

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 302 February/ March 2010

\$5.95



HUDSON CENTENARY NEW ZEALAND CELEBRATIONS

BEHIND THE WHEEL OF A
1905 DELAUNAY-BELLEVILLE

3rd National Commercial Rally



Photograph at right supplied by Prior Hoadley.

Easter 1937, five Morris 8s parked beside 21 Pataka Rd, Taupo. Left to right: Michael Hoadley, Don Martin (on ground), Prior Hoadley, Peter Bell, Terrence Nolan, Boots the dog, Alistair Graham, Tony Henweks. All are now deceased except Prior Hoadley. Michael, Peter and Alistair were casualties of war.

The cottage was built in 1924 and a portion of this has been incorporated into the Hoadley current home.

Prior is now in his 94th year and still drives his Lancia Fulvia which was bought new in 1972.



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.



Photograph supplied by W.H. Cross, Balclutha. Left: New Years Day at Wilsher Bay Kaka Point South Otago. Hundreds converged at the Port Molyneux New Year's Day sports with athletics, wood chopping, highland dancing side shows and various games.

management committee

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

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- these details are valid until August 2010

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Beaded Wheels

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

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

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Beaded Wheels

Issue 302 February/March 2010



Read about Waimate Branch's highly
successful National Commercial Rally,
page 12.



A huge gathering organised by The New
Zealand HET club celebrated 100 years of
Hudson in Cambridge, page 18.



Waitemata members tackled the
infamous Chelsea Hillclimb once again
Idle Torque, page 43.



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COVER

This 1937 Terraplane was part of the largest gathering of Hudson
vehicles to be held in New Zealand.

Photo Jim Beeby



president's message

Welcome to the first issue of *Beaded Wheels* for 2010. This issue has a focus on commercial vehicles which are growing in popularity and following on from the very successful 3rd National Commercial Rally in Waimate, are a couple of articles from a personal perspective by Stephen Caunter and Neil Farrer who travelled long distances to attend this rally. Ron Tuck has supplied an interesting article on the Hudson Essex Terraplane Club celebration of one hundred years of Hudson. Our congratulations go to Phil Kidd, President and members of the HET club on the centenary of your famous marques.

In November the Hawke's Bay Branch celebrated its Golden Jubilee with a fabulous weekend of events, Christine and I were honoured to be invited guests at the celebrations and hosted for the weekend by Steve and Pamela Donovan. The hospitality and friendship extended to us by not only the branch committee but the general membership was quite overwhelming. On Friday night we were treated to one of Club Captain Derek Gordon's famous Friday night meals in the Hawke's Bay clubrooms. Ninety-six people turned up for a meal, though there are only plates and cutlery for sixty. Not a problem to Derek. He just kept serving and as we finished eating, dishes were washed and recycled. Christine endeared herself to the crowd by diving into the kitchen to wash dishes, and was reminded of this all weekend by Chairman Mark Jenkinson and Secretary Juliette Cadwallader. Saturday we joined John and Dennis Callesen in their 1918 V8 Cadillac for the Veteran and two wheel brake rally after morning tea at the clubrooms and a peek at the branch Rolls-Royce. The Callesens were great company and we enjoyed the day immensely. The afternoon tea stop at John and Sharon

Hayes homestead, Totara Stables, provided an interesting look around their collection of early farm and domestic equipment, and the Callesen boys won the competition to identify a series of unusual objects.

The main event was the Golden Jubilee dinner held at the Cosmopolitan Club in Napier. We had the pleasure of meeting Olive Kilbey again and presenting 50 year badges to Olive, Owen Adeane, Charlie Black, Dick Goodall and Phil Peach. Derek Gordon was also presented with a Chairman's commendation for the work he does with the branch. Entertainment was by the "Andrews Sisters."

Sunday was the Homestead rally with a very large turnout to visit the historic Russell family homestead Tunanui. The lunch stop was at Okawa station where we all spread out over the extensive grounds for a picnic lunch. Our thanks to the Donovans and Rod McKenzie for providing the transport for the homestead run, Mark and Sharon Jenkinson for your hospitality and Juliette and Harley Cadwallader for all your efforts over the weekend, and for being there for us all weekend to ensure we were well looked after. This was certainly a weekend to remember, and I look forward to returning to Hawke's Bay for the National Veteran Rally in February and meeting many of you again. We will also be attending the North Island Easter Rally at Rotorua and look forward to meeting many of you there.

In the meantime, safe and happy motoring.

*John Coomber
National President*



as we see it

When it comes to restoring cars most of our members undertake some or all of the work themselves and in so doing can justifiably take great pride in driving and showing the completed work. I believe that our members enjoy reading about these achievements and such articles may even inspire others to take on such projects - projects that can take years to bring to completion, not to mention the spiralling costs that can be incurred!

Also in New Zealand we are fortunate that we have many organisations specialising in restorations of old cars and other vehicles. Invariably the work is of high quality and completed in a timely manner resulting in many satisfied customers, both locally and, importantly, many from overseas, who ship cars here for the big restoration.

One such organisation, with a huge reputation, is Auto Restorations in Christchurch. General Manager, Allan Wylie, also a past *Beaded Wheels* editorial committee member, is a person who has a huge knowledge of matters relating to restoring vehicles and he brings a wide range of skills to the tasks at hand. In the last issue, December 2009, we featured an article by Allan telling us about a recently restored/rebuilt Delahaye 135 Custom Roadster. This was excellent, world class, journalism. We have had good feedback from this article and I feel we are privileged to be able to share this high quality information with you.

If you are restoring your vehicle please take plenty of before and after pics, make notes as you go and when you have finally completed your pride and joy it will be easier to present us with an article so that we can share your trials and tribulations with our readers.

We look forward to reading about your project!

*Kevin Clarkson
Chairman, Beaded Wheels*

VCC Events

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

FEBRUARY

5-20	Wellington	Spotty Dog Run
11	Nelson	Picnic at Rabbit Island
12-13	Hawke's Bay	National Veteran Rally
12-14	Banks Peninsula	Levels Race Meeting
13-14	Waimate	Wallaby Run
13-14	Far North	Club Captain's Weekend Away
13-14	Waikato	Camping weekend Patton Farm
14	Horowhenua	Sunday Run
14	Otago	Vintage Venture
14	Rotorua	Club Run
14	S Otago	Picnic Run
14	Wanganui	Blue Smoke & Pedals
14	Wellington	British Car Day
15	Sth Cant	Chairman's Run
17	Bay of Plenty	Mid Week Run
17	Otago	Sparkaholics Run
19-21	Hawke's Bay	Art Deco on Wheels
19-22	Sth Cant	Haast Tour
19-21	Waikato	Motorcycle Touring weekend
20	Gore	Festival Rally
20	Nth Otago	All British Day
21	Marlborough	Motorcycles depart Brayshaw Park for Havelock
21	Otago	Vintage Venture
21	Taupo	Picnic Run
24	Wellington	Kapiti Midweek Run
26-6	Canterbury	9 Day Open Vintage Rally
26-28	Sth Otago	Weekender
27-28	Canterbury	Annual Rally
27	Central Otago	Ranfurly Art deco Run
27	Manawatu	Ruahine Ramble
27	Wellsford/ Warkworth	Swap Meet
28	Bay of Plenty	Family Beach Picnic
28	Gisborne	Club Run
28	Marlborough	Steam Ship Cruise at Picton
28	Sth Cant	Mystery Run
28	Taranaki	Waitara Mini Vin
28	Wellington	Gymkhana

MARCH

6	Auckland	Veteran Rally
6	Canterbury	Boot Fair
6	Marlborough	WOF Day
6	Otago	Swapmeet & Car Boot Sale
6	Southland	Veteran Rally
6	Wairarapa	Rex Porter Memorial Rally
6	Waikato	Vintage Venture
7	Canterbury	Rear Wheel Brake Rally
7	Gore	Frank Robson & Clearwater Capers
7	Otago	Best of British Charity Motoring Day
13	Sth Otago	Motorcycle Rally
13	Taupo	Lake Taupo Rally
13	Wellington	National Executive Meeting
14	Canterbury	Commercial Rally
14	Horowhenua	Ted Green M/C Rally
14	Sth Cant	Mid Island Rally
14	Sth Otago	Clutha Motorcycle Rally
17	Manawatu	AGM
17	Otago	Sparkaholics Run
17-26		National SI Club Captain's Tour
19-22	Bay of Plenty	Last of the Summer Days Rally
20-21	Canterbury	Jim Toohey Motorcycle Run
20-21	Wellington	Club Captain's Safari
20	West Coast	Scenicland Rally
21	Auckland	Vintage Muster
21	North Shore	Posh Picnic
21-27	Gisborne	Classic Car Rally
21	Hawke's Bay	Vintage Only Rally
21	Horowhenua	Veteran Rally
21	Marlborough	Drive to Karamea
21	Wanganui	Sunday Run
24	Wellington	Kapiti Midweek Run
27	Horowhenua	Swap Meet
27	Sth Cant	Winchester Swap Meet
28	Bay of Plenty	Trenchmate Hill Climb at Waihi
28	Gisborne	Club Run
28	Gore	Ladies Run
28	Horowhenua	Veteran Tri Rally
28	Nth Otago	Ngapara Coal Pit Hill Climb

28	Waikato	Shed Raid
28	Canterbury	London to Brighton Veteran Run

APRIL

2-5	Canterbury	National South Island Easter Rally
2-5	Rotorua	National North Island Easter Rally
10	Far North	Brian Parker Rally
11	Nelson	John White Trophy, Restoration of the Year
17	Wellington	Twilight run
17	Banks Peninsula	Race Meeting - Ruapuna
17-18	Marlborough	Motorcycle ride to Motueka
18	North Shore	Northern Raid Rally
18	Canterbury	P Section Rally
18	Gore	Swap Meet
18	Sth Cant	All American Day
18	Wairarapa	Club Captain's Run
24	Canterbury	Rural Run
24	Nth Otago	Gerald Lynch-Blosse Memorial M/C Rally
28	Wellington	Kapiti Midweek Run

MAY

1	Ashburton	Swap Meet
1	Banks Peninsula	Race Meeting - Levels
1-2	Wairarapa	Motorcycle Reliability Run
8	Southland	Waimea Motorcycle Rally
8	Canterbury	Quiz Night
9	Far North	Topp Trophy/Mother's Day Rally
12	Far North	AGM
15-16	Canterbury	Autumn Two Day Run
15	Southland	PW/P60 Run
16	Sth Cant	PV/PWV/P60 Rally
22	Gore	Night Trial
23	Canterbury	Scooter Run
30	Canterbury	Restoration of the Year Run

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

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Subscription Time Again!

Existing membership annual subscription renewals are sent out in February. This allows members two months to pay prior to the due date of **31 March 2010**. If you don't receive your invoice please let your branch secretary know before the end of February so they can advise the National Office. You don't want to incur the late penalty payment because the postman has lost your renewal notice!

The option is given for payment directly into the Club's bank account. Please note, you **must** put your **membership number as the reference for the payment**.

Membership cards are forwarded to financial members in April.

Remember to let National Office know if you have changed your address or sold/purchased any vehicles.

Important Notice

The National Office will be operating on reduced staff from early May for four to

six weeks. This time has been chosen to be of less disruption to our membership.

Historic Race Licence

All members who hold a VCC Historic Race Licence are responsible for making sure this has not expired. If you wish to renew your licence, please forward \$22.50 prior to the expiration date, along with your VCC HRL number or old HRL card, and it will be updated.

Executive Meeting

The next Executive Meeting will be held on the 13 March in Wellington. Should you have any item for discussion by the Executive, please advise your Branch Chairman or Delegate.

Wishing to transfer your membership to another branch?

