsmobile led two Cadillacs home. Alfa Romeo sent two smaller and more strictly standard 2500cc cars. One took a whole hour off the Americans on a twisty stage and eventually finished overall fourth.

GM reappeared dramatically at the 1957 Sebring 12 hours with a very promising sports/racing prototype of their own – and immediately pulled the plug on the programme. Private entrants campaigned increasingly beefy Corvettes, but international sports car rules also performed wild fluctuations, discouraging big displacement engines.

Reventlow's Chuck Daigh used Chevrolet engines in his Scarabs to win the domestic Sports Car Club of America championship after years of Jaguar domination, but it was innovative oil man Jim Hall who really took the big block Chevs to Europe. In 1966 Hall's Chaparral team won at the Nurburgring, America's first big time victory in Europe for 45 years. A year later, they added variable down-force to the race application of automatic transmission.

GM's smaller displacement aluminium V8 actually beat Ford to the draw in getting rear engined cars to Indy. Hotrodder Mickey Thompson commissioned a couple

of promising lightweight cars. A more successful development of this widely used unit was the Australian Repco engine that took two world titles for Jack Brabham's Formula One team.

By that date, the SCCA series had become the CanAm championship and if Hall had a backdoor key to GM, Bruce McLaren must have cut a copy. As every Kiwi should know, McLaren-Chevs took five titles in a row – Bruce and Denny Hulme twice each – before a turbo-charged Porsche programme blew all away and the series faded.

CHRYSLER

Briggs Cunningham turned to Chrysler. Concentrating on Le Mans, Briggs gained several good placings – third in 1953 and '54. His cars first sported the white paint with blue bands that led to 'go faster stripes', popular on numerous race and road cars in those years. Cunningham received little industry support. He concluded the big production US engines available to him were not suitable for winning Le Mans and was exploring a smaller car with a full race Offenhauser engine when the tax man closed down his independent car making operation.

Meantime, Chrysler considered they could use the same hemi-head V8 to win at Indianapolis. Gutsy, but perhaps just too honest, they ran a full test programme, with 500 miles at more than race winning speed. The Indy establishment closed ranks and refused to move the cubic displacement goal posts to let the stock block engines in.

Chrysler did overcome their reverse in Belgium, winning twice, but industry support for strictly stock races at Spa melted away.

FORD

Ford brought east and west together. The secret of Ford's success in post war motor sport seems to have been in using their multinational structure to participate at many levels. The lines from Detroit via Ford's off-shore national companies, to specialised speed shops, racing teams and dealers were long, but the objective of each programme was clear. Consequently, Ford reaped considerable benefit from the sport at top international level.

As related, a GM car won the first Pan Mexican race. The following year a Chrysler was the first American car, clearly beaten by two Ferraris. The disadvantage of running large family touring cars against 'sports cars' – or indeed the in between 'GT' cars – was plain. The 1952 race was split in two: sports and big volume touring categories.

The result was to open the race for both European and American cars. The twain did not quite meet, but each could have a shot at a prize. Ford participated in the touring category with a team of Lincolns. Their no-expense-spared preparation was favourably compared with the works Mercedes team who won the race as a whole. Lincoln returned, taking touring car honours in all three remaining Pan Mexico events. Unfortunately, however well a car does in a subsidiary class, it is the fastest, the outright winner, that gets the most publicity. Obviously Lincoln was superb among their peers. The performance of a Lancia Aurelia GT – run in the sports class as a development exercise – showed the limitations of the big Americans, as the Alfas had two years earlier. The Lancia was more than an hour ahead of the first Lincoln.



A Gulf team GT40 of Ickx/Redman wins the 1968 Brands Hatch World Championship round from Porsche. The previous year Chaparral did it ahead of Ferrari. (Photo Unknown)

The early sixties saw Ford launch their 'Total Performance' campaign. This wide ranging attack on the youth market involved both specialised speed shops and the parent company. Carroll Shelby and Dan Gurney, men from the SCCA background, were involved for their European racing experience.

In Britain, Walter Haynes enlisted Colin Chapman of Lotus, first with the Ford Lotus Cortina. From this grew the Lotus Ford attack on Indianapolis in 1963, Clark's win in 1965, and Graham Hill's with a Lola Ford the following year. Next, Ford commissioned Cosworth in Britain to produce the Ford DFV Grand Prix engine, for a mere £100,000 Ford put the blue oval on the power plant that would win more Formula One races, and over a longer period, than any other engine.

For their Le Mans programme, Ford took up ideas from Eric Broadley's Lola, and launched their 'in house' GT40 programme at vast expense. They won Le Mans in 1966 and '67 and handed the torch to John Wyer's specialised team to take the wins to four. Participation in racing was as much about creating image as proving cars. If technology existed elsewhere, it was easier to buy it than start from scratch 'in house'.

EAST AND WEST...AND FAR EAST

Late in 1965 Ritchie Ginther drove the first Japanese car to gain a Grand Prix victory. So the east/west story becomes east, west and far-east, the tango becomes a triangle and a different story began.

In summary, we can say that America was later than Europe in producing successful pure racing cars. Both experienced budget restraints at different times, both built competent cars for their particular conditions. Neither developed in complete isolation. Neither had a monopoly of ideas and engineering excellence.

Although American cars tended to be large and powerful, the expectation they would be very successful in road car events was not universally fulfilled. Americans did perform well, sometimes exceptionally well, in conditions for which they were designed, particularly in South America. Entered by 'dealers', they were less impressive in Europe against 'thoroughbred' sporting cars that were often works supported. To American eyes, the European 'thoroughbreds' were niche market jobs, little more significant than hot-rods in market volume.

Trans-Atlantic contact through the sports car movement provided American production based engines for sports/racing cars and stimulated production of American

GT cars, like the Mustang and Corvette, which fall outside this survey.

Of 'The Three', Ford was best at preserving a distance from racing that gained prestige from victory and ducked odium from failure. Nearly all big makers now work through a fronting partner - Honda and Mercedes with McLaren, Fiat with Ferrari - following an organisational pattern begun by Peugeot in 1912.

The sports car movement produced a crop of fine American drivers who became international stars. World Champion Phil Hill, Shelby, Gurney and Ginther. Foyt and Mario Andretti came through the old US track establishment. America has yet to produce a Nuvolari, Fangio, Senna or Schumacher.

After the 1973 oil shock, American racing turned in on itself again, digesting the lessons of contact. European racing did the same. Will we see a similar reaction during the current credit crisis? And what about Japan? Much American auto-sport has little relevance to the cars the world drives - NASCAR, Off Road, Salt Flats, Speedway and much more. I recall an American promoter complaining that Indianapolis had been taken over by 'foreigners, hispanics and wierdos.'

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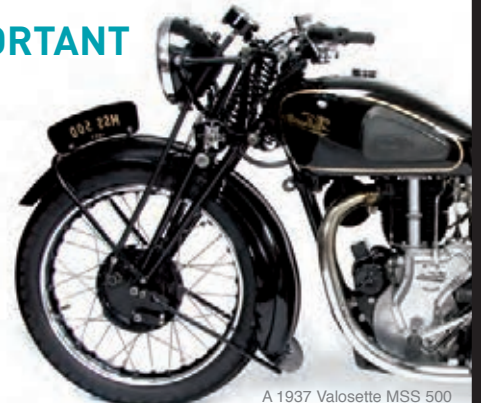
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50 YEAR AWARDS

Barrie Grant Waikato Branch

Compiled by Jillian Hayton

1950 saw Barrie start an apprenticeship at Hamilton's Armstrong Motors, training as a motor mechanic. Initially he rode an LE Velocette water cooled motorcycle to work, but then acquired a 1948 Ford Prefect, followed by a 1938 Ford V8 Deluxe. In 1957 Barrie went to work for Ron Richardson Ltd on truck maintenance. Later he and his wife Lyn moved to Tokoroa where he set up Grant Motors with his brother Bill in 1962, taking up the Europa petrol franchise. They sold out from this operation in 1979 and returned to the Hamilton area.

Since becoming a member of V&VCC (Waikato) Inc. soon after the club was formed in 1958, Barrie has taken part in activities with both motorcycles and cars. Several bikes have come and gone over the years and now only his 1926 Harley-Davidson remains. A major claim to fame with this machine was his 'Big Ride South' from Picton to Invercargill in 13½ hours on one day. This was the forerunner of the tour which now follows each National Motorcycle Rally.

Barrie had purchased 'Nudger' Cucksey's 1924 lhd 7-seat Cadillac tourer in 1952. It was sold to Fred Ryan in an unrestored condition in 1963 and has been restored by Danny Ryan. This car now belongs to new club members, Grant and Anita Patterson and is still to be seen motoring around the district. Other cars that have passed

through Barrie's hands are a 1946 Mercury Club Coupe, a 4-cylinder 1913 Cadillac and the huge 1930 Cadillac V16 Fleetwood Limousine, purchased in 1959 and now resident in a Nelson museum.

The most recent vehicle which Barrie has resurrected is the aptly named, rare and nicely restored 1917 Grant tourer, which he and Lyn have often used in recent times for Club events as the restored vehicle proves itself with use.

Barrie served as a committee member in 1962-63 and later helped to form the VCC South Waikato Branch in 1976, where his club membership was temporarily 'on loan'. Since returning to his roots in the Waikato, he has for many years been known as Mr Parts Shed, being an energetic and popular member of the parts shed committee.

Roger Lunt Waikato Branch

Compiled by Jillian Hayton

After completing a five year apprenticeship with the Public Service Scheme at Devonport Naval Dockyard, Roger did a further 12 months training as an auto machinist to take up engine reconditioning as a trade. His first transport was a BSA B33 motorcycle, followed by a Triumph Speed Twin and a BSA M20. Following an accident on the latter he moved on to four wheels and a 6-cylinder Armstrong-Siddeley, followed soon thereafter by a 1923 Vauxhall 23/60 that he purchased for £120. This car was bought after he was given a

ride in a 1928 Alvis 12/50, which kindled an interest in Vintage motoring.

Roger attended his first event with Auckland V&VCC in late 1954 and joined them in 1955. He obtained an Austin 12/4 Harley Coupe from a Mr Loudon on the East Coast which is still in his garage to this day, together with a Packard 7-passenger sedan and used regularly on club events in years past.

Roger marshalled at the 21st International event at Rotorua in 1980 and entered the 2nd Pan Pacific Rally at Palmerston North in 1992. He has greatly enjoyed many subsequent club events, particularly touring and gymkhanas. Until his indifferent health forced a slowdown in very recent years, he has been a regular attendee at club meetings.

As well as the Austin and the Packard, Roger's garage also harbours the 1965 Daimler which was his entry in the Royal & SunAlliance Rally 2000 at Mystery Creek, a 1946 Chev Fleetmaster, a 1964 Mk II Jaguar project and a 1950 Morris Minor which has recently gone back on the road after major attention. The lifelong commitment to the Vintage Car Club of NZ has given him and his wife Colleen many good friends in different branches around the country, and lots of happy memories.

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Roy Rowe Waikato Branch

Compiled by Jillian Hayton

Roy became an electrician by trade but was always an old car enthusiast and mechanic by inclination. Roy met his future wife Sue through the VCC and their wedding in May 1965 was a Vintage occasion, with three Club cars providing the wedding transport.

Speed events attract Roy, which explains his additional interest in Vintage speedway events, where he campaigns a beautifully restored 1950s V8-60 midjet racing car.

Although not quite a founder member, Roy joined V&VCC (Waikato) Inc. in mid-1958 at the tender age of 15 years whilst driving a Ford A as his modern car.

An affinity with the Ford marque saw Roy search the world for parts and finally fully restore a rare 1905 Model F chain driven tourer, which now resides in Southland. The V8s, Model As and even the unusual Model B have now all gone to make room for his beloved Lincoln Zephyrs, convertible and sedan, which are to be seen out on rallies, club runs and even hill-climbs. But the real machine for VCC speed events is his 1960s style Ford V8 Special running as 'Team Pensioner Racing'. He never misses an opportunity to run this eye-catching vehicle.

Roy's commitment to the Club has been complete and life-long, with much related travel around New Zealand and the world

visiting friends, car clubs, collections and museums. He has attended, in one capacity or another, every major national and international event that the Club has been involved with, from the Haast Rally in 1965 to Invercargill in 2006.

Roy has also played his part in branch affairs, serving many terms on committee in the capacity of Committee Member, Club Captain, Treasurer, Vice President, and President and Roy was also the Waikato Branch Convenor for PVV Class vehicle acceptance for four years from 1981 to 1985. Now he likes to drive his cars.

Hugh Webley Waikato Branch

Hugh trained as an electrician and at the age of twenty started his own contracting business, which grew into a major enterprise. The day Hugh turned 15 he passed his driving test in his father's Morris Eight. In common with many youths he had a motorbike first. This was an Indian 2-stroke machine, followed by a 1924 EW Douglas, a sloper AJS and many more over the next twelve years or so, until finally a high performing bronze-head Rudge.

Hugh attended the first official meeting of Wellington Branch in July 1958, together with 42 others, and was listed as a foundation member. He had a 1914 BSA motorcycle combination and on this machine he rode in the first November

Rally, but was not allowed to officially participate! Some 49 years later, at the Fiftieth Anniversary of this first Branch rally, he was finally recognised as an 'Officially Participating Non-Participant' at that event with a framed certificate.

The bike was eventually replaced by a now restored 1928 Austin Chummy which was originally obtained for £5 as the derelict wreck of a Ngaio milk delivery vehicle. This was not the last restoration which Hugh attempted, as the 1918 Studebaker SF4 over which he has laboured for many a year is now almost ready for the road.

Hugh was a keen and active member for the Wellington Branch, as a committee member from 1959 to 1961 and as Treasurer from 1970 to 1976. Even after this, he still took an active role, helping remodel the old Khandallah bus garage building as the new Branch Clubrooms in Petone.

Both Hugh and his wife Joyce have also travelled widely, taking the Austin Chummy over to Australia on three occasions. Since moving to Hamilton in 2001, Hugh and Joyce have joined in local branch activities, including rallies, social events and working bees.

Clive Dodds Banks Peninsula Branch

Compiled by Ron Hasell

Clive Dodds joined the Vintage Car Club in 1959 when he was 18 years old. On his first event he went with Norm



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Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions. To encourage you to put pen to paper two lucky authors per issue will win a coveted limited edition Beaded Wheels cap.

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

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

Phone home 03 385 9821 (leave your name/number if engaged)

email kevin@vcc.org.nz

The lucky winners of the Beaded Wheels caps for this issue are John Turley and Barry Browning. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

King and Bill Luxton down to Waiau to replenish supplies. He had to sit in the Dodge and wait outside the hotel as he was too young to go into the bar.

His first car was a 20/60 Vauxhall saloon which he owned and motored for 20 years, competing in many events including 1965 Haast Rally, Invermay Hillclimb and other speed events. He won Irishman twice; once in his 20/60 Vauxhall and once in Don Suckling's 23/60 Vauxhall tourer.

Over recent years Clive worked as an instrument technician rebuilding and repairing automotive instruments and he still uses these skills to help many VCC members.

Barry Barnes South Canterbury Branch

Barry joined the Vintage Car Club through the Southland Branch at the tender age of 17, along with his father Jack and his younger brother Robin, in June 1959.

Barry was always an active member of the Southland Branch before his work requirements saw him transfer to Timaru, and transferring his membership to the South Canterbury Branch. Southland's loss was certainly South Canterbury's gain.

Barry has participated in almost every area of the VCC possible. He has been *Bulletin* Editor for approx 13 years, Branch Club Captain one year, Branch Chairman two years, Branch committee member and *Beaded Wheels* scribe for many years, delegate to National Executive for several years prior to 1977, elected onto the National Executive and Management Committee from 1977-1992, Rally Committee South Island Easter Rally 1971, Rally Director South Island Easter Rally 1982, organiser of numerous other events such as Model T Ford Rally, Inaugural Veteran Rally, National Motor Cycle Rally at Hastings.

One would wonder how Barry ever managed to fit in rallying for himself, but he did. In his early days the vehicles he rallied with were often borrowed, or he went as navigator.

Barry has a love of motorcycles, so it is understandable to see several bikes included in his lineup of rally vehicles – 1913 BSA, 1915 BSA often with side car attached, 1927 Triumph, 1927 BSA usually with side car attached, and 1931 AJS motorcycle.