Please remember that the relevant forms must be completed. These can be obtained through your branch secretary.

Branch levies do vary between branches so the fee may vary from the annual subscription notice forwarded in February if you transfer after this time.

Discount For Members Crossing Cook Strait

All branches have been supplied with special codes for our members to use, when wishing to obtain a discount crossing Cook Strait. Applies to Interislander and Bluebridge ferries. Please refer to your branch newsletters or contact your secretary if you are unable to find the code.

Veteran Car Club Of West Australia

National Post Vintage Rally, Busselton, West Australia – This event is being held from the 8–15 September 2010. The National Office has entry forms if anyone is interested. The rally is open to all vehicles manufactured from 1931 to 1985.

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

Dear Sir,

Enclosed is a photo of a 1930 Chevrolet Club Sedan which I have just restored and put on the road. I pulled this vehicle out of a paddock south of Hokitika about 35 years ago and it has become a bit of a marathon over the years – the end result is a beauty.



I have seen town sedans, tourers, coupes and roadsters and I am wondering if there is another member who is also a proud owner of a club sedan. I have been reading with interest the comments pertaining to the 1929 Chevrolet Wentworth.

Some years ago an old gentleman told me that towards 1929 there was an over supply of '29s so to try and sell them off the tappet covers and side covers and some other items were chrome plated to make them look special and were sold from the Wentworth building in Christchurch.

Tom Griffin
33 Pitt St, Runanga
bizcut@xtra.co.nz

Dear Sir,

I am trying to find some information on a 1918 Reading Standard owned by Bill Munro, Stokes Valley. I got the details out of a book (*New Zealand Motorcycle Heritage*) written by Maureen A Bull. I own a 1920 Reading Standard that I am currently restoring and am pretty interested in finding more details on the Reading Standards to aid in my effort to fix my bike.

Terry Cassidy
Mal's Hire & Hardware
3 Channel Highway
KingstonTas7050
03 6229 7666

Dear Sir

I wonder if you are able to help with the history of a recently purchased vehicle. A Bedford pickup truck which I am restoring was imported to the UK together with a similar more recent model. The New Zealand registration was 533star570, which



I believe was issued in 1933-34. It has a car engine number VX35150 manufactured in 1931 and I believe the chassis is also that of a car. It is possible that it arrived in New Zealand as a chassis/cab which was then fitted with locally produced bodywork. A picture is attached.

Perhaps one of your readers would remember the vehicle, and such reminiscences could help fill the gaps in its history.

John Moore
ALLEN220@aol.com
42 Bilston Road, Willenhall
Wolverhampton, WV13 2JL
Great Britain

Dear Sir

Can your readers help me locate some passenger transport icons of the past.

I'm interested to track down the location or fate of the six Ansair Clippers that were imported from Australia in the early 1950s by Newman Coach Lines.

These coaches were based on the famous American Flexible Clipper and they were regularly seen on the Wellington to Napier bus route. Despite my extensive enquiries I haven't been able to find out what happened to these unique coaches. If any of your readers have any information regarding their whereabouts or what happened to them I would be keen to know

Bill Tunncliffe
billt@intVOICE.co.nz
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Napier 4110
06 833 6007

Dear Sir

In just over a decade of construction through the 1950s, just 65 Jaguar XK sports cars were sold new in this country through three dealerships. Remarkably all but two are accounted for and still exist. Even more curious is that the missing two are identical examples of the least common body type, the XK120 drophead coupe.

Only three XK120 DHCs were sold in New Zealand, all arriving in 1954 and one going to each of the dealerships. A green car to Archibalds in Christchurch is now overseas, but the other two are not traceable beyond their first owners. Both were cream with red upholstery and fawn hoods.

The motor from the Wellington area car is known to be installed in an early XK 120 roadster, but what befell the donor car

for that to happen is unknown. In the case of the Auckland car, the widow of the first owner recalls it being sold in Auckland in the late 1950s.

As the heaviest and most luxuriously appointed of the XK body types, the dropheads were least suited to racing, but would have been highly conspicuous among other 1950s machinery. It's hard to understand how two such distinctive cars have fallen off the radar. It's possible both were written-off in accidents, but that makes even more remarkable the survival of all 30 roadsters sold here, many of which were extensively raced.

I'd greatly appreciate any contact direct or through this column from any readers who can shed light on the fate of either car. Any scraps of information, even rumours, might help fill the last gaps in what is a remarkable national survival history for what was a mass-produced sportscar.

Bill Cockram
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03 312 6866

Dear Sir,

I think the pretty little lightweight sportscar shown inside the front cover of the last issue as 'previously belonging to Les Hill' is an interesting little brute called a GN. It's the single cylinder head sticking out of the side of the bonnet that is the clue, although my only slight reservation is that the rocker box looks a bit modern. The general layout of the thing looks right otherwise. If I'm right, they were made up until 1922 using GN's own V twin engine and were Morgan's great rival in the cyclecar and light car race categories of the day. They had more than you might think in common with a '20s Morgan too, despite the extra wheel. As well as the V twin engine both used chain and dog-clutch transmissions. A GN had several chain sets with different gearings; all freewheeled in neutral, at which point you locked up the preferred ratio and you were driving. Simple, light, cheap, tough and involved a huge amount of messy chains. The system allowed a fast change; the demon tweak, at least with Morgans, was a kill button on the gear lever, kill the motor and slam the lever over in one 'smooth' move (Crash!) and don't touch the main transmission cone clutch at all.

The GN stood for Godfrey and Nash. Nash later went off to make his own car, the more famous Frazer Nash, retaining the interesting 'amateur mechanic friendly' transmission, but losing the V twin motor, sadly. (Hence the expression 'Frazer Nash Chaingang', and I read in an old magazine once that it is (apparently) 'the true test of an owner that he can drive his Frazer Nash

historical snippets of motoring
interest from years gone by

Graeme Rice

timelines

100 YEARS AGO – 1910

It was cheerfully reported in the *Otago Witness* that Mr. A Birch, who had been in hospital for the past fortnight as a result of a spill on the Kilmog Hill during his recent attempt on the Christchurch to Dunedin road record was “steadily recovering from his bruises and would probably leave for home this week.” Jolly good!

75 YEARS AGO – 1935

Oh tut – a poor *Dominion* motoring writer got told off for writing about Sir Malcolm Campbell's new Bluebird. He mentioned the V12, 36 litre, 2000bhp engine, fins, twin crown wheels and pinions, streamlined bodywork and twin driving wheels for greater traction. If only he'd mentioned all the particulars were provided by Bluebird's sponsors - the Dunlop Rubber Coy. In his next column he ate humble pie and apologised to Dunlop – “to whom we are most indebted.”

50 YEARS AGO – 1960

First there was the honest Beetle – you know - the one with the flat four, no fuel gauge, bootless bonnet and the 1934 teardrop styling – the Volks (Folks) Wagon. Suddenly it was not enough, there was a VW sailing across Sydney harbour – the Boatwagen. Finally the Karmann-Ghia arrived – the SportWagen. Trouble was its stock 36bhp motor, extra 170lbs and £1895 price, same as the Sunbeam Rapier, Super Snipe, Citroen DS19 and the Ford Custom 300, but without any performance. “Never mind, said the Aussie journo – buy a supercharger, slap it on, and wow!”

30 YEARS AGO – 1980

Petrol was about to rise from 43 to 50 cents a litre, so articles on LPG & CNG from Maui and Kapuni gas fields were common, along with discussions on how long it would take to recoup the price of a conversion. Meanwhile the AA tested petrol and gas versions of Ford's \$32,245 luxury LTD “plushmobile” and found little difference, the LPG powered car having marginally slower acceleration, but nearly as much usable boot space.

mailbag

to a dinner party and arrive without grease on his dinner jacket).

My particular interest is Morgan 3 wheelers, and you can't read the history of these spectacular little cars without being aware of the GN as well. Between them they seem to have filled most of the top places of most of their race categories of the early 1920s. Later they became involved in another way. After a particularly nasty and well-publicised crash at Brooklands, Morgans were banned from racing. ‘Four wheels good, three wheels bad’ to misquote George Orwell. The official line was that they were too dangerous, but no Morgan owner will ever believe that it was anything other than a particularly nasty example of the rich kicking the little man at the first excuse because our ‘clockwork toys’ went faster and better than more conventional ‘poncey’ cars of two, or three, or even four times the price. Anyway, after this, one way to get your race Morgan track legal again was, to fit a GN back axle. GN back axles are live. There is no differential, so they are fairly narrow tracked to reduce scrub a bit. They hang off radius arms and leaf springs and almost bolt straight into a 2 speed Morgan. Just a couple of chainlines to sort out. The result was a pronouncedly crabtracked four wheeler Morgan that cornered extremely well. The live axle makes them start to drift early and in a very controllable way, I am assured. There are a few of these still about; they are regarded as either a bit unnecessary, or even a bit heretical by most, but their owners seem committed to them.

If any bits of this car are sitting about I'd be interested to know about them. As you can see it would sit easily with my usual obsession, being a closer relation than either of their manufacturers would have liked to admit in their heyday. If just the back axle were about I might well be able to think of a use for that too....I'm on 06 835 9492, or you can probably get hold of me through the Hawke's Bay Branch; I think they all know who the Morgan obsessive is by now.

I hope the little thing still survives; it's a pretty car.

David Gardiner

Dear Sir

I have recently written an article for the Porsche Club New Zealand *Spiel* about the first 10 Porsche Sports Cars registered in New Zealand between 1955 and 1961.

In my research I have traced eight of these cars, of which six are here in New Zealand and two are now in Australia. Further, I have supplied this information to Philip Coyle who is authoring a *History of Porsche in New Zealand*. Of the six here in New Zealand, five are in still in use

today and the first car, registered here in November 1955 is now in Wellington and undergoing restoration.

My quest is to find as much information as I can about the No. 2 and the No. 9 registered cars which I have classified as MIA (Missing In Action) at this time.

The 2nd Porsche registered in NZ was registered in December 1957, to J (Jack) Shelly of Wellington and was the last 356 A T1. Coupe to leave the Porsche Factory in Germany. This car (Chassis 101,692) was Aquamarine Metallic Blue.

The 9th Porsche registered in NZ was a 356B T5, Coupe, (Chassis 113,487) registered to Alf Bell of Shag Valley Station near Palmerston in North Otago in January 1961 which he drove for a short time before buying a Condor Yellow 356B Cabriolet with a black Hard top. People may remember the Cabrio as Alf raced it at early South Island race meetings including Waimate.

Do any readers remember either of the above two Porsche Coupes to contact me.

I would appreciate any information readers may recall about these important parts of NZ Porsche History, whether it may be Where they saw them, who may have driven them, who was the owner or what was their possible disposal?

If anyone out there has either of them sitting at the back of a shed or under a cover in their garage somewhere, could they please move it into the sunlight, as these two cars are an important part of New Zealand Porsche History.

Graham Lister

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Nigel Humphreys Graphics June 2009 - B

THE WAY WE WERE

Words Grant Hitchings

It seems that the longest serving member of the Vintage Car Club in Horowhenua Branch is eighty-year old Ivan Benge. I found information on him and his vehicle collection in one of their newsletters, and also uncovered the valedictory article written when he received his 50 year award. This was presented to him at the Wellington Branch 50th Anniversary Dinner in 2008.



Rita and Ivan Benge

Ivan's father was a motor mechanic managing his own garage and workshop in Upper Hutt until he retired in the late '60s. It is understandable then, that at an early age Ivan developed an interest in the motor vehicle and so, after attending Wellington Technical College, he began an apprenticeship with Dominion Motors in Wellington in 1946. He still remembers the first post-war car to arrive in the showroom – a black 2 door, 1946, Series E Morris 8, selling for £525. He said that all the models for the first year were 2-door. His most fondly-remembered vehicle was the 1947 Wolseley 18/85, a very peppy car for that era.

One of his special memories is meeting Lord Nuffield who was visiting Sir Charles Norwood, the owner of Dominion Motors in Wellington. This happened in 1948 and after inspecting the workshop Lord Nuffield spent some time examining a bull-nose Morris Cowley truck that was in there, much to Ivan's delight.

In 1951 he joined his father at the garage eventually taking over the business and running it until he retired in 1988 when his son, Robert took over its management.

Ivan married Rita in 1951 and they have three sons, the youngest, Robert is a Wellington Branch member. The Benges were members of the Wellington Branch initially – he being a founding member when that branch was formed in 1958. Both served on the main committee for a number of years with Rita the first social convenor.

After his retirement, he and Rita relocated to a house at Foxton Beach. The property accommodates a 112 m² garage for obvious reasons. They then joined Horowhenua Branch where they have had 20 years of very happy times with the membership there.

Ivan's main contribution to Wellington Branch was helping to establish its spare parts department, which developed after a

parts auction in November 1972. With help from other members and benefiting from his experience in the Benge Garage he operated the 'Parts' for a number of years eventually passing its management on to John Wilkens before he and Rita moved to Foxton Beach. As well as supporting Horowhenua Branch events he has been part of the committee organising its Swap Meet and assisting with the running of the branch parts shed. He is also involved with processing the VIC inspections.

The Benges have participated in many rallies both in New Zealand and overseas and Ivan has an impressive list of previously owned vehicles. His first was a 1924 Morris Cowley Tourer, which he paid £15 for in 1947. This was followed by a 1930 Model A Tudor, a couple of Morris 8s, a DX Vauxhall, and a Series E. Then came two Ford V8s, 6 different Morris Oxfords and a variety of Morris Minors and Marinas. He said his initial training at Dominion Motors in Wellington kept him faithful to Lord Nuffield and the Morris made cars.

Ivan's first restoration project was a 1924 Overland Tourer bought just before

he joined the VCC. It was completed in time for a major rally in 1960 and is still motoring well. It has unusual features which include chassis rails with flanges that turn out rather than in; an engine, clutch and gearbox all running in the same oil bath and triplex springing front and rear which is quarter elliptic in almost transverse position. This car was sold in August 2008, after 50 years of ownership.

A 1930 Model A Cabriolet was his next project and he finished its restoration in 1974. This vehicle is still owned and used regularly by him. Also owned were a 1954 Triumph TR2 in original condition and sold to a Wellington Branch member in 2003; a 1939 Bedford BXC ½-ton truck which was fully restored and sold in 2006, and a 1965 Riley 4/72 Saloon in immaculate original order owned in 2004-2005. He is presently restoring a 1938 Chev HB Coupe, which keeps him busy.

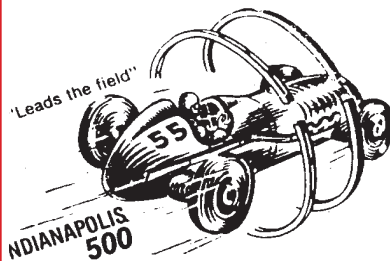
Ivan has a brother 'Snow' Benge who is a member of Wellington Branch. He is four years younger than Ivan and, I'm told, is just as fastidious about restoration as his brother.

bw

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Christchurch crew in their 1939 Dennis fire engine.

3rd National Commercial Rally

Words and photos by Mark Tomas

The Waimate branch hosted the 3rd National Commercial Rally on Labour Weekend 2009. This was a much anticipated event for the branch as it was the first National Rally to be held in Waimate. The fantastic weather rewarded the organisers for all the effort they put in and helped to showcase the weekend activities. With 66 entries, the township saw many beautifully restored vehicles arriving on Friday afternoon.

The Friday evening registration at the clubrooms gave all the guests an insight into what was to become a great weekend. After dinner in fading light attention turned to a very large searchlight parked outside the clubrooms. This became a big attraction for the rally guests and many other local people who were curious to find out where this fantastic light beam slowly moving about the sky was coming from. The light was brought into town by a local club member Murray Dempster and a group of fellow historic military enthusiasts. The WWII light providing 800 million candle power proved to be quite a sight for all to enjoy. The light show was just a

small part of a much bigger display organised for the rally guests to enjoy on Sunday afternoon.

Saturday morning gave everyone their first chance to see all the vehicles together, and what a fantastic sight it was. They came from as far south as Dunedin and as far north as Wanganui, the oldest vehicle Don Bennett's 1912 Albion. National President John Coomber and his wife Christine came to Waimate to be part of the rally and hitched a ride with Daryl Brown and his family in their 1972 Bedford fire engine. John and Christine thoroughly enjoyed the ride. Among the very interesting vehicles was a beautifully restored 1939 Dennis fire engine from the Canterbury branch. They were also keen to demonstrate their fire fighting skills although squirting one of the concours judges may have worked against them.

The start of the rally kicked off with a bagpiper escorting away the first vehicle. The short route provided a pleasant tour through back roads of Ikawai to the lunch stop. The long route over Meyers



Murray Dempster's military display, searchlight at rear.



Roger Mahan's 1913 International at the field tests.

Pass was not for the faint hearted, especially up on the back of an open top fire engine. This required steady nerves due to some steep drop offs. This also set the scene for Ross Brunton's hard luck trophy. Ross's immaculate 1947 Ford V8 truck stopped right at the top of Meyers Pass. The back-up vehicle arrived hoping they had just stopped for a yarn (no such luck). With a bit of a poke around, it was decided that the new set of points fitted that morning may have had something to do with it. Fan off, distributor out, down on knees to study the insides. An internal short was rectified. Fingers were crossed and the Ford fired up. Yee haa! It was on to the lunch stop at Historic Campbell Park Estate near Kurow.

A magnificent English style country house built in 1876 with surrounding buildings and grounds provided the perfect venue. With the annual Mt Cook rally entrants having their lunch stop there as well, a wonderful collection of vehicles had come together. The Waimate Branch appreciated the help of the North Otago Branch who organised the entry and parking of all the vehicles at Campbell Park.

After lunch, all travelled the return route south alongside the Waitaki River into Otago. Directions were given to a shed near Morven storing part of Don Wakenshaw's collection of Austins, Rileys and Wolseleys, many of which are rare examples.

Sunday morning had everyone converge at Knottingley Park for the gymkhana events and vehicle judging. This was another magnificent venue with much comment on how great the park looked. The entrants performed five different tasks to earn points. The vehicles were then all parked up for display with many local people coming to enjoy the spectacle. The crew from the Canterbury Branch gave the little and not so little kids rides in their fire engine and let them experience using the fire hose.

After lunch it was off to the Waimate Branch's 'recommended must do' visit to Murray Dempsters historic military display. Murray and his fellow military enthusiasts had brought together an impressive collection of historic vehicles, weapons and memorabilia. A raffle was held to fire a 105mm Howitzer field gun which was pointing down the paddock. Unbeknown to anyone, Murray arranged for the old outhouse in the distance to explode into a fire ball just as the gun was fired.

Prize giving dinner was on Sunday evening. Our guests were welcomed to Waimate by Mayor John Coles and the trophies were presented by National President John Coomber. The overall rally winner was Waimate branch Chairman Lindsay Hossack in his 1930 Morris Cowley truck. Murray Dempster was awarded the Watchorn trophy for outstanding achievement in the preservation



Martin Rooney's 1929 Ford Model AAC.



Knottingley Park entertainment courtesy of the Christchurch crew.

of commercial vehicles. The most original trophy was awarded to Roy Grainger for his beautifully presented 1939 Diamond T. Concours trophy went to Martin Rooney for his outstanding 1929 Ford Model AAC. The judges' choice was vindicated as Martin's vehicle also took out the people's choice award.

With official duties done it was time for entertainment. During the course of the dinner all were captivated by watching local talent Bill Scott's amazing painting coming together using only a small paint roller.

The Monday morning cuppa and farewell at the clubrooms was a good chance for all to say goodbye and agree on what a great weekend it was. It also gave rally chairman Stewart Townshend a chance to demonstrate the 'mystery object' (field test # 5), which was a Model T rear axle bearing shell puller.

The Waimate Branch thanks all those who came to enjoy a weekend of sights, motoring and fellowship. This was a great success for the Waimate Branch and also for the township. bw



Jerry Wing's 1929 Austin 7.



Artist Bill Scott in action at the prize giving dinner.

Along for the Ride *again*

Words and photos Stephen Caunter



For those long time readers of *Beaded Wheels* this story starts with Issue 260 in 2003. It featured a piece I wrote as a mere observer/passenger on the 1st National Commercial Rally. Let me quote the final paragraph.

“With my new found interest in Commercial vehicles I no longer have a Hi-Lux in the plans but maybe something along the International line. So maybe I’ll be there again next time, but in a different capacity”

This was to haunt me as six years on there I was as a fully paid up VCC member in my International D2 truck attending the third National Commercial Rally hosted by the Waimate branch. If you’re interested my truck history is on my website www.farmall.co.nz.

Being based in Nelson, the idea of driving the truck to Waimate was a little overwhelming, so thanks to Solly’s Freight for their assistance in getting it to Christchurch.

Our adventures started on the Friday morning setting off with my son Logan as passenger and navigator for the weekend. Light rain did not dampen the spirits but the cost of the spirits filling the tank and the spare gas cans did! The idea of irate motorists tooting at us did not appeal and thankfully we motored along pretty well and enjoyed the many passing lanes along SH1. Our first stop was Tinwald to visit a fellow Vintage enthusiast where the radiator decided to put on an act with a steady stream of water coming through a hole at the bottom. This was quickly fixed with the magic blocking agent and to date it has given no more problems. We lunched at Caroline Bay, Timaru and took Waimate by storm mid afternoon.

The town was hardly abuzz with activity as we found our way to Rally Headquarters at the Waimate Branch clubrooms. Slowly but surely the other entrants collected rally packs, chatted and enjoyed supper. Saturday was rally day and the first vehicle was piped away on the dot of 9am. There

being the choice of the shorter sealed route and the longer (there might be some gravel) route. We chose the latter with no end of bravado. The longer route was estimated at 120 miles and knowing where we were going or so we thought. My navigator did a fine job although voices were raised out of necessity.

We enjoyed the rural landscapes of Waimate through to the Pentland Hills then on to and over Meyers Pass. This was the real eye opener with some great scenery and thankfully most of the gates had been left open. Meyers Pass connects the Pentland Hills and brings you out about halfway up the Hakataramea Valley. Some great country and a few “not scared” moments where the brakes got a little hot. We emerged unscathed into the Haka Valley and then onto Kurow for an ice cream stop and where the short route participants emerged as well.

Lunch was down the valley at Campbell Park. This is a grand country house

International



Ford V8



Diamond T





Murray Dempster and team letting off a few rounds during the military display.

with a rich history, visit their website (www.campbellpark.org.nz) to see the grand setting for lunch and a display of vehicles. As we were arriving so was the North Otago Branch enroute to Mt Cook. The two sets of vehicles merged and we all enjoyed the opportunity to check out the other vehicles rallying that weekend. The afternoon section took us to Morven, back over the river heading north. At this point we had hopefully answered the seven questions put to us and as it turned out some differing interpretations of the questions! Exactly 100 miles covered without a hitch.

Sunday dawned as fine and calm and pleasant as Saturday and we met at Knottingley Park for the field trials and a public display of the vehicles. The trials consisted of getting as close to a soon to be opened gate and secondly moving forward one complete wheel revolution. With a little cunning we managed both reasonably well. The other tests required the identification of a "Model T Rear Axle Roller Bearing Shell Extractor". It was a tough

one to get full points and it would seem not many people know what one of these looks like, also guessing spark plugs in a container and steadiness of hand test.