On the Hastings rally in 1975, Barry organised the 'Southland Invasion' of 13 motorbikes to be taken by truck and trailer to Lyttelton to board the ferry *Rangatira* for

a very modest sum of \$30 return Lyttelton-Wellington, and that included the rider.

Several vehicles have been in the lineup for Barry over the years. His first rally was to Riverton in 1960 in a 1925 Buick borrowed from another member. A trip to the 1961 National Rally in Blenheim with friend Russell McIvor in Russell's potent 1923 Ford with OHV head conversion was an early highlight. That same year saw Barry drive his Dad's 1915 Humber to Oamaru for the first North Otago Branch Rally. Brother Robin rode the 1913 BSA to the same rally. In 1963 Barry's 1925 Studebaker was his everyday transport but doubled as a rally entry for many rallies, including the early Mid Island and Canterbury Branch annual rallies. On one occasion he towed a salvage trailer to Christchurch to bring home a 1915 Studebaker, later restored by the late John Rogers. Barry's 1924 Peugeot and the motorbikes were common entries for rallies outside his own Southland branch, and South Canterbury was a favored destination. Derek and the late Elizabeth Brownie were frequently friendly and generous hosts, and often to many other 'Southlanders' as well.

The Peugeot participated in the 1965 Haast International Rally and in 1970, the 1927 BSA ventured across the Tasman to participate in the Cook Bi-Centennial International, travelling from Sydney to Melbourne, and then onto Adelaide.

With the International Rally coming up in 1972, it was decided to retire the Studebaker from everyday use, and restore it, minus the hood, for that rally.

The Mt Cook Rally run by the South Canterbury Branch, was first attended in 1965 with a 1929 Nash, and Barry only missed one rally in the next ten years. Carla joined Barry for the 1975 National Veteran Rally held in Timaru and bravely sat in the sidecar of a 1915 BSA.

One of Barry's favourite events would be the Arrowtown Motorcycle Rally from 1967 through to the early 1980s, and one in which he has participated again during recent times.

South Canterbury was to become home for Barry, Carla and family from 1983, and one of the attractions of being stationed in Timaru was the anticipation of participating once again on a Mt Cook Rally. However, with a young family of four, family took priority and it was not until 2006 that the Peugeot made it back to Mt Cook again, for the first time since 1965. In fact two visits in one year, as the memorable 100 years re-enactment of the first car to Mt Cook



VCC President John Coomber presents Barry Barnes with his 50 Year Award.

on 6 February, and again for the annual Mt Cook Rally in October.

In 1985 the family Humber arrived in Timaru to participate in the Easter Rally, held to commemorate 100 years of the motorcar.

The Studebaker took the family to the 1986 Pan Pacific rally, and the 1915 BSA had been ridden to the National Motor Cycle Rally in Timaru in 1987. The Studebaker also went on the 1991 Easter Tour down the West Coast and returned over the Haast and Lindis Passes.

The refurbished Peugeot attended the 1996 International Rally, and Barry was the team leader for his route which travelled via Arthurs Pass to the West Coast and back through the Lewis Pass to Christchurch.

Barry was an elected member of the National Executive, and in the latter years had a special interest in transport legislation. He was Rally Director of the 1999 National South Island Easter Rally, and on the 2005 South Island Easter Rally Committee including responsibility for the souvenir programme including the historical notes of 50 years of Vintage Motoring in South Canterbury.

Of the vehicles restored and rallied over the years, the Peugeot, Studebaker and the 1927 BSA are still owned. A Wolseley 6/110 was owned for a good few years, and this was used for club runs and All British days. An original Austin Maxi was owned for a short time.

Barry is still restoring vehicles and bikes. A 1951 Norton Dominator motorcycle awaits a bit more time spent on it. Wife Carla is still waiting for a Fiat 850S to become roadworthy again, however the Studebaker is taking precedence over everything else. It is having a big make over getting ready for the re-enactment of the West Coast Tour. A fitting tribute for a worthy vehicle, as the original tour was the last big tour the car had been on.

Barry is still an active member on the South Canterbury Branch Committee, and holds the position of Librarian.

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To find the VCC Rally 2012 website

Type the website address into the address bar of the internet browser on your computer.

Website address for the 2012 Rally is www.vccrally2012.co.nz

We are currently designing new forum and profile features for the website and it is expected the draft version will be loaded this month. Please feel free to use this to ask more specific questions and to provide opinions and feedback for the organisers.

Associated Motor Vehicle Clubs.

We have added Winton Cleal from the Wellington Branch of the VCC to the organising committee of the Rally. As in previous rallies we have a one make run day but this time we have changed it to Associated Motor Vehicle Clubs. Winton has been given the task of contacting Associated Motoring Clubs within New Zealand to see if they would be interested in co-ordinating a Club activity in the Wanganui area where entrants can also participate. So far letters of interest have been sent to over 40 clubs with further letters to be sent over the next few days.



Winton Cleal

Winton Cleal joined National Publicity in 1965 as a trainee photographer and worked up to become a senior photographer and acted as director on many photo shoots. He became official

photographer for a number of years for the Royal Family whilst they were in New Zealand.

Winton trained at the Leica School of Photography in Wetzlar, Germany. He won three international photographic awards over the years.

After the NPS closed down in the late 1980s, he joined the *Dominion* newspaper and became the picture desk operator and

part-time photographer. With the merger of the *Dominion* and *Evening Post*, Winton became one of the Assistant Illustration Editors. In recent years he has been publicity officer for the Wellington Branch of the VCC.

Winton and Ruth have been members of the Wellington Branch for 11 years and have enjoyed many runs and rallies, including recent Easter Rallies and the Vero International in 2006. At present they drive a 1956 Wolseley 6/90 which was bought new by Winton's parents, and are restoring a 1936 Wolseley 14/56.

Club Vehicles

All branches have been contacted to see if they have a Club vehicle that would be suitable for use on the open day of the Rally to give rides for the public. Also we have a number of businesses that have indicated they would consider paying for the entry and expenses of a club vehicle on the rally. This would allow them to consider promotions in the Wanganui areas for their business with the aim of giving rides to people that enter and win in the promotions.

Unfortunately there has only been one branch reply to date confirming they would be interested but they do not own any Club vehicles. Please, we would like to hear from your branch if you have any club vehicles that could use in rally promotion.

Can you help?

To date since the altered new web site is up and running we have had 129 people register their positive interest in attending the rally. Of those 129, 28 are from Australia, Hong Kong, Canada, India, USA, South Africa and Sweden.

The following people have contacted us and would like to negotiate a loan vehicle:

- Stephen and Kay Bertalan (bertalan@telus.net), Canada
- John and Ruth Knight (knight37@bigpond.net.au), Queensland - Australia

- Robert Sohl (rcs@cruzio.com), California - USA
If you think that you could help them out please contact them direct.

Accommodation

Over the last week we have contacted most hotel and motels and found that they are steadily being booked for the Rally. There is no shortage of accommodation and you will be required to make a booking unit, or room by room. It has been indicated to us that most motels will not allow a block booking.

If you encounter a problem please contact the Rally Secretary by e-mail so that the issue can be addressed directly.

Registration

On-line registration for the Rally will commence on 1 March 2010. Payment will be made on line and can either be the full amount or can be by instalments until 31 May 2011. From 1 June 2011 up to 31 July 2011 registration can still be paid but must be in full. From 1 August 2011 until 31 October 2011 a \$100 late fee surcharge will apply to late registration. After that no further entries will be taken.

Rally Entry Fees

We are finalising the budget at the current time and we are aiming for a registration of around \$450. This is an increase on the last two major rallies but we have now to meet traffic management costs, St Johns expenses, Council ground usages (including hire and damage), training of Marshals – associated equipment, specialists services, OSH requirements, security including personnel, and so the list goes on. It is not until you read the guide to event organisers (issued by ACC) or the requirements of Councils (in sponsorship contracts) do you realise what new legal ramifications there are for event organisers and the club organising the event.

Sponsorship Contract

We have now finalised the Wanganui District Council Contract for the \$100,000 sponsorship that they have given us. Our dealings with the Council have been great and they are very professional in everything that they do. Their support is amazing. When considering the rally please take time to visit their website and see what the District has on offer.

This was always going to be a challenge. Could a branch with no clubrooms, a branch which does not even believe in such things as a structured monthly meeting, organise and run the National AGM?



Vintage Car Club of New Zealand 2009 NATIONAL AGM

Words Tony Haycock Photos Bruce Hutton QSM, FPSNZ

Leading up to the event, the number one possible spanner in the works for the organisers was the weather. Christchurch in late July/early August can be a particularly unpleasant place, and airport closures and snow stopping those driving were a real possibility. What they got instead was the first warm nor'wester in many weeks.

With an airport hotel as a venue, delegates faced a couple of minutes walk or a ride in the airport shuttle to get to the meeting, saving branch members from half a day off work as taxis, and one less logistical problem to worry about. With the hotel having recently upgraded its rooms, the object was to provide good value for the Club and individual branches, and a pleasant environment for work and relaxation. Unfortunately the reception area was not big enough to allow parking of a suitably interesting old car, but this was compensated by having two cars – Tony Haycock's 1930 Durant coupe, the Pidgeon family's magnificent 1926 Bugatti Type 37A, and George Calder's diminutive Ducati Cucciolo power cycle at the back of the conference room.

After the Friday night executive meeting, in a break from the norm, and in order to make for a more relaxed atmosphere in pleasant surroundings, supper was served in the hotel lounge. Unfortunately the circulating plates of goodies were eagerly

devoured by the first wave of people to leave the meeting room, leaving meagre pickings for those to follow. Lesson learnt!

Saturday morning was AGM time. It is tradition that the local Mayor or other suitable dignitary opens the meeting. This had been organised several months in advance, so there was some disquiet when he pulled out, however he allocated a suitable replacement so this was not an issue. At least it would not have been if the replacement also decided he had something better to do that day. A quick phone call was made and problem solved. Branch member and former Mayor Garry Moore was only too happy to help, and the branch was saved from embarrassment.

The meeting was of course notable this year as President Greg Terrill handed over control to his replacement, former Secretary Treasurer John Coomber in an emotional address which showed the level of passion and commitment Greg had put in to his work in being at the helm of our club. We thank Greg for the massive effort which he put in to this very demanding role, and congratulate John on being prepared to move into the hot seat.

Of course to put on an event of this size for such a diverse group of people means that there are often issues which crop up, and the organisers thank Allan Wills and Norm Dewhurst for being prepared to put their concerns on paper.



VCCNZ President John Coomber with Immediate Past President Greg Terrill and Greg's wife, Gaynor.



VCCNZ 2009-10 Management Committee: Rear l-r: Rod Brayshaw, Dianne Quarrie, Bob Ballantyne, John Coomber, John Chynoweth, John Foot, Tony Bartlett. Front l-r: Julie Cairns, Greg Terrill, John Coomber, Michael Lavender, Frank Renwick. Absent: Kevin Clarkson, Beaded Wheels Chairman



Garry Moore addressing the conference.

Vintage Car Club of New Zealand John L Goddard Trophy



It was with much shock and sadness that club members learnt of the unexpected death of Russell in mid-August only a few days after receiving this award. Russell's untimely death is a great loss to our Club and the Pleasant Point community.

The evening function is always the thing on which the perceived success or failure of the event hinges. Over previous years, food and entertainment has varied between superb and dire, and often beyond the organising branch's control. With the Executive meeting running longer than usual, set-up for the dinner was delayed as the function was to happen in the room used earlier for the meetings, and it would be fair to say there was some concern behind the scenes that this could affect the quality of the meal.

Twenty minutes late, the doors opened to a transformed venue, with tables for almost 100 people; the important bit – the generous buffet down one side, the cars near the rear, and the piece de resistance, all 15 members of the Mainland Big Band ready to play. It is difficult to cater for all tastes, but I think in this case it was almost done. For those who did not feel the need to dance, there was always the sanctuary of the lounge to retreat to.

It is the norm on Sunday morning for the host branch to open their clubrooms and parts shed to finish off the weekend. Obviously this was going to be a bit of an issue for the Banks Peninsula Branch, as they do not have, and have no wish ever to be encumbered by such distractions. Instead, Betty Wallace very kindly offered to open the Club Archive, and this was taken up by a good number of members before they all made their way back to their prospective homes. hw



The Pidgeon 1926 Bugatti Type 37A.

Russell Paul QSM had been a stalwart member of his Branch for over 48 years (since January 1961) in conjunction with his other persona as leading light of the Pleasant Point Railway and Historical Society, whose Railway Museum is recognised as world class due, in no small measure, to his meticulous approach, leadership, and general guiding hand. For his services to the Society and railway history, he was awarded the richly deserved recognition of Queens Service Medal in the 2007 Queens Birthday Honours List.

In the Vintage field, Russell and Joan restored two vehicles to a high standard and maintained them that way.

The 1920 Hupmobile is totally correct in every respect and after over 35 years is still presented in mint condition.

The Veteran 2-cylinder Renault Delivery van was restored in this guise eschewing the temptation to an easier rebuild as a 2-seater, and Russell's careful research into its history was documented in a *Beaded Wheels* article on the vehicle. It too has been a deserved winner of many a Concours competition as a result of its careful authentic restoration and impeccable maintenance. It is not just a trailered showpiece either having been driven to the VCC 2000 International Rally in Hamilton.

An immaculate Mk 1 Ford Zephyr convertible completes the collection.

Russell was the principal co-organiser of the Commemorative event to celebrate 100 years since the first vehicles journeyed into Mt Cook. Meticulous attention to detail and innovative planning with an accent on the history of the event, resulted in many participants, some with up to 50 years rallying experience,

rating it as the best event they have ever been to.

The above could well have justified the nomination of Russell for the award but the nomination was, in fact, for what the proposers believed to be the unprecedented feat of organising the South Canterbury Branch Mystery Ramble for 40 years without missing a single year.

Last year Russell and Joan continued their standard of innovation and excellence by also organising a rally for vehicles over 40 years old as part of the Pleasant Point Railway and Museum Vintage Event which commemorated 40 years since the closure of the Timaru Fairlie railway line. This was the first day of a Vintage weekend for the Mystery Ramble itself. A Posh Picnic was held the next day. The Pauls have long been supporters of the notion that wearing period dress adds another dimension of interest for participants and the general public, and while period dress remained optional, their call for people to dress up was well heeded.

Both events were most successful with entrants from outside South Canterbury Branch supporting a good turnout of vehicles from within the Branch. The majority of entrants supported both days with 73 vehicles taking part in the Vintage Event while 60 vehicles took part in the Mystery Ramble.

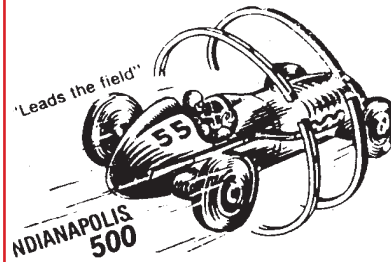
This year's run, the 41st, took the form of a visit to an historic homestead and was as well supported and well received as always.

bw

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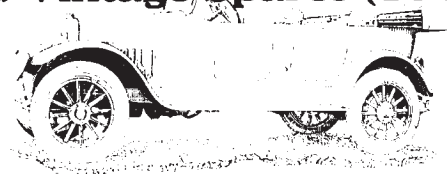
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It has been some time since my last report in *Beaded Wheels* but rest assured the FOMC is still monitoring proposed changes and working away on your behalf as well as looking after our other 120 member clubs.

There have been a number of issues needing our attention recently. As a lot of them are not of concern to historic vehicle owners I will keep this brief and only cover issues of concern to VCC members.

Owners of club acceptable motorcycles can breathe a sigh of relief regarding the proposal for all motorcycles to use headlights during daylight hours. The FOMC asked for an exemption for this rule for all over 40 year old motorcycles and mopeds and we recommended riders and pillion passengers wear high visibility fluoro jackets. I would like to think our submission made a difference. The rule has been passed and applies to all motorcycles manufactured after 1980. Pre 1980 motorcycles and mopeds are exempt.

A proposal to ban the use of hand-held phones by drivers while driving had our full support.

So did a proposal that if snow tyres were to be fitted they must be fitted to all road wheels.

We opposed some of the dangerous goods amendments requiring UN diamond labels on all fuel containers by 2010 as this would include jerry cans and running board mounted Shell and Big Tree tins.