Then off to one of the highlights of the weekend and that was attending the military display put on by Murray Dempster. He brought together a range of military enthusiasts with all manner of army gear. We had spotted them the evening prior with their search light combing the South Canterbury skies for enemy aircraft. There were Bren gun carrier and Land Rover rides, and the firing of all manner of guns. When the siren sounded it was time to stick your fingers in your ears! These guys were having great fun.

The rally concluded with a dinner at the local rugby clubrooms. Titled "A Night to Remember" and it certainly was. The local theatre group put on some hilarious skits and there was the painting during the evening by local artist Bill Scott. You may remember the sort of thing that Rolf Harris used to do on TV. With a roller and ever

changing shades of paint a 1924 Graham Bros truck emerged from the canvas. This was the ultimate raffle prize drawn at the end of the evening.

I had the pleasure of meeting some new people and learning a lot about the Vintage motoring movement. We won a couple of raffles which were put to good use when filling up yet again. To top it off we were awarded third place in our section so I was able to give the navigator a pat on the back for a job well done.

Monday morning was a trip back to Christchurch, (collecting a replacement door on the way) a quick lunch then off in the modern to get home that evening.

Over 300-plus miles we hardly missed a beat so I am not sure what all the stress was about.

Well done to the Waimate Branch and the local committee who ran a very tight ship creating a very enjoyable and memorable weekend. bw

Meyers Pass



International



Dodge



This ramble started with going to the Manawatu Branch Swap Meet at Manfield. It was an opportunity to check and see how my 1958 Vanguard Ute was going. The next day Sunday 18 October we drove down to Wellington to attend the Wellington Branch Vintage and Veteran run.



The run went to the Rimutaka summit returning via forestry roads to the former Siberia Railway Station on the Fell railway line. It was a very wet cold day with driving rain but a great opportunity to drive through one of the railway tunnels. During our touring around, I was on the lookout for car parts so we covered all parts sheds possible during our travels.

These first two events meant that we drove over 500 miles as a shakedown for our planned major tour to the South Island. I realised that my first job was to fix the two leaks in the windscreen that were uncovered in the driving rain and hail. I also checked the timing, sparks and changed the oil.

On Tuesday the main adventure started. We were to attend the VCC National Commercial Rally in Waimate over Labour weekend, but decided to use as many routes as possible off the main highways both going down and returning back. So down to Wellington and onto the afternoon sailing by Bluebridge followed by a night in Blenheim.

We spent a glorious time cruising down the Kaikoura coast with photo stops as we travelled towards Christchurch. Since it was Wednesday we visited McLean's Island – Canterbury Branch parts shed. We spent several hours there and left a wish list of items to pick up on our return trip. We received great hospitality from the members there. On to Rakaia for our next overnight stop.

Thursday was another push south but not on the main road. At Hinds we went inland by various routes ending up at Geraldine, then onto SH79 through the valleys – coming out onto SH8 and again turned off at Cave. Through various roads, finally onto Back Line Road which we followed all the way to Hunter and Waimate. The weather turned bad during the afternoon with heavy rain and hail.

The fords had a reasonable flow of water but no problem for the ute.

Friday a nice day – free time to explore before the evening get-together at Waimate VCC clubrooms. Firstly to Oamaru, then around the coast, back to SH1 then off to Trotters Gorge. Petrol stop at Palmerston and back onto SH85. We saw a turn off to Macraes Flat – what a good idea. More photo stops and marvellous views of the mining area. We decided that Middlemarch was a bit too far out of our way so turned back and went down to SH87, but again another route off to the left at Kokonga, basically following the old railway line, coming out at Ranfurly for lunch. Naseby is a must to visit the Old Car Museum. We were very taken with the Austin 7 Ruby convertible. The owner called a couple of friends and they came to look over the Vanguard. Danseys Pass is interesting, especially as there was snow at the top and we met a stock truck coming down as we were going up. Out to Duntroon, to Kurow and back to Waimate. All told 200 miles covered on our “day off”.

Friday evening was a chance to meet others attending the Rally and of course look carefully though the parts shed for treasures. I am working on a 1938 Hillman 14 and it is very difficult to locate any parts for that model, as it was only produced for three years before the war. The side valve 1944cc engine was the forerunner of the Post War Humber Hawk.

Saturday – fine but cool as vehicles assembled at the Waimate VCC Clubrooms – some to go on the short route and others like us to go on the long route which we later found was to drive over Meyers Pass.

On the afternoon route we had time to inspect a couple of sheds of older vehicles. It was very nice of the owners to let us inspect the treasures inside; Austin, Morris, Riley and Wolseley cars and Utes well represented amongst the vehicles.

Sunday: Public display and a series of tests for drivers and navigators..

Monday – time for a farewell cuppa. On the recommendation of Bill Weir we drove to Geraldine to visit the Vintage Car and Tractor Museum. We spent a lot of time there and would recommend this museum to anyone passing through Geraldine. More rain – very heavy at times – We continued on SH72 (the inland route) stopping at Glentunnel Camping Grounds for the night.

Tuesday, still raining and the Ute did not want to start. Checked all the usual things and finally found that it was the 12 volt line from the coil to the distributor where the problem was. We decided not to go up Arthur's Pass because the weather was so bad so toured to Banks Peninsula, by all the back roads of course. We ended up at Motukarara on the main route SH75. We turned off at Little River to explore the coast. Wound our way up a very steep and winding road – on gravel and through the mist with visibility down to 20 metres at times. Almost at the top we met a farmer in his Toyota Ute, speeding along towards us, with no where to go. Much slamming on brakes, we could not go very far to the left side as it was a steep drop off and the farmer slid with all four wheels locked towards us and up the bank a bit on his side of the road, finally stopping six inches from our bumper. After a deep breath and slow down of the heart rate we talked – the farmer said that he never expected to see another vehicle on the road, much less a Vanguard Ute like ours. We inched pass and continued on the road finally dropping down to Akaroa Harbour at Wainui. On this side there was a sign saying four wheel drive only – however we did not have any problems – first gear most of the time going up and again coming down. Around the Harbour to Akaroa for lunch.

On Wednesday we drove around Christchurch, ending up at MacLeans



Lacre Centennial

Words and photos Terry Lambess

Island mid morning. We had the place to ourselves as the troops do not arrive until nearly 1pm. Steve wandered around all the diffs and found one suitable for his A60 Cambridge. Once the team arrived we collected the hood of an A55 Ute that they had ready for us, plus new windscreen wiper arms and blades that we found. I installed them on the Vanguard straight away. We dismantled the springs from the A60 diff and stacked those plus a windscreen for the A60 and a few other bits and then we were ready for the road.

That night in Culverden it poured down again and was very cold. Thursday morning the Vanguard did not want to start again. Two of us checking this time. Steve went off to get some CRC and Quickstart, but before he returned I checked the 12 volt line to the distributor and that was the problem again. Once started the engine ticked over fine. The inland Kaikoura route looked very spectacular with snow on the hills. The closer we got the colder it became, until we were travelling along with at least 40mm of snow on the side of the road. The road was clear so no problems and the heater was working well. As long as the window was not wound down for photos we were warm. At Picton the Bluebridge ferry was running late due to high seas. As we got back into the Vanguard after the rough crossing I suddenly thought about petrol. We had covered 298 miles so obviously not much fuel left – the first objective stop at the Caltex truck stop where we put in 60.5 litres. That was cutting things fine again.

We covered 1600 miles on the South Island ramble, without any serious problems. Only used half a pint of oil to top up when I checked the next morning at home and averaged 23 miles per gallon which I was happy about considering that on some days we were driving up and down a lot in first gear. bw

Sunday 14 June 2009, Members and invited guests gathered together at the Northland Vintage Car Clubrooms at Heritage Park to celebrate the 100th birthday of the branch Lacre Bus. Among the many guests were three members of the Wilkinson family whose grandfather had originally brought the Lacre to Whangarei. It was much appreciated by those present to see this link with the past. The tale of the journey to Whangarei by HG Wilkinson from Auckland enthralled everyone. Garth Wilkinson related events as they had occurred. First a train trip to Onerahi (I believe was called Grahamtown?) then an overnight passage by steamboat to Auckland to pickup the Lacre. After the ferry across the harbour Wilkinson senior discovered buses were taking people to the Takapuna races. Not being one to miss an opportunity he immediately took paying passengers to the races! (Apparently uncovering a veritable goldmine.) Then it was on northwards driving along Orewa beach, onto what were bullock tracks. Roads as such were non-existent, the journey took about three days!

Garth Wilkinson then presented the

branch with his father's bus inspectors cap. This was much appreciated by our Lacre driver who was suitably attired but lacked a cap. We now have the genuine article thanks to the Wilkinson family.

The next event was the arrival of a telegram boy on pushbike to deliver a congratulatory telegram from the Queen to the Lacre on reaching 100 years! After the welcome was over afternoon tea was offered to all on tables resplendent with bone china tea-sets and silver tea services, everything to complete the old-time theme (a Vintage collectors dream). To finish the birthday celebrations all guests were taken for a short tour around the grounds of Heritage Park in the Lacre. This of course required several trips, the Lacre was really getting into her stride! Some reckoned the old girl was smiling, the passengers sure were!

It is the branch's intention to show the Lacre more often to the citizens and visitors of Whangarei. The branch believes this is only the seventh vehicle in the Vintage Car Club of New Zealand to reach 100 years and the oldest bus in New Zealand still able to be registered and run on the road! Roll on the next 100 years. bw



Left to right Garth, Russell and Alan Wilkinson, descendants of H G Wilkinson who originally brought the Lacre bus from Auckland to Whangarei.



Joseph Young delivering Her Majesty the Queen's congratulatory telegram.

100 YEAR HUDSON CELEBRATION

Words Ron Tuck
Photos Jim Beeby



Back in June 2009, I was approached by HET Club President, Phil Kidd, to see if I would be prepared to organise and run the centenary celebrations of the Hudson Motor Car Company. By sheer coincidence I happened to come across an ex-student who had been my navigator on Vintage rallies for some years. When she heard what I had been asked to do, she said, “You are going to need me to help you put it all together”. So Natalie and I became the organising committee.

Friday 30 October and old cars were arriving in Cambridge from all over New Zealand, some very recently restored to some very original examples.

Bruce Norrish from Dunedin drove up in his 1929 Essex, which had been shed stored since 1964. As a youngster, Bruce had heard stories from his father Graham about how reliable the old Essex was. He decided three weeks before the event to get it ready for the trip to Cambridge. After a trip to get the car “vinned” and a WOF, and fixing 36 minor faults it was ready.

Bruce’s father, now 86, accompanied him on the trip. Coming out of Dunedin on the hill, the fan sliced through the top hose (the concertina type) so they cut off

the hose by the damage, stretched it out and carried on. Things went well until the Desert Road, where the snow stopped the vacuum wiper, but they carried on to arrive in Cambridge early on Friday.

This to me is the real spirit of Vintage motoring.

Friday evening was a Noggin and Natter night in the VCC Clubrooms, which was soon bursting at the seams as members rolled up, all with stories to tell of their trip and renewing old acquaintances. The clubroom parking area had never had so many Hudson, Essex, Terraplane marques. They looked a magnificent sight in the late afternoon, with the sun shining on them and cameras were clicking from all angles.

On Saturday morning cars arrived at the Cambridge Racecourse with drivers and crews dressed up in period costume. What an imposing sight they presented to the spectators, some of whom had travelled quite a distance to see the big old Hudsons of service car fame. In fact we had one genuine 1925 Hudson service car looking like it had just finished its run.