More recently we have replied to a parliamentary select committee proposal to control boy racers providing powers to seize, sell or even crush cars of drivers caught street racing, making excessive noise and causing annoyance to the public. Councils could ban cruising, convoys and parades of vehicles. This is aimed at boy racers and is clearly not intended to affect anyone else, but the FOMC is concerned that there is no definition of cruising, a convoy or a parade. Without clear definitions rally and event organ-

isers could get caught in the future. It has been suggested that event organisers could get consent from the council or roading authority but once the law is passed staff may be reluctant to sign off such consent. One suggestion from the FOMC is to ban cruising, convoys or parades after dark. We looked at a proposal to exempt all over 30 year old vehicles. While this would work for the VCC it wouldn't help a lot of our other member clubs who cater for vehicles through to moderns and in some cases brand new vehicles.

Please let me know if you hear of any issues that may affect our vehicle use. If you want to know what the FOMC are up to during the year visit our web site at www.fomc.co.nz or write to Federation of Motoring Clubs, PO Box 24 225, Wellington 6142.

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1918 HUDSON

Words & Photos Tony Haycock

Back in the early 1980s, as a schoolboy, I accompanied my grandparents, Dick and Phyllis Haycock on a rescue mission to Mangaweka in the central North Island. Having already restored a 1923 Hudson seven passenger sedan and a particularly unlovable 1925 Essex coach, Grandad was looking for another project. So with Landrover and car trailer, we were off to collect what was reputed to be the mortal remains of a 1916 Hudson.

Arriving at the farm in question we were taken to a paddock where sitting in what basically amounted to a swamp, was the very sad remains of the car. Engine, gearbox and diff sat in a very rusty chassis. The radiator and scuttle were still on it in a semi-upright position, and lying on it were remains of the front doors and the centre section. Rear doors and tub were long gone as the car had suffered the fate of many powerful American cars. At the end of their useful life they made a very good truck until driven to destruction.

The scale of the restoration needed to follow the rescue was illustrated when the chassis broke almost in half as a tractor and front-end loader lifted it from its boggy grave and lowered it on to the trailer. It would have been safe to assume that when the carcass was swept off the trailer and into the shed in Bulls, it would never amount to a motor-car.

Fifteen-plus years later and the Hudson was completed. Sadly, by the time it was finished, Grandad was unable to drive the car which so much of his time and energy had gone into, apart from a couple of illicit runs with it in a semi-completed state down the side road to the Rangitikei River less than half a mile away. Basically, its first outing was when I had the privilege of taking my grandparents in the Hudson to the 1998 McLean Motor Car Act Veteran Rally in Masterton.

With no member of the family (myself included) possessing sufficient wit to buy the car after Granddad's passing, it was purchased by Ray and Glenys Miller of Hawarden in October 2006. Rather telling was the conversation I had with my father as I rode with him for the last few miles of his delivery drive to Ray's. Despite the Hudson having sat in his hayshed for the best part of

a couple of years, Dad had never had the inclination to drive the Hudson at all, so apart from a couple of very short runs this was the first time he had driven it. Asking him his opinion, all he said was "Perhaps I have sold the wrong car." I had suggested when the Hudson was first advertised that he ought to sell his Chevrolet 490 and buy the Hudson.

It had been several years since I had last driven the car, and I was very much looking forward



34 Beaded Wheels





to re-acquainting myself with a vehicle which has more family association than any other. Especially since the engine and clutch had both been reconditioned properly after I had last used it, but before it was sold, so it now performs as it should.

Arriving at Ray's to drive the Hudson for this article, the first thing which impresses about the car when seeing it anew is its sheer size. It is a seven seater tourer and there is more than enough room for the full compliment of seven when the two dickey seats are folded out from the floor between the front and back seats. Despite it's bulk, the proportions of the car are spot-on with the hood down. Hood up is a different story as it then changes character from sleek and powerful, to covered wagon! Fortunately, as it was a dry morning, we did not need to erect the two-man top.

Power is provided by the first incarnation of the "Super Six" 288 cu.in engine (4.7 litres). Despite the rather inefficient side valve configuration, it produces a very healthy 76bhp, and this gives performance which means keeping up with modern traffic is no effort. The early engines have a gear driven camshaft (the easy way to identify an early Hudson six) and the noise from the gear train is noticeable when comparing with the early '20s engine equipped with a timing chain.

Pulling out the ignition switch produces the very distinctive ticking sound of the Delco starter-generator. Full retard on the steering-quadrant mounted spark control, move the bottom lever on the circular choke/mixture control on the dash anti-clockwise, push the pedal in the centre of the floor as far forward as it will go, and this is one 6 volt system which gives the impression that if it were any stronger, the starter would stay still and the entire car revolve around it. After no more than two complete revolutions the engine fires, and lets out what can only be described as a lusty bellow. This Veteran car is an unusual example where the size of the car is actually matched by the noise it makes.

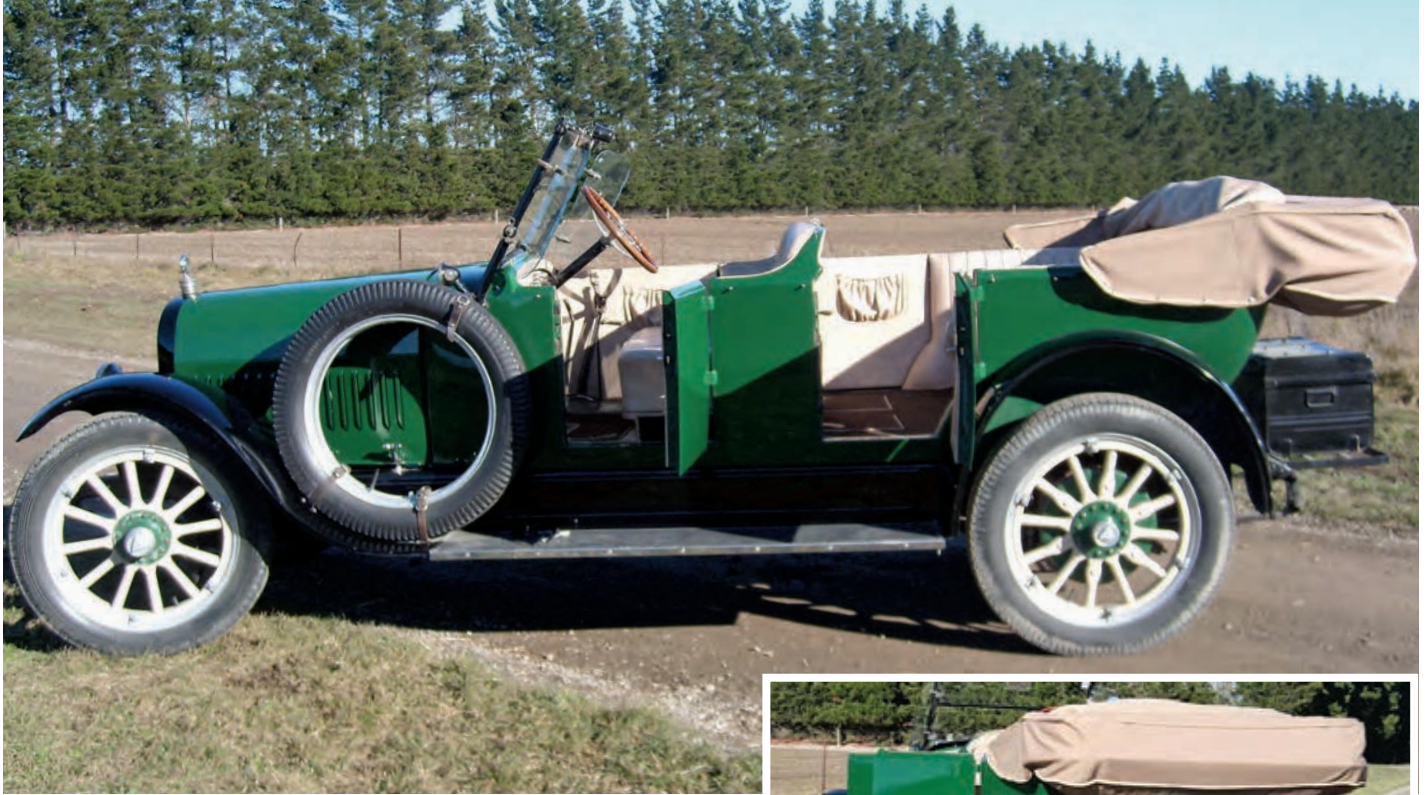
Depress the clutch pedal, select low gear with the right hand mounted lever – toward you and back in an exposed gate. Let out the silky-smooth wet multi-plate clutch and there is more than

sufficient torque to move away from a standstill without use of the central throttle pedal, even with five people on board. As soon as you are moving, a quick double de-clutch into second and you can then really feel some decent acceleration with a glorious bark from the rear. Or alternatively, go straight for top gear which the Hudson will cope with from 10mph up to a maximum of well in excess of 70mph if you feel the urge. I did, but it wasn't my car so I left it at Ray's usual 55mph cruising speed, which is done with the throttle virtually closed, and plenty in reserve should you need to overtake anything, or give modern drivers a demonstration of what a proper car can do.

This is accomplished with one hand on the steering wheel and the car tracking dead straight. There is no sign of wander at all, and, for the size of the car it is not unduly heavy to manoeuvre at low speed either. Despite neither seat, steering or pedals being adjustable, it all seems to fit, and a day's driving is no hardship at all.

Alongside the gear lever on the right is the handbrake. Both are mounted far enough forward to allow the driver to enter via the door on that side and not get entangled in the mechanism. The handbrake is reassuringly close to the steering wheel, which is very handy in the rain when the brakes (two wheel only) are wet, and the external contracting bands on the rear brake drums are no longer capable of slowing the car. Pulling on the handbrake (internal expanding shoes) does not have much more of a retarding effect, but it does give you something to do while you work out what you are going to run in to! I am reminded of driving it down the Ngaio Gorge in Wellington in rush hour traffic in pouring rain on the last day of the McLean Rally. The footbrake pedal was on the floor, I was trying to pull the handbrake out by the roots, and in low gear I could just hold the old dear at 10mph. Absolutely no show of getting it to go any slower, and stopping was only going to be possible by getting to flat ground.

The last job Ray had done on the Hudson, and only finished the night before, was relining of the brakes. Under normal driving



circumstances, it is best to drive a two-wheel-braked car as if it has no brakes at all and put yourself in a situation where you avoid as much as possible the need to lose speed quickly. It was therefore with some delight that when I deliberately gave the brake pedal a good shove, my cousin (another family member to have had the use of the car in the past) was ejected from the back seat. Nigel and I both had to congratulate Ray as we think that was the first time since the car had been restored that it actually had the ability to stop itself. My recollection of the 1923 Hudson was that in dry conditions, its two wheel brakes would still stop it better than my 1929 Chevrolet of the time. Probably not a fair comparison as 1929 Chevs have hopeless brakes.

It does not take many miles at all to see why Hudsons of the era were used as service cars in New Zealand. They were a quality product: strong, well built, having more than sufficient power, and even now are an easy and comfortable car to drive long distance.

Now the more observant (or pedantic) among you will have noted that while the article is entitled 1918 Hudson, in the first

paragraph I refer to retrieving a 1916 model. This is not a typo, but a bit of a family mystery which I am sure someone with access to Hudson history books can solve. The car had always been referred to as a 1916. The chassis has "1916" stamped on it in at least two places, and maybe three. For some reason, Grandad and the late Bill Olsen of Palmerston North decided that this was not correct and that it was a 1918. I recall at the time poring over the parts book and wondering what they were on about, and until I see it conclusively proven in black and white, I am still convinced that this is a 1916 car. bw

100th Anniversary Hudson Motor Car Company



50th Anniversary of the HET Club

Words & Photos Andrea Dallow

Our trip to the United States of America started about five years ago for us, when we decided that if the Hudson Essex Terraplane (HET) club did anything about the 100th anniversary of the Hudson Motor Car Company in 2009 we would go.

In due course it was decided that things were happening and we got together a group of like minded people to go with us. We ended up with six of us going, Marion and Keith Taylor from Whangarei, Kay and Graeme Shaskey and Gilbert and I from Christchurch.

Also going were Lynnette and Tony Mallard, but they shipped their beautiful 1934 Hudson over to Los Angeles. They picked their car up and off they drove all the way to Detroit having a great time along the way. They stopped at national parks, stayed with locals when invited and even led a township's fourth of July parade.

The six of us started our trip in Toronto visiting Niagara Falls, Boston and New York before getting to Detroit. Over 420 Hudson product cars turned up on or in trailers and parked in the car park of the hotel venue. Very few cars were driven there, I know the US is a very big country but it is very difficult to understand why they don't drive those beautiful cars.

We had pre-booked for trips to Frankenmuth (a small German village

with Bonners the biggest Christmas store in the world), the Chrysler museum, Henry Ford museum, Greektown casino, Edsel and Eleanor Ford house (Edsel was Henry Ford's son) the Ypsilanti Automotive Heritage museum (this was the last Hudson dealership — Jack Miller Motors turned into a museum) and the Hudson factory tour.

The Ypsilanti museum was impressive. Hudson treasures all over the place, paper work dating back to when they first started selling Hudson cars, neon signs advertising the Hudson products and memorabilia on an upper floor.

We were taken to all of these places by coach, except to the Chrysler museum where we were taken in Hudson-produced vehicles and some moderns. It was a great sight to see Hudson after Hudson going down the freeway.

Everybody who registered, over 600 people, was invited to the business meeting that was held on the Friday morning. While at this meeting the President Mike Cherry thanked all the overseas visitors for coming and making the meet a great success, South Africa, Ireland, Australia, England, Wales, Sweden, and New Zealand were represented. When this was said everybody there stood up and gave us a standing ovation. It was very moving.

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BRASS NOTES

Words Diane Ross

randross@kinect.co.nz

Having been asked if I had any information about an advertisement in a branch newsletter asking about 1910 Darracq parts and information I decided to do a bit of investigating and here's the result.



Above: Roger Healy's 1915 Chevrolet as is where is.

Left: 1917 Cadillac owned by Greg Elder.

Far left: Original Stevenson 1910 Darracq.



In the early years of motoring in South Canterbury there was a young driver who dreamed of doing 'something big'. (A bit like Bert Munro). He had already driven one of the first motor coaches to Mt Cook and was looking for a fresh challenge. This man was Charles Edward Stevenson, born in 1888, the great uncle of Timaru man, Russell Stevenson. The challenge he found was to drive a Darracq 14/16hp for as long as he could, to establish some sort of World or Australasian distance record and he succeeded.

His journey has been well documented in various publications over the years and more information has been gathered about his driving history, including his hand written timing notes and his WWI military records. Unfortunately, Charlie did not survive Gallipoli, and was listed as killed in action, Dardanelles, 8/5/1915.

For many years Russell has harboured the desire to recreate this circa 1910 Darracq with the view to having it available to the next generations to ponder. Up until now, time and other projects have got in the way, but he's finding that his family and fellow VCC enthusiasts are encouraging him to pursue this quest. As the years have passed, parts and information are getting harder to find. His interest in historic motoring has always been present and the mission now is to save whatever Veteran parts and information that comes his way.

He's very keen to make contact with NZ Veteran enthusiasts that might be able to assist him in gathering information about Darracq vehicles circa 1910/11. Especially the 4 cyl 'bath tub' models. So far, a chassis and front axle have been located, however the important parts – diff assembly and engine/gearbox, are proving hard to find. Any help would be welcome and Russell can be contacted either through the South Canterbury Branch or me.

Five years ago Greg Elder from the Gore Branch imported a 1917 Cadillac Type 55 from Canada. It had been partly restored but badly done so it's become a ground up project for Greg. The car was bought from the original owners who have indicated that the 22,000 miles on the speedo is correct. Ideally Greg would like to gear it up from the low ratio diff to a 3.94:1 but has to find one

first. If you can help, please get in touch with him. Just while we're thinking about Cadillacs, John McLachlan's V8 restoration is progressing well and looking resplendent with its new paint job.

Hawke's Bay's Geoff Quarrie had the good fortune recently to pick up a motor for his GWK. Someone saw it lying somewhere on the North Island West Coast and thought it looked similar to the one in the Quarrie car and on investigation Geoff found it was a marine motor of the same year and can easily be adapted to fit if necessary.

Doug Wheeler from Opotiki has sent me the following information relating to Veteran trucks.

Recently he and his son picked up a chain drive Benz rear axle complete with solid rubber tyres. They know of a similar one and also of a complete truck that was exported about twenty years ago. It is not known how many were imported prior to 1920. A newspaper advert dated 1914 has been found showing the agent in Wellington was JA Lutz. Meanwhile contact with the Benz Museum in Germany has produced only a few photographs and plans for these trucks. Any help or information would be gratefully accepted. I can supply contact details. He is also interested in salvaging any Veteran truck parts that may be lying around.

Doug's son, Karl, is searching for a Leyland 36hp engine to replace the



Karl Wheeler's 1916 Leyland Truck project.

frost-damaged cylinders on his 1916 RAF Leyland. While the rest of the truck is reasonably complete mechanically it is missing the radiator, water pump and bonnet panels.

Another unusual truck about which little is known is the Scottish built Caledon. It is known that there were two examples in the North Island. A front axle has been found on the East Coast and a chassis and back axle in the Waikato. Another rear axle that could also be from a Caledon lies in the Wairarapa. Identification of these has been from the broad cross cast into the wheel hubs.

Mike Cameron in Taupo has been collecting parts of early trucks, including recently picking up the front half of a Leyland 5 tonner. Missing is the back section of the chassis and the double reduction diff. Meanwhile he's been steadily acquiring parts for his 1918 Daimler truck. The difficulty is that different models were imported and the parts located are not always the correct size. His search has extended overseas and he presently has a Pierce-Arrow being shipped over from the USA. The engine and gear box were all he needed but the deal included taking the complete truck as it lay.

Mike Courtney of Keri Keri has finished the restoration of his 1915 Overland. It was imported to NZ by Ken Jonathon of Hamilton and was later purchased at auction by the owner previous to Mike who didn't live to finish the restoration. Mike purchased the car after seeing it advertised in *Beaded Wheels*. It had been totally dismantled and proved to be a bigger job than anticipated to get all the parts reassembled. Luckily only part of the diff was missing so a trip to the Waikato was made to try to locate it, which he did in a Morrinsville workshop where it had been taken for repairs and never collected. Mike did the complete restoration including panel work, upholstery and painting. He also owns the 1909 single cylinder Sizaire et Naudin previously from Christchurch that Don White of Auckland restored about 1970. Mike bought it about five years ago and the deal to purchase included a 4-cylinder model as well. That one now resides in the Keri Keri Museum.

We often underestimate the grit and stamina needed by our forefathers to operate Veteran vehicles in the conditions that existed when they were new. Eric Robins was telling me that his father rode his belt driven motorcycle regularly between Oamaru and Timaru, this necessitated drying the belt 35 times as he crossed fords.

Bill Skeggs has decided to put his 1917 Oakland Tourer on the market but has so far not had any interest.



Colin & Judy Winter's 1900 Wolseley.



Mike Courtney's 1916 Overland.

Roger Healy of Central Otago was delighted to have the opportunity to purchase the 1916 Chevrolet 490 project that was previously owned by Don Jenks. The vehicle is 85% complete and with it came the original purchase receipt and order form from Trembath Motors in Gore. Roger is the third owner and hopes to have it back on the road by its 100th birthday.

While we're on 100th birthdays, twenty 100-year badges have been issued to qualifying vehicles in the VCC.

A well known Veteran vehicle, at least in the South Island, is the 1900 Wolseley Voiturette affectionately known as *Grandma* owned by Colin and Judy Winter of Dunedin. Colin's father, Mervyn, bought it in 1946 to take part in the Otago Centennial Procession. Alf Holley was the driver on the day and pulled up in front of the dignitary's dais to enquire of General Montgomery if he had seen his wife anywhere. Imagine the security alarm that would cause today. After the Centennial Mervyn parked it up as he thought someone might like the motor for a saw bench. When the Winters built a new house at Abbotsford the car sat in the garage foundations awaiting burial. Luckily some enterprising university students formed what is now known as the Vintage Car Club of NZ and the car was saved. Mervyn and his friend prior to the WWII, Frank Bertenshaw, took part in the 1st Brighton Rally. Every time the car was started all the children from the neighbourhood arrived for ride. It was also in great demand for school fairs and processions. However like most single cylinder cars it was hated by horses. The name *Grandma* came about because Mr and Mrs Alf Woollets owned the Wolseley Landauet now owned by Errol and Kathryn Smith of Christchurch that was known in those days as *Grandad*.


On one Riverton Rally *Grandma* caused a stir when Mervyn started her. The crank handle was stuck fast, eventually letting go and flying for some distance and sending everyone running with their arms over their heads. It finally came to rest with the end buried four to five inches into the ground.

Mervyn competed in many rallies including the 1972 International where he drove from Christchurch–Ashburton–Rakaia Gorge–Kaikoura–Blenheim–Nelson.

After Mervyn passed away his son Colin settled behind the steering wheel. Dunedin has some very steep streets and on occasions it has been necessary to reverse up hills since reverse gear is lower than 1st.

Colin enjoys his Veteran motoring and his family and grandchildren are all keen to have a ride or a drive in *Grandma*. It has even been used as a family wedding taxi.





The Mainland Sporting Trial is a new series of events held in four alternative South Island locations (Reefton, Balcairn, Blenheim, and Nelson) throughout the winter months. Mayhem and mud are generally the order of the day. Reports from two of this year's events describe the carnage of these spectacularly chaotic occasions...

Mainland Sporting Trial

ROSCO TRIAL WEST COAST

The Mainland Sporting Trial Round 1

Written & Supplied By John Fowler

For quite a few years Banks Peninsula Branch has been running their very popular Balcairn sporting trial following the style of events held in the UK where drivers and their crews endeavour to get their cars as far as possible up steep and slippery farm tracks and through other difficult courses. The courses are divided into sections one to twenty. When the front wheel of the car stops turning adjacent to or forward of a marker that is the number of points awarded.

In recent years Nelson and Marlborough Branches have run similar events. A few months ago I was asked to see if we could organise a West Coast version to form a series of four events with the major overall points winner taking out the series. It was felt Reefton would be a good venue being a reasonable distance from Christchurch, Blenheim and Nelson.

A major hurdle was to find a friendly farmer who did not mind his grass and certain sections of his farm being ripped up. With the help of Kevin Tucker, Rosco was very keen for us to use his farm as the venue. This coupled with The Old Nurses Home in Reefton as comfortable, warm accommodation and Francie Hunter in charge of catering set the scene for a good weekend.

With the help of Kevin Tucker and Brent Woolhouse the basic courses were

set up and then on Saturday 13 June a working bee was held to sort out the courses properly, including tree cutting, digging and final pegging out. At one stage we were visited by some of the Nelson people who turned up for a look at what they would have to deal with the next day. There were a few mutterings about West Coasters but also some smiles and humour. Later on Saturday afternoon a trip was taken to Garvey's Creek Coal Mine where Rosco (Ross Moore) is the contractor mining the coal by the open cast method. Rosco gave a very interesting talk on the mining and for those with four wheel drives a more than interesting trip around parts of the operation. The size of the machinery and the scale of the operation are amazing. Some hills have literally disappeared.

On Sunday after scrutineering and a safety/rules briefing, competition began. We had ten cars with some being double entries giving a total of fifteen competitors.

We had sorted out four courses and with a wet week leading up to the event were not too sure just how it would all go.

First up was the Eel Pond with the best score being eight points. After the first couple of cars the eels departed.

Second event was Clay Bird with most entrants struggling to clear the hill climb on the first part but one entrant scored seventeen points.

Third was Cow Pat Hill a good traditional greasy hill climb up a grass hill that made for a lot of fun.



Top to bottom: Earl Preston views the water section with a sense of foreboding at the Balcairn trial.

Rosco Trial: Jet boating West Coast style, now that's class!

Rosco Trial: A true 'Coast eel fisherman approaches his quarry with stealth and an Austin 7!

Rosco Trial: Brent eventually came to terms with the quad-bike when he found the "clutch" was actually a brake!



Fourth was Jet Boat Alley, the most difficult course with a tractor being in constant use extracting most cars, although an eighteen was scored.

After lunch a couple of alterations were made to Eel Pond and Clay Bird with a marked increase in points scored. With some spare time available Cow Pat Hill was re-run by popular request.

It was noticed by the locals that although there was some very keen competition the day went off in a very friendly good-natured atmosphere. For the spectators it proved a very entertaining day.

Brent provided some entertainment coming to grips with how to use a quad bike as a tow truck. Murray and Dion Schwass announced they would shorten the wheelbase of their car by two feet before the next event.

Following the day's activities a prize giving was held with refreshments at the Workingmen's Club.

I cannot thank enough all the people who got in and helped run the event. I have received several emails from competitors saying thank you for a great weekend. Without all the help I received it could have been quite different.

Results

Short wheelbase

- | | |
|-----------------|---------------------|
| 1 Bob Thompson | Austin Seven Chummy |
| 2 Michael Milne | Austin Seven Tourer |

Trials

- | | |
|------------------|------------------|
| 1 Geoff Owen | Ford Ten Special |
| 2 Gordon Dacombe | Morris Amalgam 8 |

Overall Winner

- | | |
|------------|------------------|
| Geoff Owen | Ford Ten Special |
|------------|------------------|

BALCAIRN, NORTH CANTERBURY

The Mainland Sporting Trial Round 2

Words and photos John McDonald

The annual Balcairn Trial run by the Banks Peninsula Branch was held on Sunday 26 July 2009. This long standing event was notable this year for its inclusion as Round 2 of the Mainland Sport Trial. There's never a shortage of Banks Peninsula competitors, but this year there were 37 entrants, from as far afield as Nelson and Marlborough.

A cracking frost was no barrier to the scrutineer, presented with a motley array of four wheeled devices that in the main were more roadworthy than their appearance. Never judge a book by its cover...

Having overcome that particular hurdle and assembled for the safety briefing, combatants made their way to the first test.

Despite earlier predictions that the event this year would be somewhat dry there was an ominous air to proceedings as the first of several Land Rovers draped with heavy retrieval gear lumbered into view. It was a view many were to become familiar with as the clay soil and high water table combined to offer a real test of man and machine. Consistency was the secret, and a competitor who didn't have a disastrous round generally tended to do well. Generally speaking.

Six tests were held, and a measure of the difficulty of the course can be obtained by the fact no one managed to clean sheet a

Top l-r: The combined effort of Messrs Land-Rover and Toyota were necessary to prise this Ruby free.

The route ahead drops away a bit... Organiser Craig Cowie gives a few words of advice.

Additional ballast should be considered in tandem with the power produced from the engine.

Bottom l-r: Erskine of Andrew McGuire/Richard Dalglish.

Gordon Dacombe taking route instruction from his man.

Austin 7 treading warily over sodden and less than flat ground.

single one. This was no reflection on lack of effort, indeed in some cases it could be said that effort was over expended, usually in a useless though highly spectacular display of wheel spin and flying flora.

Predominate in make were Austin Sevens; in truth mutants unrecognisable to their original creator. Contrasting sharply were single examples of Ford A, Ford T and Erskine, mixed in with a Ford 10 Special, an Austin 9 (an escaped prototype perhaps!), Morris Amalgam 8, and a Bond/Morris.

At close of play the overall winner was Geoff Owen in his Ford 10 Special(winner of Round 1), Russell Yates committed the unpardonable sin of driving owner George Kear's Austin 7 into second, with Brad Goven in another Austin 7, third.

The Dreadnought Class (officially the long wheelbase-road car) section was won by Andrew McGuire driving the heaviest and most unsuitable car in the event, an Erskine sedan, with Russell Yates in the Austin 7 collecting the short wheelbase (road car) category.



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Phone 03 332 3531, Fax 03 332 3827.

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	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

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1919 MODEL T FORD TOURER. Very original car. \$25,000 Phone Steve 06 752 2149 MEM

1928 WILLYS-KNIGHT MODEL 56 2-DR SEDAN, dismantled, original car to restore, chassis and parts. Blasted and painted. Many spare parts, \$5,000. Phone Dave 03 578 9485. Blenheim. More details at Canterbury Swap Meet site 125. MEM

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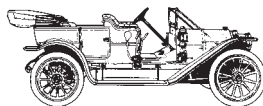
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It is easy — just email your advertisement to beadedwheels@vcc.org.nz or complete the form on this page and post to us at Marketplace Beaded Wheels, PO Box 13140, Christchurch 8140 or fax us on 03 332 3827
Deadline for receipt of advertisements and payment for our December/January issue is 10 November 2009.

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.
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- Advertisements **must be resubmitted** for each issue they are required to appear in.
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- 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.
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Domed top measures 7" diameter. Phone Frank
Carter 07 543 2447. Email frcarter@ihug.co.nz MEM

A UK FRIEND HAS AN EX-NEW ZEALAND 1927
AUSTIN TWELVE. Early photos show the leading
edges of the rear mudguards were fitted with
aluminium gravel shields. These have long since
gone and he's looking for a pair of originals or a
source of reproductions. Phone 04 905 3938, email:
peterandlibby@paradise.net.nz MEM

AUSTIN 7 MAGNETO ENGINE GENERATOR (CAV)
complete or any parts. Contact Warrick at warrico@
quik.co.nz or phone 09 413 7178. MEM

AUSTIN SEVEN SPECIAL OR SIMILAR – any year.
Must have Reg and WOF. Preferably in South Island.
New member keen to get started. Phone Bevan
03 571 7130 MEM

BEADED WHEELS, prior to issue 31 wanted, also *Guff
Sheets*, @ issue 32, need to complete my collection,
happy to pay your price, 06 368 5611, 021 111 8176,
davidbrowns@slingshot.co.nz MEM

CHRYSLER DODGE PARTS 1929-39 Dodge DA front
doors, 1929-30 Plymouth front doors. '36-'56 6 cyl
short motor prefer a complete runner but look at
anything. Phone Rod 027 726 3356, PO Box 125, Te
Puke 3153. MEM

CONSUL MK 1 COMPLETE horn and direction
indicator. Morris Minor van petrol filler cap. Phone/
fax James 09 428 1075. MEM

ESCORT MK 10R 2 Estate tail light lenses or tail
lights complete. Very different from car or van
lenses. Please phone Rob Brown 03 578 2676, or
middlemillnz@yahoo.co.nz MEM

FORD 1932 V8 RHD Instruction book or owners
manual in any condition and price. Phone 06 278
6937 email ijs@xtra.co.nz MEM

FRONT EXHAUST MANIFOLD FOR AUSTIN A10 or
Austin/Wolseley 6/110 this does not have the hot
spot as on the A95. Phone 09 424 7583 or Email
greg.browne@xtra.co.nz

HELP! HELP! PLEASE... Help wanted for 1924
Austin Clifton open tourer. 1 only Sankey Wheel, 10
spoke, 6 stud, rim diameter 19½ inch takes 18 inch
tyre. Also luggage rack or drawing of one for the
same vehicle. Phone Mike 09 235 8866 evenings or
email meandma@xtra.co.nz MEM

HINGES WANTED top and side or complete bonnet
for any T type, Y type, or prewar MG car. If not
MG I am interested in any suitable alternatives.
All suggestions or offers of advice most welcome.
Phone or fax Dennis at 07 348 448. MEM

LOOKING TO PURCHASE A VINTAGE VEHICLE
Anyone of the following models is of interest:
1939 Chevrolet Coupe 1948-1949 Chevrolet Sedan,
1937-38 Chrysler family, 1953-56 Vauxhall Velox,
1961 Vauxhall PAX. The vehicle must be in top
condition. Phone 06 357 5921 evenings.