We had arranged to have the cars lined up in chronological order for an initial

parade through Cambridge, which was quite a challenge by itself as we had to mix it with the modern traffic.

Before long, cars were climbing up Mangakawa hill, (the only one for miles around) where a great view was obtained. From here cars travelled over rolling country, past Hobbit town, through the Hinuera valley, over the Waikato river at the old Hora Hora dam to have lunch at the Hora Hora School, which had celebrated its 125th anniversary the week before.

Most of the local district turned out to see the old cars, which kept on rolling in for almost an hour. We were fortunate to have Mike Cherry, the president of the American HET Club and his wife Kathy with us for the weekend. Mike was amazed that cars were driven to the rally from all over New Zealand and that cars were driven on country roads. These two points were something that he intended to introduce to our American members. Mike was blown away with the way Kiwi’s run Vintage car events.

After lunch the cars passed the Lake Karapiro complex, the site of the world rowing champs in 2010, to go around



Roto O Rangi, past one of the biggest horse studs and then around a very upmarket subdivision at Leamington, before ending back at the VCC clubrooms.

Many members dressed up in period costumes for the evening function in the Cambridge Town Hall which was also celebrating one hundred years. The hall looked resplendent, with the tables laid out in the 1920s-30s style.

The formal part of the evening was kept as short as reasonably possible, with a welcome from President Phil Kidd, a short speech from Mike Cherry conferring Life Membership on our Patron Geoff Clark, (the only one the club has made) and lastly presentation of the trophies.

Next morning was the AGM which saw some bleary eyed people making their cheery way to morning tea, still telling stories. Lunch was served and people were making ready to return home, after one of the best weekends they had had for a long, long time. bw



RALLY SNIPPETS



Mt Cook and Nat Commercial entrants parked in front of Campbell Park homestead near Kurow.

MT COOK RALLY

South Canterbury Branch

Words and photos Bill Weir

Oct 24/26, Labour Weekend 2009

What a great weekend, with Mt Cook clearly on show in all its glory. Forty-six VCC vehicles participated in the 54th Mt Cook 2009 Rally.

This year we took the Southern route, joining the National Commercial Rally at Campbell Park, Otekaieke, on the Saturday. It was quite a sight to see all the entrants of both rallies in front of the historic homestead. South Canterbury Branch had seven members on the National Commercial Rally. After the lunchbreak and look around the homestead and grounds, we set off for Twizel, deviating on the northern side of Lake Aviemore and Benmore. Unfortunately there was a breakdown just before Campbell Park. Trevor Williams Dodge had to be trailered to Twizel. No guessing who received the Hard Luck Trophy at the awards dinner. The only other casualty to Twizel was Colin and Joan Pearce, who had a blow-out in their 1912 Sunbeam, their first in nine years.

Sunday was another beautiful day, and a hassle free trip via the outskirts of Twizel and along the canal road to Mt Cook.

The Awards Dinner on Sunday night in Twizel, was attended by 92 members and nine children. David Moore was awarded the Spirit of Vintage Motoring Cup. David and Helena, set off from Hawera in their 1930 Dodge, but only got as far as Picton, when things went Bang. Determined to

participate in the Mt Cook Rally and Alistair and Nola's Day's Veteran/Vintage run as originally planned, they returned home, picked up their '56 Holden. They crossed the strait for a third time, finally making Timaru, tired and suffering sleep deprivation but just in time for the start of the Mt Cook Rally.

It was also great to see the two Australian couples in Weir's 1953 Chevrolet, they certainly enjoyed the rally.

CLUTHA RALLY 2009

South Otago Branch

Words Noeline and Stuart Milne

Photos Jim Beeby

The day started at the Balclutha Town Hall for 76 competing vehicles. The first departed at 10.25am with remaining vehicles leaving at half minute intervals travelling north through the Hillend farming district.

Once past the time check point the long route continued on to Mt Stuart where dramatic views of the South Otago district could be seen, then down the Burma Road to SH8 through Manuka Gorge continuing to Table Hill, where the view over Tokomairiro district was just as good. Then onto Bruce Road for questions at the checkpoint.

The short route travelled on the Fella Burn Road to SH8 then on past the Mt Stuart Reserve meeting up with the long route vehicles for the run to Milton.

An opportunity to view the Peony roses at the Fagan's property was next on the journey, which took entrants heading towards the East Coast then



Clutha Rally: 1927 Ford T, G McConachie.



Clutha Rally: 1926 Austin D Hewson



Clutha Rally: Lunch time and McLay Boats

onto Tokomairiro Mouth Road through Moneymore, Lovells Flat and Kaitangata, returning to Balclutha.

Prizegiving, raffle draws, rally participants and a meal completed a perfect day.

37th FAR NORTH TOUR

Far North Branch

Words and photos Terry Lambess

Once again our Club Captain found an area we had not travelled before – not an easy thing to do as Northland is quite a narrow part of New Zealand. Most of the 95 rally packs were collected on Friday evening which was followed by a social time.

All entrants assembled at the clubrooms at 8am for an 8.45 departure in sunny conditions. An amazing collection of vehicles including a 1911 Rolls-Royce Silver Ghost and a 1925 100 MPH Bentley.

Off we went on the back roads to view the Hikurangi Swamp that has been drained and turned into dairy pasture. To Kawakawa for a train ride, the rail has been extended to Taumarere making a most enjoyable ride there and back. The



50 YEAR AWARDS



Far North Tour: Adrian and Syliva Garrett's 1911 Rolls-Royce Silver Ghost beside Steve and Dot Wynnes 1925 100 MPH Bentley.



Far North Tour: Morning tea ride at KawaKawa Station.



Far North Tour: Albert Littin driving his 1926 Chrysler 70 Roadster followed by Darcy and Trish Sterling in their 1930 Model A Ford.



Far North Tour: The Marsden Cross - this stands on the spot where on Christmas Day 1914 Samuel Marsden held the first Christian service in New Zealand.

afternoon run was onto the road to the Purerua Peninsula to view the Marsden Cross – the road has amazing views to the Cavallie Islands and Matauri Bay.

We travelled on some dusty back roads to SH19 and on to our final destination, Taipa, for our prize-giving.

Another successful event with great weather for the roadsters who were hoods down all – roll on tour number 38. bw

Graeme Duthie The Vintage Car Club Of NZ (Inc.)

Compiled by Marion McConachie

As a young lad and having just got his driving licence Graeme persuaded his grandfather and parents to let him have his grandad's Model T Ford. The Model T had been parked in the garage for sometime. With a battery and some petrol, Graeme and his father managed to start the Model T and drive it home. This was Graeme's only car and was used to travel to Dunedin, as he then lived at Taieri Mouth.

After some time, Graeme was invited to join the Vintage Car Club by Colin Harper, who owned a Vintage Vauxhall. To Graeme this sounded like a good idea. The first meeting he attended was at the Musselburgh Pumping Station to view the large diesel engines that were being removed from service. That was in October 1958 and after that meeting Graeme joined the Club. On researching his joining date, his subs and joining fee went through the cashbook on 10 November 1958.

He attended Branch AGMs, and in July 1980 he was elected to the position of Branch Assistant Club Captain. In the earlier days of the club there were no runs for Vintage cars so when the Balcutha Festival Car Rally came up in 1960 Graeme was there. Members were billeted in the area and there was a hill climb at Kaitangata on the Sunday. Graeme still has the trophy cup, which he won for the Vintage class.

In July 1959 Graeme purchased his Model T Tourer, which has a Ruckstell diff. In the coming years he had an accident,



Graeme Duthie (left) received his 50 year award from South Island Club Captain, John Chynoweth.

rolling the car into a power pole, severely bending it. After it was fitted to a straight chassis and minus the back seat he was on the road again. When Graeme first married, the car was dismantled and remained like that for many years as he didn't have the space or the money to work on it.

Now many years later, and with the space he obviously needs, he has again become more active in the club and has begun restoring a Model T Tourer, along with another purchased from Invercargill. Graeme also purchased in 2008 a roadworthy 1923 Model T Roadster. He now feels that he can join in the fun of driving the Model T rather than following on behind in a modern vehicle towing the backup trailer.

Graeme has been a member of the Otago Branch Committee. As Club Captain in 2008-09 year, and was voted on as Chairman for the current year.

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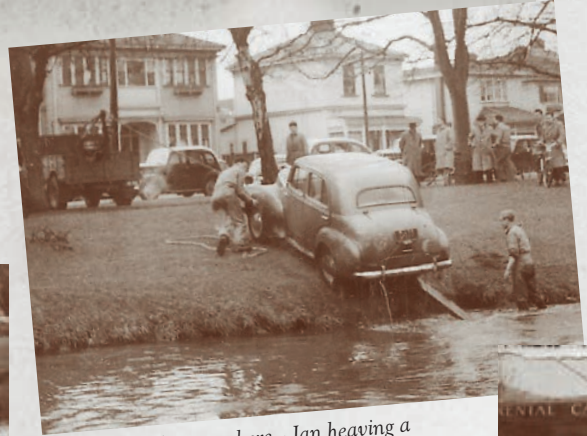
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Archibald's Garage

IN THE 1950s

Text Ian Thomson



Hello! what have we here - Ian heaving a Vauxhall up the bank.

Archibald's Garage staff members Dennis, John and Ian sadly consider the case of Vauxhall soaking up the Avon, only Allan seeks to do anything.



When an article on Jaguar appeared in BW 296. Ian Thomson of Waikuku realised he'd probably been the person who had done the pre delivery checks on the car that was the subject of the article "Full Circle." It prompted him to share memories of his early career with Archibald's.

In my last year at Rangiora High School and having read numerous motoring magazines describing a new streamlined and fast Jaguar sports car, I was excited at the prospect of actually seeing one. This was in 1950 at the Rangiora A and P Show, and there was a fee to enter a tent to view the car. Inside was the gleaming cream XK120 roadster owned by Jack Tutton. This car was the first to be sold through Archibald's Garage in Christchurch and Tutton took delivery of it in October of 1950. Little did I know that six years on I would be servicing and crewing the same car at many race circuits when it was in the hands of its second owner, Arthur Moffat.

In December 1950 I applied for an apprenticeship at Archibald's in Oxford Terrace, and was interviewed by a tall, slightly balding man with an arm in a sling, whom I later knew as Ray Archibald. I began with the company on a trial basis in the following January, and was overawed by the surroundings. It was a different life for a country boy coming to grips with a broom, making tea and shopping for cakes and cigarettes for the mechanics. I travelled from home to Christchurch by Midland Bus, alighting at the Bridge of Remembrance and walking along Oxford Terrace. I can remember Alvis cars for sale on a vacant section with a car case serving as an office. With the onset of winter 1951 I was paid extra to arrive early to sweep floors and fire up the workshop pot-belly stove.

One of my early jobs was washing new Bradford body parts that arrived coated in grease. A 44 gallon drum cut lengthwise and mounted on a stand served as a cleaning bath to hold kerosene. This very dirty job was located over a brick floor in a former stables area that had been part of the Royal Hotel next door. The Bradfords themselves came as CKD deliveries and were assembled mostly by retired tradesmen.

There was a lot to learn and a lot of makes and models. As well as Bradford and Jowett there were Jaguar, Citroen, Armstrong-Siddeley and Oldsmobile. I remember a consignment of six Jaguar Mk5 Saloons in CKD kit form being assembled to rolling chassis before being sent out to body building firms. It took many months during 1951 before the cars were finished and back in the showroom. New parts for 1928 Chevs still inhabited the parts store when I began, a legacy of a former sub-dealership.