MODEL A FORD WINDSCREEN FRAME, Ford
Customline or Galaxie etc, 15 inch steel wheels,
four required but singles okay. One pair of D shaped
upholstered door pulls, armrest. Happy to recover if
they require it. Phone 06 844 0464, 027 446 1986
or email kimhunter22@xtra.co.nz MEM

MOTORCYCLING'S GOLDEN AGE OF THE FOURS by TA
Hodgdon. I should have kept my last copy! Contact
Bob Bullock, 38 Hastings Street, Nelson 7010. MEM

OVERDRIVE AND GEARBOX for Austin
A95-A105 also fitted to A55, not Austin A110
Phone 09 424 7583 or Email greg.browne@xtra.
co.nz MEM

PA VAUXHALL PARTS WANTED. Seats, door cards,
headliner, dash pad or whatever. Phone 09 432
0922 neilroost@hotmail.com MEM



ZENITH 42K CARBURETTOR, similar to picture,
Phone 03 342 4561 or 021 115 1905. MEM

SEARCHING FOR THE LOCATION and any relevant
information on an unusual car on a trailer at the
South Canterbury Swap Meet, featured on page 52
of *Beaded Wheels* August/September 299. Contact
Bill Munro, phone 04 563 6342. MEM

TYRES AND TUBES 600x20 also any parts literature
information etc on Morris Commercial R Series
Trucks. 1928-1932. Phone Terry 06 364 6737 or
email thepassingshow@xtra.co.nz

WANTED ALLDAYS & ONIONS MOTORCYCLE PARTS
especially barrel for 500cc, any parts or pictures
will help also looking for Ariel 1928 parts and 1912
Triumph wheels or any parts. Phone 09 533 8050
MEM

WANTED REAR WHEEL or any other parts for BSA
Model K 1915-20. Any pre 1915 Triumph parts
especially carb and foot pedals, foot levers and
clutch hub parts. Any unfinished Triumph projects.
Anything, any condition, anywhere. Phone Chris 09
533 8050 email triumphmodelh@yahoo.co.nz MEM

WANTED TO BUY NASH 1937-1939 any engine or
parts OHV or SV Please contact Stewart Phone 06
780 9459. Email marystewart@paradise.net.nz

WANTED WATER PUMP KIT to suit 1955-56 241,
259, 270 c.i. V8 Plymouth. Phone 03 214 0426 or
027 276 2251. MEM



AUCKLAND BRANCH
Vintage Car Club of New Zealand

**29th ANNUAL MOTORCYCLE RALLY
AND SWAP MEET**
20-22 November, 2009

Programme:

20 Friday November	Informal BBQ at clubrooms
21 Saturday November	Rally: about 100 miles of scenic and interesting motorcycling over sealed country roads, followed by prize-giving Dinner at the Clubrooms
22 Sunday November	Motorcycle Swap Meet at the Clubrooms from 9am

More Information
Rally Coordinator: Martin Spicer ph (0274) 454 593
Rally Secretary: Alan Grout ph (09) 625 7500

SWAP MEETS & RALLIES



Eastern Bay of Plenty's Annual Rally

EAST COAST RALLY

Saturday 6 February 2010

Weekend activities centre at
Watchorn's Museum State Highway 30 Awakeri
Entry forms available December 2009
Preliminary Enquiries to:
The Branch Secretary: Peter Donovan
phone/fax 07 312 5848 donovnz@xtra.co.nz



VETERAN - VINTAGE 2009 TOUR

Join with us for the
2nd Veteran-Vintage 10 Day Tour

Incorporating South Canterbury Branch Mt Cook Rally.

Starting in Timaru, Saturday 24 October, Labour Weekend 2009.

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

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

or email for details to Veteranvintage2009@yahoo.co.nz

You are welcome to join and depart at any stage if you are unable to complete the full 10 days.

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SWAP MEET
AND
CAR BOOT SALE



17 OCTOBER 2009 · NASEBY DOMAIN 9AM-5PM

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\$10 Stall \$2 Admission (Children Under 12 Free)

For more information contact:

Brian/Dot 03 444 9507 Winton 03 444 9917 Bo 03 444 9979



National Veteran Rally 12th—14th February 2010

Based in Waipukurau, Central Hawke's Bay

Entry form, rally programme & accommodation information available from:

- VCC website: www.vcc.org.nz
 - jcleland@xtra.co.nz or rod.mckenzie.wpk@xtra.co.nz
- or contact:
- Rally Secretary John Cleland—Ph (06) 858 9053

Motel accommodation will be at a premium due to the Mission Concert so it is advisable to book early. However there is plenty of accommodation for those entrants wishing to stay on-site at rally headquarters at Pukeora Estate, Waipukurau



2010 National SOUTH ISLAND EASTER RALLY

2 – 4 April 2010

The Canterbury Branch of the Vintage Car Club of New Zealand (Inc.) invites all club members to take part in the National South Island Easter Rally 2010.

The four rally routes are all planned on flat, easy motoring roads and there will be an opportunity for non-competitive entries.

The rally start and evening events will be at the Papanui Club Inc, Sawyers Arms Road, Bishopdale.

Entry forms are available from your Branch Secretary, at our Swap Meet and online through the Canterbury Branch and the Club websites.

Rally Chairman – **Brian Goodman**

Telephone 03 342 4525, email - brian.gay@xtra.co.nz

Rally Secretary – **Leigh Craythorne**

Telephone 03 342 9110, email - craythornes@actrix.co.nz

Canterbury Branch looks forward to extending a warm welcome to you over the weekend.

SWAP MEET & MARKET

NZVCC INC BAY OF PLENTY BRANCH

Sunday 18 October 2009

**Bay of Plenty Clubrooms,
29 Cliff Road, Tauranga**

Vintage Car Display – Car Parts Old & New –
Garage Sale – Collectables – Books old & new –
a must for car enthusiasts – food hot and cold

Gates open 7am

Stall Holders \$10 Adults \$5 Children Free

All catering by BOP VCC –

No other refreshment stalls permitted.

Please contact **Graeme Barnett 07 576 1539**
for further information

MCLEANS ISLAND - CHRISTCHURCH

Will host a Jawa Jamboree on

SATURDAY, NOVEMBER 21 2009



Static and mobile displays and swap meet – camping available
All East European and Russian motorcycles welcome

For more information contact Andy Hammond
03 960 2122 or apushrod@nznet.co.nz

**The Herb Fox
NELSON HILL CLIMB**

Sunday 8 November 2009

The New Zealand Vintage Car Club, Nelson Branch, will be holding its first Hill Climb this year. Any 'vintage' vehicle is welcome to compete.

Because of the diverse range of vehicles that enter you are racing yourself against the clock while being able to compare your time to other similar vehicles. We will place your times on a viewing board at the hill climb, after all cars have completed each run.

The VCC rules for speed events apply.

Contact Gordon Taylor for entry forms on
03 5451765 or email on
info@executivelimousines.co.nz



Rotorua Vintage & Veteran Car Club Presents



VINTAGE CAR CLUB OF NZ
National North Island Easter Rally 2010
April 2nd to April 5th

VENUE

KINGSGATE HOTEL
Fenton Street
Rotorua

We invite all members of the vintage car club to a fun weekend in Rotorua

Accommodation, Dinners & Rally
all from the one venue

The KINGSGATE is one of Rotorua's finest hotels with hot pools and spa's available onsite you won't have to go anywhere else.

*A choice of runs have been plotted to test your wits
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**56TH DUNEDIN-BRIGHTON
VETERAN CAR RALLY**

Otago Branch

SATURDAY 23 & SUNDAY 24 JANUARY 2010

An interesting and varied day's Veteran Motoring and field events are planned for the Saturday followed by a dinner in the evening. On Sunday morning there will be a run to Glenfalloch Gardens for Devonshire Tea and prizegiving.

For further information and entry forms contact Tony Devereux
Phone 03 4811 903 Email: tonydevereux@xtra.co.nz
or Vintage Car Club of NZ Inc. Otago Branch PO Box 5352 Dunedin.



**North Shore Branch
Vintage Car Club**

Annual Swap Meet & Car Show

40 Masons Road, Albany

Saturday 5 December 2009

Everyone Welcome

Entry \$5.00 Site Fee \$5.00

Gates Open 7.30am

Enquiries

Dallas 09 424 3598 dallasandsue@xtra.co.nz

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



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Great runs, great entertainment, great food, great company and a great weekend

**Progressive Meats H.B. Vintage Car Club
Golden Jubilee**

November 13th to 15th 2009

Incorporating our annual Veteran Rally
(this year including 2 wheel brake vehicles)

Entries available now from your Branch Secretary or
download from our website www.hbvintagecarclub.co.nz

H.B. Branch, Vintage Car Club of NZ inc., P. O. Box 3406, NAPIER



2010 South Island Club Captain's Tour

Itinerary

Wednesday 17th March	Assemble in Hanmer
Thursday 18th March	Rangiora
Friday 19th March	Rangiora
Saturday 20th March	Akaroa
Sunday 21st March	Akaroa
Monday 22nd March	Ashburton
Tuesday 23rd March	Geraldine
Wednesday 24th March	Waimate
Thursday 25th March	Ranfurlly/Naesby
Friday 26th March	Gore

Entrants may join and leave at any point.

Accommodation list and entry form is available from
John Chynoweth 03 439 5474

Email: sicc@vcc.org.nz

Some venues need to be booked early to secure accommodation.

MANAWATU BRANCH OF THE VINTAGE CAR CLUB PRESENTS:



Our annual UNDERCOVER Swap Meet Plus Car Show

Manfeild Park, Feilding

Saturday 17th October - Sellers from 6.30 am - Public from 7.30am
(Kawakawa Rd Entrance) (South St Entrance)

Entry: - Sellers \$20 Public \$8 (Children under 12 FREE)

Drivers of display vehicles - free admission
Disabled parking via Kawakawa Road

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



Far North Vintage Car Club

Autospectacular

Saturday 9th January 2010
Eastern Rugby Football Grounds, East St Taipa
Sign posted off SH 10

and SWAPMEET

Vintage and Classic Car & Motorcycle Show

FEATURING PRE 1966 AMERICAN FORDS
Stalls, food, entertainment, Peoples Choice.
Shown vehicles & driver free. Adults \$5.00, Child \$2.00, Stalls \$10.00.
Gates open 8.00am to 2.00pm
Enquiries: MURRAY BAIRD Phone: 07 406 1548
e-mail: northern@vcc.org.nz

HAWKE'S BAY ART DECO WEEKEND

16th - 21st February 2010

A full and varied programme has been arranged for your enjoyment

'AUTOMOBILIA' ART DECO TRUST

Join the Art Deco Trusts

Automobilia parade through the main streets of Napier.
(Open to limit of 250 vehicles 1945 vintage or earlier)
Entry \$30 including secure parking on the Marine Parade

If you only wish to participate in the Automobilia (and parking); enter through Art Deco Trust www.artdeconapier.com To view or download the Art Deco Weekend Programme, contains both free or ticketed events, go to www.artdeconapier.com early October 2009.

'ART DECO ON WHEELS' HB BRANCH VCC

- FRIDAY:** Registration, cocktails and entertainment at Pan Pac Foyer, Air display, Art Deco activities
- SATURDAY:** Morning tea, fashion and car judging, Automobilia parade (limited numbers), Posh picnic, Car rally, Dinner, Presentations and all the Art Deco activities
- SUNDAY:** Leisurely start from Farmers Market ending with a picnic by the sea on Napier's Marine Parade. Art Deco activities and Gatsby Picnic

Entry to VCC Art Deco on wheels covers all activities, including secure Marine Parade parking and Automobilia (if desired). Event open to all club eligible vehicles (Parade restricted to pre 1945).

Entries through H.B. Branch Vintage Car Club Inc P. O. Box 3406 Napier or www.hbvintagecarclub.co.nz

Come and join this iconic weekend of 'not too serious' ART DECO fun and festivities.



VCC WELLINGTON BRANCH

BIENNIAL MOTORCYCLE RALLY

23-24 January 2010

Enter now for this event and see new parts of Wellington, meet great riders and share good food.

Entry forms are available from the Rally Secretary, Peter Simpson Phone: 04 566 2675

Email: haddock.simpson@paradise.net.nz

Address: 290 Normandale Road, Lower Hutt 5010

HISTORIC & VINTAGE SPEED FESTIVAL

TAUPO Motor Racing Circuit

Sunday 6 December 2009

For Vintage Sports and Racing Cars.

The annual Historic race meeting organised by the Historic Racing and Sports Car Club (HRSCC) held in conjunction with the Waitemata Branch of the Vintage Car Club of New Zealand.

Historic Single seaters, Sports Racing cars and Classic Saloons and GTs will this year be joined by a grid of pre 1960 Vintage sports cars.

The organising club for the Vintage races is the Waitemata branch of the Vintage Car Club of New Zealand and Vintage races will be run under the rules of the VCC. Vintage grids will be comprise of cars of the likes of Austin seven specials, MG J2s, T series cars, Riley Specials, Lancia, Frazer Nash, Ford 10 specials, along with Bucklers, Cooper 500's and similar cars.

If the event is well supported this year, then it is anticipated that next a separate grid of the faster and larger 1950's production sports cars of the likes of TR's, MG A, Austin Healy 100's, Bucklers, Jaguars and NZ Specials will be organised.

It's surprising easy and cost affordable to go racing with the Vintage car Club and this December you will finally have the chance. This is a real opportunity; normally an organiser would require a minimum number of cars before offering a grid and if you are involved you will take part in what is the first vintage car club race in the North Island, a memorable event.

So what do you need to go racing? You will need to be a member of the Vintage Car club of New Zealand and you will require a VCC Historic Speed Licence. The vehicle you intend to compete in will require a VCC vehicle identity form and a VCC competition log book. A MSNZ or HRSCC competition log book and or MSNZ Certificate of description may be acceptable.

Let others know about the event and help make it a success and if you have not already done so, register your interest with;

Nigel Russell; nigel@ecpltd.co.nz

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Ashburton

Peter Knight

Condolences are extended to the Family of the late George Aitken. George was our Branch Patron and member of the Vintage Car Club for forty-six years.

Our annual meeting has been held with a fair turn out of active members. Some changes to the Branch officers were made. They include long serving secretary Milner Jacob standing down and being replaced by Rod Begbie. Hillary Butterick was not available to continue as *Blow Out* editor with Percy Ralston volunteering to fill the position. Dave Paterson retired from the committee. An election for committee members saw two new faces in Ray Lambert and Joe Barker. Allan Galletly has filled the vacant Vice-Club Captain's position.

About 20 members of the Ashburton Branch joined with South Canterbury, North Otago and Waimate members for a Garage Raid, this year hosted by North Otago. From reports received a very interesting and enjoyable day was had.

The Solstice Run was held on the 21 June, a cold overcast day. The run was down to the Ashburton River mouth (Hakaterē)

and back up country to Bruce McIlroy's Bentley Service workshop. Here we viewed 24 Bentleys and Rolls-Royces being serviced or restored.

Chairman David Oakley presented Mike Hillyer with his 35-year badge.

Ron and Marilyn Galletly won the restoration of the year with their 1935 Chrysler roadster. After the meal Trevor and Marion Love gave an interesting talk on their trip to the Ford Rally in the USA. A few days before the dinner Diane Ross and David Oakley presented Ian Nicholson with his 25 year Badge.

On 6 August, 10 members ventured south to Timaru to challenge South Canterbury in the annual Quiz-co. After a hard fought battle and to everyone's amazement we returned home victorious.

Auckland

Tracey Winterbottom

Welcome to new members;

Colin Giles - 1929 Chev AC International Sedan and 1941 Indian 741B Motorcycle, Colin Campbell - 1930 Model A Tudor, 1930 Model A Pickup and 1932 Austin 7 Box Saloon, Phil Henley - 1928 Austin

16/6 Saloon (ex-Shaw collection), Bruce and Heather West - 1930 Model A roadster.

Good support for both the annual Fish'n'Chip run to Kaiaua and the Wet Leg motorcycle runs, where wet should have replaced with "frozen".

The Fowler Alderdice syndicate have cast a sump for the 1915 Militaire.

A 1976 Yamaha GP racer, an '81 Suzuki production racer and a 1980 Mackintosh Suzuki were all displayed and started at the July motorcycle section meeting

A large crowd of mid-weekers enjoyed a pleasant run to view progress on the soon to be completed Hampton Downs Racetrack.

The "A" team of Ball, Morris and McAlpine braved very wet weather to attend the combined run with North Shore branch.

Fifteen Aucklanders supported Wellsford Warkworth at their Winter Woollies, while four Auckland cars supported Waitemata's R'Oil Can.

Chris Clark is working on a 1953 Jowett Javelin PE, John and Pat Campbell's Mighty Mite has returned from the sandblasters and



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is ready for paint, while rims on their DA Dodge continue to disintegrate.

Bay of Plenty Alastair Jones

The Bay has had plenty going on despite a lack of Club Captain. The organising of events has been shared around Committee members and volunteers with great results. Graeme Barnett was not daunted by being a “newbie” and has our Swap Meet well under control for 18 October.

Other “newbies” Gail and Max Allen have returned to NZ after many years in the UK.

Max is the brother of restorer extraordinaire Ivan Allen, so he will have lots of advice on what to do with their 1914 Cadillac. Max picked it up at a UK swap meet after it was imported years before from Canada. It has 365 cu in 4 cylinder engine – a Model T on steroids? He’s still looking for a two speed back axle and the correct Cadillac headlights. All they need to do now is build a house because they’re camping in the Cadillac garage. If you want a test drive, the queue starts behind me!

And talking of Model As Jan and Murray Burt took their newly restored “flatdeck” on its maiden outing. They were helped by Owen Goldsmith so you can appreciate it looks very pukka and runs like a watch; no, a lumpy old clock.

Chairman Ron reckons Muddle As are for other people so he has tracked down a triumph of British engineering; a 1934 6 cyl. 1500cc Coventry Climax-engined Triumph Gloria, which is being transformed into a most business-like two-door four-seat tourer very quickly. He has had a head start as the previous owner had done much of the work. It will undoubtedly stop well thanks to 12-inch hydraulics and probably be a bit quicker than their 1929 Rover, which is only slightly bigger than a mechanical microbe.

Canterbury Tony Becker

Monthly noggins make a good “Show-time” at Canterbury Branch, but July and August treated us to something very special. Recently adopted Oz branch members, brothers Graeme and Bob Gibson, displayed some of their prized toys for members to drool over. Between them they own some rare Americans; a huge Cadillac tourer in original condition, a beautiful La Salle roadster (both of which are V8s of 1927 Vintage), plus a quite staggering jet black 1936 Cord sedan. Look out for these treasures on future rallies! Winter has been ideal for the refurbished barbecue-garden bar work thanks to big efforts by the small team of Des Fowler, John Bartlett, Brian Newbery, Neil and Kevin Stevenson and other dedicated members, its coming along

nicely. So too, progress with the motorcycle section’s necessary tidy up and playground area revision.

As our important fundraising Swapmeet and Display time draws nearer, new efforts to attract the public by way of revised advertising and upgraded signage are underway. Recent events included the Winter Run, plus the High Tea that was held at Kaiapoi Golf Club on a wintry August evening after a nice run from New Brighton. The motorcycle section also had their Mid-winter Run, this year to Cheviot.

Difficulty attracting a convenor for 9-90s group has lead to John Kuipers returning to overall control, monthly programmes to be organised by individual contributors. Women Drivers’ Rally hits on 12 September and Canterbury Branch is to host the 2010 South Island Easter Rally, planned over four routes. So – plenty to look forward to!

Eastern Bay of Plenty Joy Growden

In June we had our annual Night Owl rally set this year by Les, Thelma and Maureen taking us out through Te Teko and around Edgecumbe. It had the brave ones knocking on the red door to find out what “Cead mile failte” meant and what language it was. It is Irish and means “One hundred thousand welcomes”. A potluck dinner and a few games, which made for a very enjoyable evening, followed it.

On 12 July a few members braved the bitterly cold wet conditions and visited the Rotorua Annual Swap Meet but I haven’t heard of any great purchases.

We were luckier with the weather on 26 July for our Invitation Day with many coming from Tauranga and Rotorua. We had over 100 vehicles on display including motorcycles, army trucks, classic cars, hot rods and Vintage cars. It was great to see such a wide range of vehicles and everyone mingling and admiring the great selection. We had photos and memorabilia on display and videos playing of various rallies and branch outings. Our members provided afternoon tea and a few new members signed up, a pleasing result for the branch.

Far North Dave Duirs

A stroll around the Planks tropical gardens, a visit to a kaleidoscope manufacturer and a look at the new stone sculpture in Kerikeri were a precursor to the Annual Dinner and Prizegiving held at Pete’s Pioneer Museum. We were seated amongst his Vintage vehicle display and with live background music enjoyed a good meal with great company. Trophy recipients were:

Brian Parker Memorial Rally

Peter and Merrill Harris

Mothers Day Topp Trophy

Warren and Robyn Mackay and Ruth Reid

Malloy Trophy

Murray and Gloria Cormack

Points and Attendance Trophy

Vince and Naomi Mason

Matthews Trophy (most rally points)

John and Margaret Wallace

Clubman of the Year

Dave Duirs

To enable Kerikeri area members to enjoy the end of month noggin’n’atters they are to have a social time in members’ homes at the same time as the function at the clubrooms.

Stevensons Steaming Saturday, although only an afternoon event, packed in some truly interesting Vintage experiences. A visit to a steam-powered sawmill with several engines fired up by the Collins brothers really took visitors back a step or two in time! Unfortunately the enterprise has been sold and will eventually be electrified. Hopefully some aspects of the operation may be preserved. The 25 vehicles on the run then visited John Thorner and Pat Screen who impressed visitors with their very good collection of mainly Jaguars and Daimlers. It never ceases to surprise just what treasures are around and about. It was also good to see some newer members displaying their interesting vehicles.

Planning is well under way for our big event of the calendar - the Autospectacular and Swap Meet on 9 January 2010. Members’ assistance will be invaluable and participants from afar are most welcome.

Gisborne Rodney Clague

Rosalie and Allan Douglas put on the annual Ladies Run in July, this time the theme being churches, with entrants given a sheet of 20 mixed clues to put beside each church as we visited them. Not as easy as it seems, especially when you get to the last two or three to find that the clue for those may have been used earlier.

Doug Fairbank addressed our August club night on his adaptations of trafficators, electric fuel pumps and petrol gauges and passed around copies from some service manuals on Lucas switches.

The branch Morris Commercial is up and running again after sterling work by Mark Dunn and Dick Neill and their helpers. The crankshaft has been replaced with one out of a motor obtained from Auckland, and I am told it is running really sweetly now. We now have three years of road testing before it appears at Wanganui in 2012.

Our youngest member Gavin Bartlett, who has been building up a 1929 Ford Model A pickup, and indeed drove it unfinished to Taupo and back at Easter, has now acquired a 1930 Ford A Town Sedan. Of interest here is that Gavin had assisted in the restoration of this car and two other



Horowhenua Branch

similar cars as a schoolboy, so he knows his way around them.

Our condolences go out to Graeme Revell whose wife Nola passed away on July 30. While not a member, Nola nevertheless enjoyed attending club events and rarely missed a rally, including commercial rallies and six international rallies. Her proudest moment would have been winning the Navigator's Trophy a few years ago. We will all sadly miss her.

Gore Jim McFadzien

On 8 August some members and wives (32 in all), boarded a bus – our destination the Milburn Lime works, a few miles north of Milton. The owner Roger Mahon met us at his workshop, and we proceeded to the actual limestone quarry. This limestone reef is about 100 ft high and two miles long is estimated to be 32 million years old. Amongst some very big machinery, Roger explained how the lime was blasted, loaded and transported to the crushing and dispatch area. We went back to the workshop and were able to see some very interesting restorations of these rare cars – a twin cylinder 1905 Darracq and a 1908 4 cylinder Darracq. Next door was a high wheeler International and an International truck. Further out in sheds were more trucks, a complete series of the RD series Caterpillar tractors, including Roger's original tractor which started his contracting lifetime, an International TD18 – all restored as new, and lots of other projects waiting.

The amazing collection of the Finch brothers was our next stop. Memorabilia from bygone days was on display – dolls, churns, phones, plates, barbed wire, wire strainers, clocks and much more, including some tractors.

At our August meeting our Chairman Keith Nunn announced that the Gore Branch are to host of the 2011 South Island Easter Rally. A committee has been formed to handle the Rally requirements.

Hawke's Bay Esther Smith

This year's Daffodil Run was to Taniwha homestead and the Thomsen farm both with extensive plantings of daffodils planted over many years.

During the '70s and '80s we used to visit another homestead "Woburn" home of the late Peter Russell. Peter was well known for the cars he owned, including a 1930 Fraser Nash supercharged Ulster model. This was an ex works car with a competitive history including Brooklands, it eventually went to Auckland. Also in the stable were a 1930 Invicta now in Wanganui and recently restored, plus an Auburn still in the area and owned by Brian Stevenson. We bunked at Woburn several times over the years when we were young and could sleep anywhere without waking up with a bad back.

Other events the branch has been involved with were Deco Decanted in Mid July, this is a smaller version of the big Art Deco event that is held each February, and an Old Time Music Hall which was a great success. Also the popular Derek's Kitchen hosted by our indomitable club captain Derek Gordon on the last Friday of each month at the clubrooms. His language and antics may not match those of his namesake Gordon Ramsey but thirty plus members turn up each time for an entertaining and enjoyable evening so he must be doing something right.

Up coming events are our annual Labour weekend Safari based in Wairarapa and the branch's 50th Jubilee celebrations to be held on 13-15 November 2009.

Horowhenua Peter Nightingale

I thought this month I would write something about the people who oil the cogs of the branch.

In this case our Librarians who put in many hours keeping valuable information and branch history for all to source.

The first books were donated in the early years of the branch. Some of the first came from Robbie Ericsson, a local well-known auto electrician and dated back to when Colin Taylor owned the shop. These obsolete books were stored and added-to as donations came in. In the old clubrooms we had very little space so they remained in boxes and on tables unsorted.

We obtained a grant from Easton and Central Trust for shelving at the old clubrooms but about that time it was decided we would have to rebuild our clubrooms for the ever-expanding membership. A second grant for shelving was also received from the same source and was used to purchase more shelving. The books were moved into storage at Bev and Peter Kelly's



Marlborough: Earl Preston's 1915 Swift 3 litre roadster under restoration.

shed until our present rooms were built with a purpose built library.

Dave Bang had offered his services to sort the books and arrange them. This he did as time allowed but as by this time all the written club records, photos and memorabilia covered many years – it was an ominous task.

I am not sure why or how but Bev and Peter put their names forward and took over from Dave. Bev has a background in teaching and Peter a great knowledge on cars so it seems a great combination. After months of hard work and decision-making we have a very valuable asset. Thanks for all the hard work done.

The branch will be involved in the Foxton Spring fling and a display at the hot rod show in late Sept commemorating the centenary year of the Ford Model T.

Manawatu Brian McPherson

Since the last report most members have spent the cooler months working on current projects.

There was a good turnout of cars to visit the Julia Wallace Retirement Village to give residents nostalgic rides and provoke tales of years past. A tour of the village complex concluded a very pleasant outing.

A garage raid of three local members' sheds was also well supported recently, with the guys being impressed by the treasures they viewed. With spring in the air more vehicles have been noted out on individual runs and a good number of members heading off on a three branch tour, via Wairarapa, Wellington, Horowhenua and back to the Manawatu.



North Otago Pre 39 and topless tour..
Above: 1928 Buick Master 6 Sports Tourer

Right: 1928 Oakland Roadster from Southland

Far Right: Front view (left) 1923 Lorraine-Dietrich owned by R T Wardell from Omarama and Bruce McLlroy's 1922 Rolls-Royce Silver Ghost.



Mid September will be our Vintage Rally and in October the Veteran Rally. Our annual Indoor Swapmeet at Manfeild in October is also shaping up to be a good outing. It's back to the car shed for me now.

Marlborough

John White

The Chairman's run to Seddon with a tour of the recently completed Yealand's Winery was enjoyed by a good turnout. Our motorcycle section ably lead by organiser Trevor Harris enjoyed a ride to Seddon and a visit to Ron Hebbard's collection. Ron has an amazing collection of historic photographs of motorcycle sports events going back to the early history of motorcycle club activities in Marlborough. Names of many riders I had long forgotten. Our parts shed team are slaving away every Wednesday sorting the seemingly constant influx of spare parts from dismantled cars being left at our door. Club members should have a good read through the list of cars and parts available in our monthly newsletter, *Vintage Viewpoint*, for that hard to find part. It should be available at every branch in the country for viewing every month.

Our month's motorcycle run was a garage raid, my favourite days outing! One always comes across interesting projects on these visits and this run was no exception with a visit to one cyclist's shed to uncover a very professional build in progress of a Ferrari



Northland: Mosquito wing under construction at Glyn Powell's

Monza replica, from copies of original plans. The standard of work is most impressive. This member has also built a copy of a Quasar, which he informed me now handles really well after some tuning. Bruce Mantold has just acquired an LE Velocette to restore. Bet he won't find that such a handful to ride as the ACE 4 he used to own.

While visiting Earl Preston's home I took the opportunity to photograph and get some details about his restoration work with his 1915 15hp Swift roadster. He believes it is one of three survivors, and the only one of this model in NZ. Looks a first class rebuild and should be a nice drive.

Nelson

June Campbell

The Snow Run in July went to St Arnaud/Lake Rotoiti for a pea, pie 'n pud meal and get-together with Marlborough Branch. The day started with a good white frost but a beautiful day followed. A total of 138 people enjoyed the chance to catch up with their nearest club neighbours.

Geoff Clark of Hudson/Essex fame showed some slides and talked on these two marques at the August club night. This year is the centenary of Hudson vehicles and Geoff has an extensive knowledge of these cars. For our August Club run we had 24 vehicles (with about 62 people) drive through the backblocks and Eighty-eight Valley areas to the inn at Belgrove for afternoon tea and get-together. The towrope was used once; new member to the Branch Ron Johnson was the hero of the day.

Also on the same day, we had members take part in the Trials Events at



Northland: Now if I can fit this in my Herald

Marlborough. The mud was thick and wet, which made even getting to the start line a challenge. A strong team from Nelson supported the event – eleven drivers. The Topliss brothers were the long wheel base class winners – Richard taking first place and David second place. Marion Edwin, first time out in father Alan Braid's car took the ladies prize and showed a few men how to drive. Nelson holds the final round of the Champs on 13 September.

Paul Adams is now the proud owner of a 1926 Essex Six Tourer. Dale Shattock's 1936 Willys 77 is now residing back in its own garage minus the lacework, ready for the next stage of restoration. Brian and Jean Hall are leaving us to reside in Geraldine. We know they will enjoy motoring on the lovely roads in the South Canterbury area.

Northland

Terry Lambess

On Monday 6 July we joined our branch newsletter editor, John Rummery, who had arranged a trip to Glyn Powell's rural property near Drury to see a new De Havilland Mosquito under construction, what an amazing sight. From copies of the original drawings these Mosquitos are being constructed with the same materials, Canadian spruce and balsa wood! Your scribe spent some time at Ohakea when the RNZAF were operating these aircraft and it was great to see one being built to fly again. This is the third Mossie Glyn has built and this one is for himself. The first kit went to Canada to be completed as a flying aircraft; the second one is being assembled at Ardmore airfield for a customer in California. These Mosquitos will be the first new Mossies to fly in the world and all built in New Zealand. What an achievement by Glyn Powell and all those talented restoration teams. Well done.

End of Rego Run, 19 July. This year was quite an experience. John and Jeanette Rummery set a great run, but the two storms that arrived the same week made for some exciting driving among the debris, tree limbs and road slips. As the second windstorm arrived the Saturday night before the Sunday run we were apprehensive (104km winds?) but we were lucky, as the wind had abated by Sunday morning start



Rotorua Swap Meet



South Canterbury VCC badge recipients.

time. This run required us to identify several photos then find the shortest route between them to our final destination, the lunch stop. Local knowledge was essential which of course led to that fatal mistake of follow the leader. After much head scratching and going up wrong roads we eventually arrived at the lunch venue. Brian and Lyn Wrack won with Terry and Alison so close for second that only the spelling decided the winners.

North Otago

Judith Millar

North Otago was very involved in the Auto Spectacular held in Dunedin in June. No snow this year, but a bitterly cold wet day. It was well set out as usual, and the displays first class, with some classics that were of world class standard. Perhaps because of the weather, public attendance was good all day.

Our annual dinner and prize giving at the Star and Garter was well attended in cosy warm conditions, and a convivial atmosphere. Our August club night theme was "The worst car members had owned". Cars ranged from BMW to mid-'30s Singer and Ford. It was quite hilarious, and it was the cars' fault when they fell over, or went into the ditch, not the driving ability of the owners!

The pre-1939 run, incorporating the Topless Tour, was held mainly on gravel roads in the downlands of North Otago, Waimate, and South Canterbury. Waimate was the lunch venue, and Timaru clubrooms for an evening meal. The day was cold and damp, but the topless crew are a hardy bunch. The 1922 Rolls-Royce Silver Ghost, and the 1928 Buick Master 6 tourer, made a great sight powering up the hills. The Shasky's Essex 4, made a lovely sound – quite powerful! Margaret Rogers from Pleasant Point in the 1928 Chevrolet special got the top prize, and Don Broome of Christchurch, driving a Triumph Dolomite, won the mug.