A Bradford wellside ute was the workhorse for stores and the workshop, along with an ex-Air Force Guy short-wheelbase truck. This had a canvas top cab and was fitted with a recovery crane. It was an absolute gutless wonder!

A 1937 Ford V8 wellside ute and a Corgi fold-up scooter completed the company fleet; the latter being used when someone was required to retrieve a car from a panel shop around town. It was a lethal thing to ride, especially on ice, and was disposed of. Of course there was also the obligatory shop bike with a small wheel at the front topped by a basket for carrying small items. It carried a sign between the frame proclaiming "Archibald's Garage, 24 Oxford Terrace." the bike was laid to rest in 1952, and I believe was retained among Ian Archibald's collection.

The lube bay was alongside Oxford Terrace and if you were unlucky enough

to take a phonecall from a customer when a tram went past, conversation had to stop. By the time I began, Mr Archibald Senior (AJ) had retired but was still a regular visitor. Ian managed the rental car division. Noel the new and used car sales, and Ray was manager overall. I remember many trips over the Port Hills to Lyttelton in a 1938 Oldsmobile driven by Noel Archibald when shipments of new cars arrived. We'd be laden with batteries and fuel, and as many staff as could be spared to drive cars back from the wharves. Very few cars came in crates, but an exception I recall unpacking was a beautiful pastel blue XK120 ordered by David Owen. He subsequently drove it to a New Zealand Class C flying kilometre record of 121 mph, set on Tram Road near Ohoka on 18 April 1953.

Then there's the unforgettable aroma of new leather when opening the door of a Mk7 Jaguar that had been closed during the journey from England. These cars were shipped with heavy brown paper covering the seats. Yet despite the increased flow of new vehicles during the 1950s, we were still servicing Oldsmobiles, and mostly models from the 1930s. There was one later model though; a 1948 car owned by Bill Sticking of the Waltham Arms Hotel.

In July 1953 a fire in the rental car division could have been a disaster if not for the quick action of staff who closed the doors between the rental area and the showroom. This gave time to drive new and used cars out on to Oxford Terrace. A fuel tanker had been filling underground tanks and a quantity had managed to seep unnoticed up a dipstick inside the rental area. The seepage had found its way into the office where an electric heater at floor level ignited the fuel. Nobody was close at the time and there was no explosion. The fire burnt the rental office and spread under several rental cars before the fire brigade arrived. Damage was contained to



One brave fireman climbs aloft to join in a small boy's delight – smashing glass windows.

Everyone at Archibald's was either too rattled by the fire or else didn't know about it – so it was neighbour Tom Lilley who called out the fire truck!

the rental area and the cars involved were pushed on to Oxford Terrace. I was behind the wheel of an LIP Vauxhall steering it to a new parking spot when the brake pedal went to the floor and the front wheels mounted the curb. Front opening doors are not the best in such circumstances, but I bailed out anyway, not fancying a dip in the Avon on a cold winter's day.

The workshop entrance was on Tuam Street opposite the premises of a very well-known motorcycle identity, Tom McCleary. Many lunch hours were spent browsing among bikes or going along to Auto Parts to look at Veteran and Vintage parts and cars. Further east on Tuam was Parrot Automotive Instrument Repair a company still in business today but at a different address.

As with many companies of the time, staff at Archibald's were very loyal and stayed many years. Christmas parties were held at the Mairehau Hall and picnics at Wainui on Banks Peninsula where the Archibald family had a property with access to a wharf and boat. In 1951 a senior mechanic bought a brand new Vincent HRD motorcycle and was the envy of us all. I wonder where it is today?

The wool boom of the early '50s brought farmers into Archibald's seeking the big new Mk7 Jaguar saloon. Those with overseas funds, professional and business people, were all repeat buyers of Jaguars be it saloon or sports as new models came on stream. As mechanics we were able to converse directly with clients, and being required to address them as "Sir" or "Madam" did me no harm.

Citroens always had a strong following and were English assembled. When the first DS 19 arrived there was a whole new approach to servicing because of the many hydraulic items. Jowett Javelins and Bradfords sold well until the company

ceased production, though, anything new with wheels sold well after the war years. As quality cars Armstrong-Siddeley were sought after, but couldn't foot it with Jaguars, and the inevitable happened.

In 1952 John Brooks, a highly qualified young man, was appointed service manager. Not a local but from the North Island, John made sweeping and much needed changes to the workshop. Four-post electric hoists replaced the original pits that were damp and cold to work in. (I still have a souvenir hardwood plank from one of those pits) New tools were acquired for servicing the new models in the agency. John Brook also prepared the workshop for the new era of technically advanced DOHC engines, and, the test equipment for the future arrival of Borg Warner automatic transmissions.

Cyril Bunn arrived from the UK in the 1950s and took over from John Brooks as service manager and stayed with Archibald's until his retirement. Cyril was a very thorough and meticulous mechanic and tutor. Then there was Wesley Lennard, a Canadian who spent nearly a year with the company while touring the world on a Panther sloper motorcycle and large sidecar. He was very knowledgeable on all things General Motors and photography. Sybil Lupp spent time with us in 1953 learning the service procedures for the Mk7 Jaguar. I was assigned to show her the setting up of the front suspension, steering and brakes. She fitted in as one of the boys.

The workshop moved to Antigua Street in 1957 and I stayed on with the company until the late 1960s. Everything was so modern compared to Oxford Terrace in the early 50s. But somehow there wasn't the charisma of 24 Oxford Terrace, and I'm sure, there may be a ghost or two resident at the old site still sorting through the memories of the past.

bw

book review



ZEPHYRS & ZODIACS A Kiwi Passion

Tim Chadwick

HarperCollins Publishers

160 pages \$29.99

Reviewed by Kevin Clarkson

These cars, a part of everyday life during the '50s and '60s, are now being brought back to life, and popularity, by the many ageing enthusiasts who are able to recall with much fondness the part they played in their youth. Hopefully this enthusiasm will eventually transfer to a younger generation so that these cars will continue to be shown and used.

This is a great read with good explanations of the many photos, at least one on every page, and the author does a great job of taking us through the progression from the Mark I to the Mark IV and the various models and body styles available.

This book would make an excellent choice for a gift to Zephyr aficionados but it will also be enjoyed by others, especially those over 40 years of age. Hopefully those younger will also enjoy this slice of life and the insight on how we used to be.

The book is well written and entertaining with stories about the featured cars and also some background and history of some of the owners.

Veteran Vintage Tour 2009

Words Alistair and Nola Day

Photos Marilyn McKinlay



Left to right: 1930 Ford, Alan Geary & Claire McMillan; 1926 Dodge, Alastair & Nola Day; 1930 Dodge, Roger & Jack Larsen; 1927 Oakland Mark & Maureen Morrison; 1928 Dodge, Neil Kidd (obscured); 1915 Dodge, Rob & Diane Ross; 1930 Ford, Eric & Tess Robins; 1928 Austin, Ian McKinlay.

Below: Vintage motoring par-excellence Earnsclough private road. First car 1930 Model A, Eric and Tess Robins (Timaru); 1930 Dodge, Roger and Jack Larsen (Nelson) and 1927 Oakland, Mark and Maureen Morrison (Canterbury).



We knew following Diane and Rob's 2007 Tour would be a challenge. This is the story of the second Veteran Vintage Tour 2009.

After the very successful 2006 re-enactment of the first car to Mt Cook, Diane Ross (then South Island Club Captain), discussed with us ways to get more Veteran and Vintage cars on the road instead of being left in sheds at home. She asked: "if she organised the first Veteran Vintage Tour, would we organise the second?" Between us we decided that every two years would be appropriate. We wholeheartedly agreed, because there is a certain magic driving the older vehicles on back roads, bearing in mind that these types of vehicles were used to those roads in their heyday.

As we belong to the South Canterbury Branch, we decided to include the ever popular Mt Cook Rally at the start. This enabled us to join with the National Commercial Rally at the lunch stop at Waimate, with the opportunity to view the vehicles on that rally. We continued up to Twizel for the next two nights, and on up Sir Edmund Hillary Highway to Mt Cook on Labour Weekend Sunday. Fabulous weather, and many photos were taken. The Aussies and North Islanders really loved it.

On the Monday morning of Labour weekend the Veteran-Vintage people met at the green at Twizel, and headed off for parts unknown. We were joined by four Australians in a borrowed Model A, and six entrants from the North Island in their own cars. Our Australian visitors said that if they were on an Australian rally, then half would have turned for home at the first sight of gravel, and the rest would have turned tail at the first ford complete with water. We planned for an average of 100 miles per day, so not too taxing for

anyone. Our first day took us over the Hakataramea Pass to spend our first night at Kurow. A cooler day for travelling with rain threatening, and finally a cloud burst while at our compulsory BYO happy hour that night. Next morning dawned brighter and we headed for the back roads around Maheno, then following the coast road to Waianakarua, then Trotters Gorge for our night at Palmerston. The following day saw us travel over some scenic hills and valleys, alongside Macraes mining area, through Middlemarch, ending at Mosgiel where our happy hour was hosted by Joan and Colin Pearce at their residence.

A cloud burst that evening brought a skiff of snow to the hill tops, and made for a very cool day's driving, especially in the open top cars. We travelled down through the Waipori Forest, through Lawrence, Beaumont (The Millenium Track was an option) heading through Roxburgh, then to the three night stop at Cromwell. A cruisy few days followed, and the first one saw us head to Wanaka and a viewing of a private collection. A barbeque meal at the Central Otago Clubrooms was a delight, and a good chance for people to view the parts shed and have a relaxing night. Next day we headed, in brilliant sunshine to Glenorchy. The views were magnificent, as was the meal provided by the Glenorchy School as a fundraiser to help reroof their pool. The children really enjoyed the many rides that were given. Back to Cromwell for the happy hour and a well-deserved night's kip. Another sunny morning saw us heading to Bannockburn through Earnsclough Station (private road) overlooking Clyde and Alexandra in the

distance. We hadn't anticipated 75 cyclists coming from the opposite direction on the Earnsclough Road. We were pleased several cars had stopped for a cuppa so we stayed until they had all gone through. After reaching the bottom of the hill we went through Alexandra, Ophir, Ida Valley, St Bathans, ending up at Naseby for the night.

Most entrants tried their hand at curling the next morning, and thoroughly enjoyed the experience. From there through the Danseys Pass, to Oamaru via Tokarahi, Windsor and onto Oamaru for our final night. We all enjoyed tea at the North Otago Vintage Car Clubrooms, before we said our farewells and headed for our accommodation for the night, and home the next morning.

We enjoyed making this trip possible for all those who participated. A few days out of our busy schedules to enjoy our early motoring vehicles, and we are pleased to say that there is another Veteran Vintage Tour planned for 2011. Watch for the advert in the *Beaded Wheels*. The Tour is aimed at pleasure only, no competition, just a chance for like-minded people to get together and enjoy the camaraderie that is so important, and makes the Vintage Car Club movement what it is.

bw



1911 Oakland, Keith and Kathleen Perry on the Golden Bar Road (North Otago).



Eastern Bay of Plenty Branch Austin 16/6 Vintage and Veteran Rally entrants on tour, four model As.



Diane Ross the gate opener for Nola and Alistair Day, 1926 Dodge.



Walter McFarland securing the hood of his 1915 Studebaker before the rain arrived on the Moonlight Road to Middlemarch.



Nola Day's photo of Alastair and Rob and Diane Ross by Lake Wakitipu discussing the magic of Vintage touring.

BRASS NOTES

Words Diane Ross

randross@kinect.co.nz



1917 Packard Twin Six

Recently four Veteran cars took part in the Second Veteran & Vintage Tour in the South Island. There were a few tribulations to be overcome.