Our deepest sympathy goes out to John Chynoweth, South Island Club Captain, and

his family in the sad loss of wife and mother, Liz Chynoweth, who passed away on 8 July 2009 after a short illness. Her enthusiasm for all family projects, and the Vintage car movement, was infectious, along with her ready smile, energy and drive. All who knew her will sadly miss her.

North Shore

Ray Urbahn

The July run organised by Kevin Lord took us to Whangaparaoa to view John Stringer's workshop where he is restoring a magnificent 1933 Cadillac 7 passenger sedan, a 1926 6CV Renault tourer and a 1929 Vauxhall. Next it was to the residence of Dallas McNeil to check progress on the 1935 Packard. Finally to Peter and Heather Lloyd's to check out the recently restored Morris Minor van. In August we met up with Wellsford/Warkworth Branch and Hibiscus Enthusiasts for the annual Triple Combined Rally that commenced at Wellsford/Warkworth Branch's new clubrooms at the Satellite Station just south of Warkworth. Lee Middleton planned the first section to lunch at the Kaukapakapa Fire Station where Grant Stott and John Stokes took over to get us to Wenderholm Reserve and finally Paul Collins directed us back to North Shore Clubrooms where entrants had the opportunity to view the progress on the Chev Fire Engine and Dennis Bus restorations.

Great strides have been made on the McNeil Packard. Some panels have their final coat of paint applied and a date for upholstery has been set for October. The Dean Packard body is back in the shed and reunited with the chassis and is very close to painting with final colours now decided. A date with the upholsterer is set for September. The Lloyd's Pontiac is on the back burner for a while as the Buick motor requires a rebuild. The Collie's Hudson is set for the "Spring Splendour Tour" in September. Paul Collins, in addition to his own projects, is restoring a very nice 1927

Dodge Standard 6 Coupe on behalf of the owners. The Van Zon Packard is past the paint and upholstery stage and into final assembly.

Otago

Arthur Bennett

New life has injected itself into the branch after the success of the potluck lunch before the AGM. We had a showing of videos and talks by our Model T-owning members who went to the centennial celebrations in the USA.

A midweek run has been initiated by a small group of two calling itself 'the sparkaholics' and the runs have been very popular. Contact Barry Longstaffe or Stu Campion to get on the ringing list. It only happens once a month.

This year we had very good representation at the Auto Spectacular. The branch had three sites; the restoration site organised by Bill Partel, the Veteran site organised by Joan and Colin Pearce and the Model Ts organized by Marion and Brian McConachie. Other branch members on various sites including the centennial of Hudson, one hundred years of Model Ts, 70 years of Volkswagen and 50 years of the Mini. Tony Devereux had his impeccable Packards displayed alongside an enormous Packard from Queenstown. Club members gaining awards were Gary Young with his Model T pickup on a trade display, Wayne Henderson sports Model T and Bruce Murray with his 1942 BSA in the military section.

Contact with members from a Japanese film company saw quite a few branch members taking part in a 1959 New York street scene with their cars, whilst it was a very cold day the film company saw to it that our inner man was amply catered for.

Four Hudson-owning members will be driving through to Cambridge for the Hudson centennial celebrations in Cambridge the weekend after Labour weekend.



South Canterbury: Enjoying the Lunch Break on the PV,PWV,P60



South Canterbury: Line up of Vauxhalls on PV,PWV,P60



South Canterbury: All British Day

Rotorua

Redcat

Our annual swap meet held in July was a success despite the early rain and cold conditions.

EBOP put on an excellent 'Open Day' at the end of July for all car clubs in the region. Eighteen cars and crews from our branch drove over in convoy and enjoyed a great day mixing and mingling with other clubs and their vehicles. In the near future we hope to try a similar event here in Rotorua to publicise and hopefully gain more members for the Vintage movement. The 'mid-weekers' are taking advantage of their retirement seriously. No lounging around and moaning about things for them! Every month there is an interesting run planned, usually by Maurie Crowe or Reg Munroe. Their latest scheme is a 5 day tour down to Wellington via Wanganui, with a visit to Southwards Museum on the way – to check up on the ex Bob Mowbray Cadillac La Salle?

David Taylor continues to provide interesting and varied guest speakers for our popular monthly meetings. Our last speaker was from Trust Power who gave us an informative presentation on the growth of wind powered electrical generation.

At the end of July, Margaret Veninga, our social convener, along with her helpers, arranged a fantastic social evening for us. This was light relief after all the work carried out for the swap meet.

The Sulphur City Rally, being organised by Doug and Doreen Green, will be over and done by the time this is published. So far we have received 60 plus entries and the cut off date hasn't yet been reached. Over the past five years this event has grown to such a stage that we have had to find a larger venue than our clubrooms for the Saturday night dinner, not that we are complaining of course! The more the merrier.

South Canterbury Shona and Bill Weir PV/PVW/P60 Rally, Sunday 17 May.

After travelling through the Botanical

Gardens we had a very pleasant trip around Timaru and Seadown and on to Temuka, eventually arriving at the Rangitata Huts Holiday Camp. Field tests were held then entrants left on the afternoon run which headed up towards SH1 then down Old South Road to Orari. The last of us came across member Colin Johnson setting up roadblock near Rangitata. When asked I was told the river had broken banks near Arundel and was flooding down over the main road and quote "Mr Weir, just get a move on and don't hang about".

All British Day Sunday 31 May Organiser, Grant Stewart.

Being an optimist he had ignored the dodgy weather forecast the whole week leading up to Queens Birthday weekend, thinking they were wrong or it would blow through beforehand. But guess what—it didn't. The polar blast did arrive, well and truly! About 80 cars set off for Waimate. Lunch venue was Plan B, the Waimate Branch clubrooms. The return trip to Timaru was rather eventful for some but it wouldn't be British motoring if there wasn't at least one breakdown. Saturday 6 June saw Timaru, Ashburton and Waimate members converge on Oamaru for a Garage Raid. A great day and a lot of interesting garages to view. Thanks to the Oamaru Branch.

2009 AGM

The opportunity was taken to present 25yr badges to Barbara Baird, Dave Toomey, Peter Casey and Esme Jones. 35yr badges went to Donald Campbell, Stuart Hatton and Colin White. Thanks go to Alistair Day as our past Chairman for the great job that he has done during his three-year term. John Campbell was elected new Chairman.

Southland

Paul Rodmell

It was pleasing to see so many members, as well as members of the executive, at Alastair Macintosh's funeral. Apart from his various roles in the larger Vintage car movement, he contributed a book review each *Rumour* starting in April 2005, with

his final offering about a wonderfully expensive Vauxhall book in July 2009. In all, this is an interesting series on some quite memorable and different motoring books. (Obituary Pg 62.)

The recent auction night was very successful. Many parts were sold from Ray Lindsay's collection of Model T and other bits towards his estate, while the rest of the auction benefited the branch well over \$700. Part of the success was due the auctioneer, Doug Willis, who came down from Arrowtown for the night. The late patron Ray Lindsay was the first club auctioneer, starting in 1964 for about thirty years, and Doug carried on after this. It's nice to have continuity and connections with the past.

Ex-chairmen of the branch are presented with a mug at the end of their term of office and a "Mugs Night" was organised to induct our new patron, Neil McMillan, to his position. There were 117 participants, including the 14 ex-chairmen. This was a great reunion night.

To celebrate American Independence Day, a tour was held to visit various members' garages to view their American iron. About 40 members and friends took part in this enjoyable tour.

A combined rally with the Central Otago Branch is being held Labour Weekend, through Queenstown and Glenorchy. This should be a lovely rally in beautiful scenery.

South Otago

Glenice Smith

At the Annual Meeting in June elections for office bearers were held and, as everyone had done a wonderful job last year, all were re-elected.

The first event for the new season was an invitation to the Tuapeka Vintage Club to open their new building extension at Lawrence, where we had a lovely afternoon. Don Jenks reports he has sold his 1916 Chevrolet 490 to friend, and fellow Chevrolet enthusiast, Roger Healy of Central Otago Branch. It now resides at "Twin Bridges",

Gibbston Valley. The Annual Branch Dinner was held at the South Otago Town and Country Club, where we had a wonderful meal and a great social night. Robin Benington was presented with his 35-year badge, Eleanore Clark received the Ladies trophy for services to the branch and Don Jenks received the Service Tankard. Congratulations to you all for your dedication over the years. Thanks to Ian and Eleanore Clark for organising the Housie Night - it was a great night. It would be good to see more Club members coming along to the events, as there are a lot of you out there. Our Secretary Mel Tapp has had a fall; our thoughts are with you Mel and we hope you are mending well.

Taranaki Colin Johnston

Some of our members' cars will feature in a film that is being shot around South Taranaki. Our July meeting had a visit from Josh Barraud who is directing the film *Predicament* and most of which will be shot around Eltham and Hawera. He was enquiring if members were able to provide pre-1930 vehicles required for filming with the lead actors and to have cars parked in street scenes. This film is based on the novel written by Ronald Hugh Morrison who resided in Hawera. Plenty of members have made their cars available and some filming has been completed in the main street of Eltham.

A very interesting visit arranged for members to Aqua Jet Cutting Centre in New Plymouth was held recently. The 40 hp pump pushes the water through a hole the size of a ball point pen at twice the speed of sound cutting through almost anything; like wads of paper, 12 mm glass, and steel, and cuts stainless steel to perfection. Graeme Sutton and Allan Jago imported the Omax machine from America. Samples were shown to us of internal splines, timing gears, levers, controls, names cut in glass and car name badges for front of cars. A steel gear was cut which took about six minutes and was finished without needing any other finishing work. A gear handle and gate was cut that Jim Watson brought along for the restoration of his motorcycle and proved the accuracy of cutting by aquajet.

Midweek and the monthly runs are well supported with treasure hunts and navigated rallies being organised for members. A recent midweek run showed members a new subdivision of farmland into a very desirable location for people wanting a rural lifestyle.

Taupo Jack Hindess

It was supposed to be a mid-winter Breakfast Run, but by the time we had



Wanganui: Mainstreet on Market Day.

Right: 1938 Chevrolet Hearse rebuild.

completed a short run around the outskirts of Taupo and arrived at our venue, The Hub Café, near Huka Falls, it turned into a Brunch Run. There were 19 cars participating and most of us sat outside on the deck and enjoyed the mid-winter sun.

Our July club night took the form of a Pot Luck meal that had been carefully crafted by the organisers so that a well-balanced meal was served. This function demands formal attire and everyone turned out in their best gear. It was a suitable event to unveil a wall plaque in memory of Frank Maxwell who passed away in 2005.

In mid July the branch took part in the annual Hobby Expo that was held in the Events Centre, near the clubrooms. This event is organised by the model railway fraternity, and we have supported them since its inception. Cars on display were the Grayson's Rugby, the Tyler's Daimler SP250, the Sutherland's MG and my 1952 BSA Bantam. We had lots of inquiries and interest in the vehicles.

Also in July we had our annual Brass Monkey Run. This run was originally a night run, but with the passage of time it has become a late afternoon and evening run. This year it was organised by Ray and Barbara McLaughlin, the winners of last year's event. The run took us through town and into the country roads, returning to the clubrooms for soup and a roll, topped off with a glass of mulled wine. This year the winners were Laurie and Colleen Tyler.

Wanganui Fay Chamberlain

Winter it may have been, but it did not stop members turning up at every opportunity. The Annual Night Trial (not raining this time) saw the Forsythe family take the trophy home...(followed by a new baby boy soon after!) Congratulations guys.



Two visits on a Sunday Run saw members enjoying a visit to the historic Putiki Anglican church with excellent tour guide and speech. This was followed by a visit to Ian Chamberlain's shed where many saw the progress in the "lengthening" restoration or is it recreation of a 1938 Chevrolet into a super new hearse for branch member Craig Cleveland's funeral home.

Market day for the Mainstreet in July was well received, as were the free rides on the branch Chev Truck

What a great joy it was to receive the good news that the Powerco Trust in Wanganui was giving us a grant to help construct a large parts shed! With times being a bit tough, and many applications, we were extremely well treated to receive \$15,000. Together with the big scrap metal drive, it is all go from now. Already the contractor's name is on the gate. Watch this space.

Many working bees, including new members, show the branch is in good heart.

Waikato Jeremy Brook

Our branch secretary Bob Hayton and branch treasurer Jillian Hayton have recently returned from a trip to Europe and provided us with interesting articles in *Venture*. The transport museum they visited in Turkey, and after Jillian had returned home to her duties here, Bob's further travels in the UK visiting classic motorcycle shows, motorcycle museums and a meet of the Norton Owners Club. While in

Europe Bob visited Claus Moller, a former member of our branch now resident back in Denmark, who is hoping to attend the next international rally in New Zealand.

On Sunday 16 August the motorcycle section had a run to Te Awamutu to visit Colin Pinkerton's home to view his collection of vehicles and old farm machinery and memorabilia, including a traction engine.

The July club run was a time trial run by Tony and Judy Brierley. Prerequisites were a car capable of doing a reasonable distance and a clock. Fourteen cars lined up for the start and had to set their clock to one minute to 12 and then on midday they headed off. Distortion of time meant that each car commenced its run right on midday. The time trial took in a number of interesting roads through the Waikato through Whitehall and Okoroire back through Te Poi, Matamata, KIWITAHĪ, Sanitorium Hill and ending up at the clubrooms. The results were that Bob and Jillian Hayton were first, Eric and Allison Rogers were second and Kelvin and Christine Davis were third.

The touring weekend to Opotiki has been changed to a touring weekend to Whangamata and is to be hosted by Jenny and Ian Patton.

New branch members are Ron Bint, David Burnett, Gayle Bryant and Andrew Judd.

We also have our annual swap meet at Cambridge is set down for Sunday 15 November. Please mark your diaries and be there.

Wairarapa

Selwyn Warren

Our branch club nights continue to be well attended and some very interesting guests have given talks. We have had McGoo's Hotrods give a talk on the construction of a different form of Vintage bodies and a recent trip to America for the Bonneville Speed Week, a talk on finance, another on a midwives' six weeks in Vietnam looking after that country's orphans, and the old chestnut - straight line navigation!

This branch runs some rallies as memorials to members who are no longer with us and whilst these will still continue, we have decided also to dedicate one rally to the memory of all those other remembered members. To this end, Glen Bull has donated a rather magnificent trophy to be known as the Remembrance Day Rally trophy.

Several of our members are off to Bendigo in November for the swap meet, so no doubt will meet up with members from other branches.

Our monthly rallies are well supported by local members and also by members



Waitemata: line-up of cars at the finish.

from other branches, making it a good time for catch-ups.

On 16 August, we had our annual branch run, a morning one this time. A quiet run of approximately 70 miles out to Gladstone and Martinborough and back to the club rooms for a lunch of soup and bread and sausages.

Waitemata

Di Humphreys

Kelvin's Karting, an annual Waitemata winter event was held again at the Silverdale (North Auckland) Kart Track. Those who attended had a jolly good thrash around the track and now look forward to the next karting afternoon.

Another annual event and the one that we all await with anticipation and trepidation, the R'Oil Can Rally, won in 2008 by FOB (Friend Of Branch) Danny Ryan was held over the weekend 24-25 July.

With a 7am start on Saturday morning from Waitomo, all participants decided to travel down and stay there Friday night. Only the Cranfield Sunbeam didn't make the Saturday start having broken a half shaft on the way down in Otorohonga. A rental car enabled Ian and Ali to complete the event.

After two very wet weekends, the 'Can' weekend arrived superb although very cold. Does Danny have friends in high places? Spending the day driving over most of the unsealed country roads in the Waikato region we were amazed that after all the recent rain they were in such excellent condition!

Excellent having the Moore/Stanley team from the South Island and Mike Courtney from Kerikeri in the Far North joining us for this prestigious event.

The day's motoring was great, heading first west to Marokopa on the coast for morning tea, south to the Fat Pigeon Cafe in Piopio for lunch and with a doggy bag

we then headed north then east to finally rest for the night at a Methodist Retreat in Hora Hora, near Cambridge.

Arriving there in daylight was a plus giving us all time to settle in and check out the facilities without groping around in the dark! After an excellent meal, feeling rather like fat pigeons, the exciting part of the evening began. The Hard Luck prize went to Ian and Ali Cranfield, no surprises there! The winner and therefore the organiser of the next, 2010 'R'Oil Can' was – drum roll here please – Ann Thomson.

Thank you Danny and Vicki Ryan for a brilliant R'Oil Can '09.

Our next event is a Brunch Run organised by Max Jamieson.

Wellington

Ruth Findlay

Our Colonial Cup Rally on Sunday 28 June had 28 cars turn up for the start at Battle Hill on Paekakariki Hill Road and ending up at the clubrooms for afternoon tea. Judy Wood and Terry Mathers in their 1929 Ford Model A won the rally competition and Jacob Walker was the best junior navigator. Shane Taylor won the Colonial Cup for Best Restoration for his Triumph TR2, and Chris Duffey won the Southward Salver for Best First Restoration of his 1929 Plymouth sedan. Elsie and Bob Ewing's magnificent 1965 Ford Mustang was also entered and features on the front cover of the August *Motoring Spirit*.

Next was our mid-winter dinner with a Vintage touch held on Saturday 18 July. Most people attending were dressed in their finery, and a small committee of women organised a sumptuous meal for the occasion. It is hoped to make this an annual event in July to celebrate the birth of our branch.

The monthly event of the Kapiti Coast Mid-week Run is going very well and 36 people attended the July run, including



West Coast Sunday Run 23 August, 2009.
Above: 1948 Jailbar Ford, 1929 Pontiac, 1949 Rolls-Royce Silver Wraith, 1930 Buick and a Duzgo (originally owned and built by the Giles family) of Whataroa.

Right: Two model A Fords and two Morris 8s outside one of the Heritage and Industrial Park buildings.



some from Horowhenua and Manawatu. We started with lunch at the Red House Café in Te Horo, and then went on to Eileen and Bob Smyth's lovely property in Ohau. In their garage were a 1947 Jaguar Mark IV, a 1968 Jaguar 240, and an unrestored Morris Minor. After a good look at the cars everyone moved into the house where Bob gave a talk about his passion for toy trains. These have been collected over many years and are laid out in a room where people could look at them.

Wellsford/Warkworth

Rita Jorgensen

An odd shower did not dampen the enthusiasm of more than 40 entrants for our Winter Woollies Wander. Starting from Wellsford we travelled to Taporā to view the Parkland given to the nation by Pierre and Jackie Chatelanat overlooking the Kaipara Harbour, then back through Wellsford and through the Mahurangi Forest. We returned via Dome Valley with lots of questions to answer, and silent checks to find. Winners:

Vintage

Nigel Hawkes and Julie Knott
1929 Ford Model A Pick-up

Post Vintage

John and Shirley Foot 1937 Buick Special Sedan

Post war and Overall winner

Rita Jorgensen, Paul and Kathy Collins
1951 Chrysler Windsor

Post 60

Roy and Gay London 1966 Wolseley 16/60 Sedan

We paid our annual visit to the *Jane Gifford* on the Sunday – now afloat at

60 Beaded Wheels

Warkworth wharf awaiting final fittings. Then it was on to Redwood Park south of Warkworth to view the Restaurant in the Trees. A promotion by Telecom but not open to the public at this time, it hangs in the tree like a huge birdcage.

It was a great pleasure to see off the first leg of our Triple Combined Rally from our own clubrooms, now located in a building on the satellite station site south of Warkworth. The first section took in the Kaipara Hills to Kaukapakapa on Highway 16. Hibiscus Coast enthusiasts took entrants through straight line navigation at Orewa. North Shore did the third section from Wenderholme to end at their clubrooms.

1st Wellsford/Warkworth section

John & Janice Gardiner 1949 Ford Anglia Convertible

1st Hibiscus Coast Enthusiasts Section

Richard & Mary Lloyd modern

1st North Shore Section

Kevin Lord & Marlene 1958 Zephyr.

West Coast

Hemi Te Rakau

The West Coast Branch is back on line and our members have enjoyed some great outings and events. In March we held the Scenicland Rally, which was well attended and a great success in spite of the economic climate and petrol prices, with colleagues coming from far and wide. Next year's event is on 20 March 2010, so mark your calendars!

In June we held the Rosco Sporting Trial at Reefton, which attracted some great enthusiasts and in July we held a two-day rally from Greymouth up through Westport

and on to the road end at the start of the Heaphy Track. After staying the night in Karamea, we all drove back through Reefton and the Grey valley, a total of 420 miles. There was a good turnout for this run with MG, Ford Model A, Chrysler, Morris 8, Vauxhall, Jaguar and Kawasaki motorcycle all being represented.

August saw us together again for a fun run to Hokitika and an enjoyable visit to the Westland Heritage and Industrial Park. On the route south to Hokitika we had a measured mile road test of our odometers and a speed test by calibrated camera for our speedometers to ensure the accuracy of these important driving aids.

Arrival at the park saw us being enlightened on the details and histories of various types of machinery. Sawmill generators, huge diesel engines, motors of all descriptions, gigs, drays, tractors, bulldozers and a great line up of fire engines. These and much more have been gathered from all over the West Coast and are a reminder of what was here during the long industrial history of the Coast. It is great to have this collection and facility as many of our "treasures" have found their way to other places over the last 30 years and many are lost to the Coast forever.

OBITUARIES



Alastair Morrison McIntosh

4 December 1942
– 10 August 2009

Compiled by Paul Rodmell from the notes of the eulogy given by Noel Atley at Alastair's funeral.



Alastair's passing will be felt far and wide as his love affair with the Vintage movement extended around the world.

This is a short reflection of Alastair's involvement in VCC, which I am sure many will continue to discuss.

I would like to read a shortened version of an article Alastair penned for the 1975 Southland Branch Newsletter.

While still at school my brother and I got a present of £4 from an Aunt, blessed woman, she said not to save it but to spend it. After Christmas dinner, while the rest of the family lay about stupefied we biked up the road to an elderly neighbour to look at an old red roadster on blocks. It had been there about 10 years. Although we were being robbed a deal was done. After a few repairs and a borrowed battery it burst into life. Then unregistered, unwarranted, unlicensed we proceeded to clock up hundreds of noisy miles over the Canterbury Plains. That summer remains a highlight of hot sunshine, attractive passengers and real fun, complete with the extra spice of lawlessness that surrounded our old red roadster. After we had gone off to seek our fortunes it was sold for £4."

Could Alastair have been an early model boy racer?

Alastair joined VCC 30 June 1967, aged 24. To his young friends, Howard, Barry,

Allan, and Wayne, all single lads busy searching out hidden treasures all over the south he was affectionately known as "Uncle Mac".

Alastair held most positions within our Southland branch, President '79-'80, Secretary '69-'71-'79.

Alastair was still producing articles for our club Bulletin entitled *The Vintagens Bookshelf*. His last article covered the 30/98 Vauxhall, the finest of sporting cars.

Alastair's 30/98 Vauxhall came to New Zealand in 2005 and in his own words "I was not disappointed."

During his early years Alastair's ability to find cars and bikes was without doubt legendary. His ability to fit a vehicle to a person was a skill he used very well. A simple phone call "I have a project" and an hour or two later you would, without realising it be embarking on yet another project that would consume many years and extend your network of lifelong friends.

Every vehicle Alastair restored, and the list is extensive, took him closer to owning something that seemed unachievable. When looking at the list the variety is simply outstanding; Harley-Davidson, Indian x three, Swift, Wolseley, Model T, Armstrong Siddley, Morris Minor, Model A, Bentley, Star, Minerva, Delage, Alvis (several models), Riley, Austin 7, Lagonda Sport, Chev, 30/98 Vauxhall. This is not a complete list by any means but an indication of a very dedicated restorer.

Alvis became a marque that consumed many years and much extensive motoring. The 12/50 Ducksback which had its first outing on the 100th anniversary Rally from Bluff to Whangarei was still being assembled during stops for the first few days. During that restoration Alastair kept the carburettors in a leather suitcase and would display them to all visitors to his workshop.

Alastair's expertise was used for national endeavour when in 1987 he was elected as National President of the Vintage Car Club of New Zealand, at the age of 44. A position he held for six years.

During this busy time his restorations continued, such was his ability to manage his time and skills.

Alastair's ability to achieve a difficult restoration was second to none. Even the most elusive part or information was eventually purchased or coaxed from its hiding place. You could always rely on Alastair to help find an impossible part, his memory was remarkable.

Alastair longed to own a 30/98 Vauxhall and what a beauty. I am sure I heard him promise that this would be his last car, but no, along came the opportunity to own a little Lagonda, the temptation was too great and it settled into the workshop.

Another Alvis in Wellington, what a bargain! So off went Ron and Alastair, another adventure. Alastair's genuine excitement retrieving this after all these years showed the calibre of the man. Now at least a decade of future work was in the workshop at 51 Rakiura Parade.

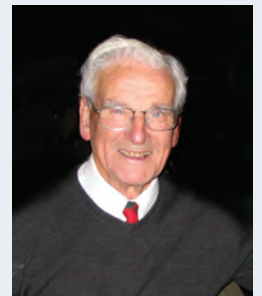
My tribute to Alastair would be that he was a great friend to all who knew him, and inspiration to fellow Vintagens. He had an easy going way of inspiring others to achieve things way above their comfort zone.

I feel I have lost a friend and mentor. I had plans for Alastair's expertise within the Southland Sports Car Club.

To Alastair's family – Our thoughts are with you.



George Aitken 1925-2009 Ashburton Branch Patron



A large group of friends and family attended George's funeral at the Baring Square Methodist Church in Ashburton, reflecting the respect and esteem in which he was held in his home town and by the wider community. Two of the Morris Minors he had restored were parked outside the doors of the church, as were a number of vehicles from the local VCC branch.

George was born in Ashburton in 1925, attended Lyndhurst Primary School, then later Ashburton Technical College. Upon leaving school he began an apprenticeship in the electrical industry. When he was 16 years old he joined the Air Cadets and later the Royal New Zealand Air Force, serving in the New Hebrides during WWII.

He was a founding member of the Ashburton Branch, and was a member of the VCC since 1964. Always an active member, he served as Chairman and as a committee member at various times, and at the time of his passing was branch Patron.

A keen restorer, George had tackled various projects including a 1911 Lacre truck, 1923 Packard, 1929 Austin 7, a Morris 8, two Morris Minors and was busy working on a 1923 Douglas motorcycle. The Packard was rallied on the 1965 Haast rally and many other major national events were attended.

Always enthusiastic and positive, George always made himself available to assist with any events, or projects, notable among which was the planning and construction of the Ashburton Branch museum, of which he was a keen



supporter having served on the building committee for many years. This project required considerable fundraising, which was in the form of restoring two Vintage Dodge cars and raffling them, and also the baling, carting, and sale of pea straw. This enthusiasm occasionally manifested itself by George taking on tasks which may have been better left to younger and more agile members. Notable among these was the erection of the speaker system at the annual swap meet. I recall being approached by a member who was concerned by seeing George balancing at the top of a ladder installing a speaker, and demanded I talk to him to attempt to persuade him to leave it to a younger person. I approached him with considerable trepidation, and received the answer I expected to get as he quoted Dickens to me; "Bah Humbug!"

George's advice, which was always freely offered and valued will be sadly missed. We have lost a mentor and friend. The branch extends its condolences to his family.

David Oakley



Murray Edward Maxwell

9 April 1930 – 27 June 2009

It is with great regret we note the passing of our dear friend Murray, a genuine enthusiast and participant in the Vintage car movement.

Murray graduated Bachelor of Engineering in 1959 then went to WH Price in Christchurch as Design Engineer that year, designing new water pumps and improving the existing product.

In 1964 he joined International Harvester as Product Engineer and latterly involved in management.

Murray spent many happy hours in his well equipped workshop creating top quality examples of design and machinists' art.

Murray became enthused with the Austin Seven product starting as cheap transport then hooked on racing them.

He ran a modified 1928 Seven at Wigram, Waimate and Dunedin.

Murray then decided to make his own two seater sports car and even made his own fibre glass body over a plaster of paris mould. Dust for miles!

His final beautifully designed and crafted Austin 7 supercharged single seat racing car is a work of art.

Murray was also an enthusiastic participant in many rallies with his Essex 4 roadster. He didn't miss an Irishman, usually with Rosemary navigating.

For those fortunate enough to have known Murray his passing leaves an immense void. To us he was a dear friend,

mentor and calming influence over many years.

Murray was still enjoying racing his Austin Seven up to a few weeks before his heart attack. Some of us were privileged to say goodbye before the end. Memories? So many – all good.

Our thoughts are with Rosemary, Heather, Bill, Sarah and family in their loss that we all feel deeply.

Bob Bruce, Tony Julian, Gordon Routledge



Philip Kenath Andrews

Co-founded the Taupo Branch with Graham Mock in 1967

Phil's love affair with cars (his words) has lasted his lifetime of some 83 years.

It possibly began when his grandfather, an engineer, made him a pedal car that was the envy of his friends.

His first real car was a 1929 Austin 7 bought for £25. This was followed by a succession of Rileys and Austins. Also at this time Phil was into speedboat racing and was a foundation member of the Manawatu Boating Club from 1939.

In 1941 Phil started work in his father's business Motor Lines Ltd, as a storeman. The business was set up pre WWII to import automotive products and after the war was successful in picking up the NZ sole agency for Alvis cars which it held until the demise of Alvis in 1967. On the death of his father in 1957, Phil took over the role of Managing Director and the following year formed Andrews Motors Ltd., a retail motor company with new premises in Palmerston North—the two companies being run in conjunction with each other.

In 1946 Phil was a founder member of the Manawatu Car Club and so commenced his passion for founding motoring clubs. He was very much involved in rallies, hill climbs and speed events and was on the original committee to organise the Ohakea motor races in the early 1950s. His greatest claim to racing fame was when he won the saloon car race in 1952.

This brings us to Phil's interest in Vintage cars.

His first such car was a 1922 Alvis 12/40, purchased in excellent condition for £60. This car recently changed hands for \$55,000. His next Alvis was a 1937 Speed 25. In 1952 an Alvis DB 21 Sports, that Phil brought to Taupo in 1966, arrived in Wellington with just 12 miles on the clock and this car deserves its own story. Suffice to say Phil built the sports body on the car to Alvis Company specifications and then

bought and sold this car a couple of times in his life.

His first true Vintage car came in 1964 when Phil restored a 1928 Chevrolet National sedan and he rallied that very successfully on the 1965 Haast Rally. It never missed a beat and they finished second in class and fourth overall. At this time he also owned a Fiat 501 and a 1924 Lea Francis Doctors Coupe plus a Riley Continental—none of which could match the Chevrolet's reliability.

We now come to 1966. Phil sold up in Palmerston North and moved to Taupo bringing just the 1952 Alvis Sports and the 1928 Chevrolet. Once settled in Taupo Phil didn't take long to find other motoring enthusiasts. Meeting June and Graham Mock was a real bonus—their enthusiasm matched Phil and Fay's and it was not long before a Vintage car interest meeting was called in July 1967 in his family home in Rokino Road. Subsequently from this meeting Phil and Graham travelled to Christchurch for the Annual Meeting of the NZVCC. They gained tacit approval to form a new branch subject to the agreement on boundaries with the adjoining branches. This was quickly achieved and in September 1967 at a public meeting Phil was elected Club Captain of the new branch.

Following the Inaugural Rally in 1968, Watty Watkinson swapped his 1916 Perry for Phil's 1928 Chevrolet for the first run to Taupo. Phil and Fay rallied in the Perry and the Alvis in and from Taupo for many years.

Over the last 20 years since moving to Te Puke in 1987, Phil moved to more modern Vintage motoring, the Perry and the Alvis were sold and Wolseley came into his motoring picture.

In 1992 Phil formed the Bay Of Plenty Branch of the Wolseley Club, is a founder member of the British Cars BOP and was the prime mover for the founding of the NZ Federation of Motoring Clubs. We are indebted to Phil's vision and ability to promote, foster and influence the motoring pleasure of thousands of motoring enthusiasts in New Zealand.

Phil wanted us to record his best wishes for the future of the Branch especially on the occasion of its 40th Birthday. When he quoted those memorable words "I feel very privileged, having been part of the Club's History".

We are the privileged ones. We extend to Fay and all Phil's Family our heartfelt sympathy. He will live on in the fond memories of many of his contemporaries.

Graham Mock 2009

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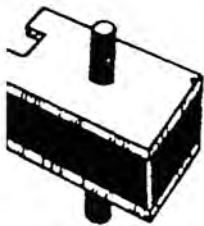
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