Walter and Alison McFarland from Eastern Bay Of Plenty brought their 1915 Studebaker roadster back to its previous homeland to take part in the Mt Cook Rally before embarking on the tour. This vehicle was owned by John and Margaret Rogers before John's untimely death and was purchased by the McFarlands about six years ago. They trailered it to Wellington where they discovered the battery was dead. It was driven on and off the ferry using the crank handle. Not wanting to spend the next three weeks cranking Walter was pleasantly surprised to be directed to an outlet in Blenheim that had a good supply of usually hard-to-get 6 volt batteries at an acceptable price. From there on they enjoyed a trouble free run. Colin and Joan Pearce were travelling well in the 1912 Sunbeam until a loud explosion signalled a blow out. From then on their tyre and wheel troubles multiplied and after a few days perseverance common-sense prevailed and the Sunbeam was relegated to its shed and replaced by a modern. A new set of tyres is now on the way from overseas. Colin intends to have his collection of Veteran vehicles at the Dunedin Brighton Rally in January that coincides with his 50-year membership badge presentation. The 1911 Overland driven by Keith Perry took a liking to firing bits of fan at the radiator but with the help of Central Otago mechanical guru, John Loudon, repairs were done and they were able to continue.



Not to be outdone our 1915 Dodge broke the speedometer cable, something it seems prone to do from time to time. Alistair Day was delighted to meet up with an Overland enthusiast from Australia on the tour who has been able to supply the sought after steering box needed to complete the Veteran Overland project in the corner of the Day's shed.

While in Central Otago we paid a visit to the Duncan toy shed. The 1917 Packard Twin Six had returned from the paint shop the previous day and was looking a picture of perfection. Among his collection Robert has the 1910 Metz as well as a heap of parts that once was a 1912 LMC motorcycle both owned by his grandfather. His great grandfather's 1903 Marsh Motorcycle is also displayed. Robert was pleased to retrieve this machine his father had sold to Barry Lyons then living in Southland. A couple of parts needed to complete the bike are being manufactured in USA. Robert's father-in-law, Ken Harliwich has in his collection at Roxburgh, 1916 and 1918 White Trucks. These were part of Harliwich Carrying Co. that was founded by Ken's father Nick in 1906 with a horse and dray. Both the Whites have remained with the family since new.

The number of Veteran vehicles in Eastern Bay Of Plenty is about to double. Barry and Tessa Keene are working on the 1912 SCAR that was once owned by Tessa's father Jim Montgomery of Northland.

I have heard that there were some Veteran motorcycles for sale recently in Auckland. So far I haven't managed to ferret out any more information but will include details next issue if anything comes to light.

As the motoring season progresses I would like to remind all Veteran drivers that you are not immune from the drink driving laws. On a recent evening while driving the 1915 Dodge, Rob was stopped by a rather zealous member of the constabulary who proceeded to carry out the obligatory breath test 'twice' because no reading came up. Rob was then taken to the local station where he recorded 0000 twice more. Nothing wrong with an officer doing his job but this seemed a little over the top especially when our passengers and I had to sit contemplating the surrounding snow covered hills in an open Veteran until his return. Please be careful!

bn



WIN

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cap!

The lucky winners of the Beaded Wheels caps for this issue are Nola Day and Jim McFadzien. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

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

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

We can accept articles in handwriting, typed or completed on a computer (any common word-processing programme is okay) and they can be posted to: Beaded Wheels, P O Box 13140, Christchurch or email beadedwheels@vcc.org.nz

High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution.

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

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

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

email kevin@vcc.org.nz



I was thinking of Neil McMillan and his 1911 Vulcan and decided as a VCC member for more than 50 years he would surely have a tale to tell.

I discovered that Neil's interest in 'old stuff' began at the second Dunedin to Brighton Rally when he observed a group of Veteran motorcycles spluttering along. Recalling a friend from his school-days had an uncle who owned a 500cc 1914 Rover complete with Canoelet sidecar chassis he paid a visit and parted with £20. The package included a complete original tool kit, a spare barrel and two new Dunlop tyres still in the wrapping paper. Alf Knewstubb of Dunedin originally brought the machine to New Zealand in 1917 on a hospital ship. Thus a journey encompassing 50 years of Veteran motoring began. With his appetite now whetted Neil was on the lookout for a Veteran car. The remains of a Vulcan was rumoured to be in the buildings of the Knapdale Estate in Southland. On investigation the farm was found to be littered with old discarded machinery. In one shed a great heap of parts turned out to be an assortment of Vulcan and 1911/12 Sunbeam miscellanea. Colin Pearce was actively seeking Sunbeam parts at the time so was delighted to relieve the owner of these. Back now to the Vulcan, the engine was blown, front axle and smaller parts were missing and many parts just useful as patterns. A few weeks later another old cache of treasure was found at West's farm in Balfour and this provided many more parts.

Several years later the agent, who had delivered the car to the West's when he worked for Wimpenny Bros & Reid in Gore, tells the story that not long after delivery there was a phone call from the owners to say the car wouldn't start. So back he went to the farm only to discover that the petrol tap was still in the 'off' position, a problem easily overcome with the owner not pleased at having to pay a call-out fee for such a mundane problem.

Neil's restoration was progressing and good old kiwi ingenuity was at its best when a piece of leather from a bagpipe bag was used as a diaphragm to stop oil getting onto the mahogany dash. Reading through Neil's notes the Vulcan rebuild was possibly impeded to a degree by his munificence. It appears that an early Sunbeam from Southland was moving north bit by bit to Colburn Wright and his associates, Neil was the prime mover even to the extent that he was requested to find the starter button for dispatch. However his project was completed in time to take part in the 1972 Nelson International Rally.

John Martin had his 1913 Royal Enfield Motorcycle at the recent North Otago Windsor Rally. Sadly he wasn't able to complete the course but the breakdown was nothing a good welder couldn't put right according to John. On board his trailer was a pristine set of hood bows that he had manufactured for the George's Overland that's getting ever closer to attending the National Veteran Rally in Hawke's Bay.

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1905 DELAUNAY-BELLEVILLE 24HP

Words & Photos Tony Haycock

At the 1904 Paris Salon, SA Automobiles Delaunay-Belleville, from St Denis sur Seine exhibited their first car, and by 1905 boasted a range of 20, 24 and 40hp models. The company's background as manufacturers of boilers (including that on Queen Victoria's yacht *Victoria and Albert*) was reflected in the circular radiators and bonnets which were to remain as the identifying feature of the marque until their demise as a car manufacturer in the mid 1920s.

Known as the "Car Magnificent", the Delaunay-Belleville in its more popular six cylinder form soon earned a reputation as one of, if not the best automobiles on the market. Tsar Nicholas II of Russia was one of several European rulers who took Delaunay Belleville as the vehicle of choice.

This particular example was sold new in the UK and arrived in New Zealand in 1910, wearing a landaulet body, most appropriate for its new life in the Antipodes as a hire car, based in Bradleys Garage in Lower Hutt, driven by Cecil James. One can easily imagine that old age and technology soon overtook this French aristocrat in those fast developing days of the automobile industry, and by 1920 it found itself cut down to a truck on a Halcombe (Manawatu) farm. Worse was to come as it was dismantled in 1925 by Neils Jensen of Kimbolton, and finished up running a sawbench.

A 1950s valuation of the Jensen family farm assets shows the remains of the Delaunay valued at 15 shillings, equivalent to the 12 shilling sledge hammer and the 3 shilling plane, all of which are still in the care of Vern Jensen, who completed the massive undertaking of restoring this piece of the family history in 1986.

This vehicle is of worldwide significance, being the oldest known surviving Delaunay-Belleville. It is the 24hp four cylinder

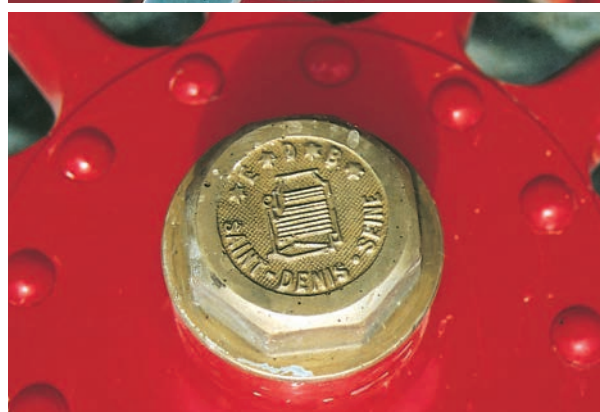
model, boasting Delaunay's pioneering fully pressurised lubrication. Transmission is via a leather lined cone clutch and a four speed sequential gearbox double chain drive, with the service brake acting on the transmission, and emergency and parking brakes on the rear wheels. When new the car was supplied with three sets of sprockets, for flat, hill and mountainous terrain. Running on the hill gearing it cruised at a happy 40 mph, and Vern tells me that with the flat gearing fitted, it would be capable of 60 mph plus, which would be a fairly intimidating prospect in a car of this size and antiquity.

Now sporting an entirely appropriate and period Roi des Belges tourer body, the driver climbs up to the delightfully luxurious button pleated leather front seat from the passengers side as the gearlever, handbrake and spare beaded edge tyre block entry from the right.

Starting is simple. Ignition on, full choke, retard spark, and get your man (or in this case the owner) to give the crank handle a couple of swift pulls and the 4.5 litre engine starts easily. Instrumentation is basic in the extreme. Oil pressure is the only gauge so everything else is left to look after itself.

The first thing I noticed was that 100 years ago, French chauffeurs must have had very short legs. Mine are of shorter than average length and I still found the pedals to be almost uncomfortably close to the seat. Depress the clutch, push the large brass gear lever forward to engage low gear, open the throttle with the conventional right-hand pedal and the car pulls away smoothly.

Here is where it gets interesting. There are no markings on the gear quadrant, and those of you who drive proper cars with crash gearboxes will know that if you get the revs just right, you will go into the next ratio with absolutely no resistance from the lever at



all. This is, I think, one of the most satisfying parts of driving a Veteran or Vintage car and why I despise the practice of ruining a car by fitting a later synchromesh gearbox.

Each successive ratio in the Delaunay's 'box is selected by moving the lever further forward. Of course you are never quite sure if you have actually got the gear you want until the clutch pedal is released and the throttle opened. If you have no drive, it usually means you have overshot the gear you need and gone into the neutral position beyond. If this happens it is quite simple, clutch in, move the lever back slightly and you should have it right. Top gear is the easiest - the lever hits the end of its travel, and your knuckles come within millimetres of the brass windscreen support. Most surprising from my point of view as this was the first car I had driven with this type of gear shift, was the ease in which I could go back down the gears. Double declutch, blip the throttle in between, and each downshift was easily accomplished.

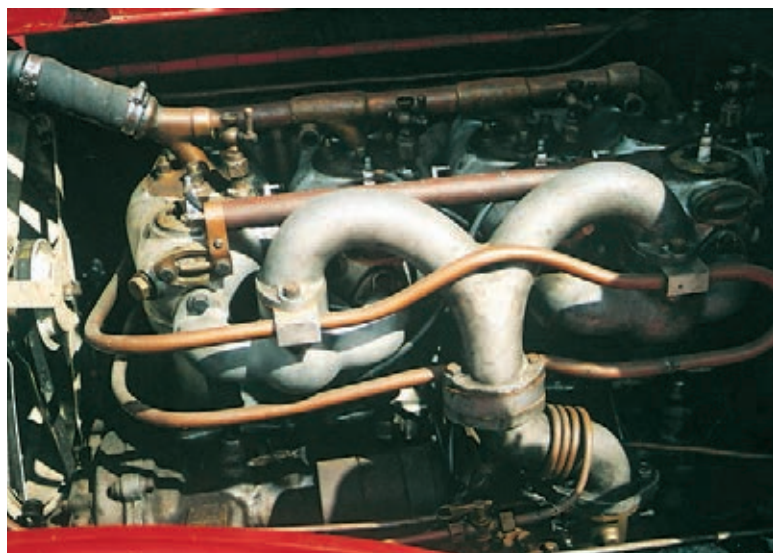
As is typical of many cars, the steering is very direct, less than a full turn lock to lock. Considering the size of the car, I was expecting it to be very heavy to manoeuvre at low speed, but this is not the case at all. Once running in top gear it sits on its 40 mph cruising speed with minimal input from the driver. It holds a straight line well, and would not be taxing to drive long distances. With a decent long wheelbase and substantial weight, the ride is particularly smooth, and the seats very supportive and comfortable, just as you would demand from one of the most expensive chassis in its day.

The engine, when considering its age, pulls strongly with plenty of torque, but it is important to realise it has a very limited rev range, and you really do have to treat it as having four actual road speeds only. The engine has the healthy exhaust note of a large

capacity 4 cylinder Veteran, and the drive chains make their own very distinct noise from over your shoulder. The overall experience is certainly not quiet, but by no means unpleasant.

This is the oldest car I have had the pleasure of trying, and is an interesting contradiction, showing how far technology and refinement had improved the entire driving process by the mid 'teens, yet at the same time, it is a quantum leap forward from smaller, lesser cars from the same era, and proved to be a wonderfully easy and rewarding experience to drive. THIS is pioneering motoring as it should be.

bw



Gebbies Pass HILLCLIMB



John McDonagh in the yellow Mistral.

Words Tony Haycock
Photos John McDonald



Top: Avon Hyde
Centre: Jowett Jupiter
Above: Joe Gillman

True historic motorsport venues are very thin on the ground in New Zealand. With the airfields of Ardmore, Ohakea and Wigram no longer available for use, the title of oldest circuit still in use would I suspect have to go to Pukekohe, opened in the early 1960s.

It is to hillclimb venues that we have to look for greater links to our motorsporting past. On 14 May 1949 the Canterbury Car Club held the first running of the Summit Road Hillclimb, held two miles from the Gebbies Pass turnoff. This original event was attended by such luminaries as Sybil Lupp in her MG TC (which now resides on Banks Peninsula), Pat Hoare, soon to rise to prominence as a Ferrari driver, Hec. Green in his Wolseley Special, and of significance to the events of today, Don Ransley in his Riley Special, a car still in active competition on the same hill 50 years later.

The Banks Peninsula Branch is very fortunate to have a very good working relationship with RATEC (the Rallies and Trails Enthusiasts Club), who still use this venue, and again the branch was invited to run a field of cars in this, the event's 50th anniversary. Twelve VCC members took the opportunity to participate, including Ramon Farmer, in the Ransley Riley as mentioned above.

Hillclimbing is not really a spectator sport, but this particular venue does offer a better than usual view of the course, not to mention the breathtaking views across Lyttleton Harbour from its position high in the Port Hills. The same spectacular views also mean that this is a course where leaving the road is simply not an option, as the drop off the right hand side would

be very injurious to both car and driver. The cattle-stop in the final few corners is yet another challenge which has been known to raise heart rates of both drivers and officials.

As is usual in VCC speed events, the entry was rather eclectic to say the least, ranging from Simon Dobier's lovely little Ginetta G15 on its first VCC outing and Murray Frew in a proper Vintage-looking Chrysler Monoposto special, via two Jowett Jupiters and Barry Elcock's OHV converted Ford Model T, to the ridiculous, Michael Williams in his newly acquired Citroen D Super.

With perfect hindsight, we could have finished after the first run, as Paul Tayler set what proved to be the fastest VCC time of the day at 1 min 58.92 seconds in his Mistral. Of course we were not to know this, and the day was spent watching everyone else improving their times on each run, with the closest being the Ginetta on its third ascent in 2.00.7. Close, but not close enough.

Among the true Vintage cars, Allan Wylie in *Charles*, his much motored and not-quite standard Ford Model A pickup had a close battle with the Chrysler, coming out on top by a mere .56 of a second, while among the later model road-going cars, the Williams' Citroen showed French superiority over the MG Magnette and the two Jowett Jupiters.

With the sun shining all day, and everyone treating the course with the appropriate respect, a very happy bunch descended Gebbies Pass at the conclusion of the event for beer and lies at the Wheatsheaf Tavern at Teddington.

Normally that would be the end of the story, however this year the VCC had also been invited to take part in another event the following day. The Little River Hillclimb may not quite have the same history, but the prospect of a new and very challenging hill meant that we soon reached our maximum entry of 15 cars.

Seven of the cars from Saturday were entered again for Sunday's climb, joined by a fresh bunch of keen drivers. Avon Hyde was there in his delightful Austin special, referred to by some as the P1½, as it looks very much like a scaled down Alfa Romeo P3. John McDonagh was upholding Mistral honours, as Saturday's victor Paul Tayler was not entered, and mention must be made of Joe Gillman in his delightfully dishevelled but effective pre-war Ford V8 coupe, which he had driven across from the West Coast to compete.

This hill was very different to the Summit Road, winding through bush with no clear view of what lay around the multitude of corners, and being steeper and longer as well. This would be a true test of a driver's ability to remember at least part of the course. Without a co-driver and pace notes, there would be no way anyone could commit the entire hill to memory.

With the entire competing field of VCC and RATEC cars parked a good kilometre or so from the startline, this was not a good spectator course, but from a driver's point of view, I think a far more challenging and rewarding hill than Saturday.

Battle commenced with Avon Hyde immediately setting the pace in the Austin, and the sound of the poor little BMC A series engine revving to 8000 rpm through the trees was suitable reward for

anyone who had made the trek up the hill to watch. Two mins 3.61 seconds was good, but Brent Connor in his MG B roadster was surprisingly close at 2.03.86, John McDonagh in the yellow Mistral close behind.

In the next run the Mistral got ahead of the MG, while further down the field the Chrysler Special was able to reverse its Saturday performance by beating Raymon Farmer in the Ransley Riley. A four second deficit 24 hours later was replaced by a 3.55 second advantage. Graeme Power had a slight mishap in his Daimler SP250, a slight altercation with a bank resulting in a re-shaped back bumper and a section of mudguard looking like rats had been nibbling on the fibreglass.

Among the VCC entrants, the main interest at the front of the field was whether Avon, now almost three seconds faster than the Mistral in second place would be able to break the two minute barrier, as his time on run three was 2.00.84. Sadly we will have to wait until next year, as one of the RATEC competitors caused a bit of a hold-up (not to mention giving himself a major scare) by putting his Honda into the undergrowth, and almost into orbit. To compound matters, his mate then got into the freshly retrieved car, and did exactly the same thing.

Nothing more for the VCC to do than head for the Little River Hotel for another round of beers and lies.

We can only hope that we are able to continue to have joint events like these, and to continue to be part of both representing and contributing to the history of our sport.



Top: MG Magnette.

Centre: Allan Wylie driving his Ford V8 coupe.

Above: Paul Tayler, Mistral

Below: 1901 Barry Elcock Model T, front wheel airborne.





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(From yesterday's resources burgeon tomorrow's future)

VCC Rally 2012

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RALLY UPDATE

Update

This event takes place in less than two years time. It did not seem that long ago that four years out from this event was too far away to finalise many parts of the rally. However it has only been over the last three months that a number of matters under investigation have become reality which has enabled the organising committee to firm up the Rally budget. This in turn allows us to prepare the rally entry form ready for release at the executive meeting in March.

Rally Entry Form

When this form is released entrants will have the opportunity to make full or part payments over a 12 month period when they register for the rally. This was decided after the committee received a number of submissions from members who wished to spread their registration costs.

Traffic Management

With the rally routes firming up we are now in discussions with a company to prepare and organise our traffic management plans. With the use of State Highways

in and around Wanganui there is no way that we can take short cuts around vehicle numbers on main highways.

Web Page

This has been disappointing to us mainly because we do not have the expertise to work with Kiwi Webs, the company that is providing the web pages. If you have the expertise and would like to be involved please contact me 027 2484 665.

Restorations

If you are building a vehicle for the Rally we would like to hear from you so that we may follow your progress up to the Rally.

Summary

When you read this we are only 23 months away from the VCC Rally 2012.

Bruce Hutton QSM
Rally Director



The address bar of your internet browser is at the top of the screen and if you use Internet Explorer the page will look similar to this.

To find the VCC Rally 2012 website

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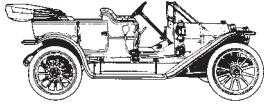
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SET OF FIVE N.O.S. SPLIT RIMS, 24" x 2.5", owes us \$250. One 1930's sidecar wheel (19"), stub axle, and mudguard, (wheel, stub axle, and bearings fully rebuilt, owes us \$200) One Essex gearbox with cardan shaft hand brake, cheap. Riley 4/72 doors and all interior and exterior trim, cheap. Realistic offers email to dewdrops@xtra.co.nz MEM



AOTEAROA WOODEN WHEELS

Vern Jensen

Member of Manawatu V.C.C.
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WOODEN WHEELS made for your metal-work. Steam-bent felloes, any shape spokes. New beaded rims available in some sizes. Phone Vern Jensen 06 323 3868, 16 Osborne Terrace, Feilding. MEM.

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A colourless hybrid-organic non glycol based corrosion inhibitor designed specifically for use in Veteran, Edwardian, Vintage and Classic Car cooling systems. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

PISTONS FOR VINTAGE AND CLASSIC ENGINES

Most models available in standard or oversizes. Also pistons can be made to special dimensions. Contact George Calder, 307 Hoon Hay Road, Christchurch. Ph 03 338 5372. Fax 03 338 5482. MEM

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

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

VINTAGE CAR REPAIRS

Unit 1 11 Penn Place, Upper Riccarton,
Christchurch (formerly 15a Empire Road, Belfast)

Phone 341 5100 Fax 341 5101

All Classic and Vintage Car restoration.

- Panel making • Wooden body repairs,
- Bumpers and moulding repair
- 37 years experience • Competitive hourly rate.

TYRES 4 RADIAL 165R15 in as new condition, \$100 each. 5 x 600x16 cross-ply partly worn, \$45 each. Phone 09 424 7554. MEM

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

VINTAGE CAR TYRES 4x 475/500-18 EXCELSIOR BLACK \$289 each. 4x 440/450-21 Firestone BLACK \$339 each. 8x 475/500-19 Firestone 2 5/8" WW \$419 each. 4x 550-20 BFG black \$399 each Plus many more sizes and styles on special now. Call BG Marketing on 0800 900 764

TYRES. NEW STILL WRAPPED. 2 of beaded edge 815 x105 BE 6 ply \$400 each plus courier. Phone John 03 359 9667. MEM

VINTAGE CAR TYRES 4x 450/475-21 Excelsior BLACK \$265 each. 4x 450-18 Excelsior black \$295 each. 4x 450-19 Excelsior black \$295 each. 8x 475/500-19 BFG black \$339 each. Plus many more sizes & styles on special now. Call BG Marketing on 0800 900 764

VINTAGE CAR TYRES 4x 440/450-21 Firestone 2 3/8" WW \$419 each. 8x 475/500-19 Firestone BLACK \$335 each. 4x 475/500-20 BFG BLACK \$345.00 each. 8x 475/500-20 Firestone BLACK \$345.00 each. Plus many more sizes & styles on special now. Call BG Marketing on 0800 900 764

VINTAGE CAR TYRES 4x 500-23 Excelsior Black 6PR \$529 each. 4x 500-24 Excelsior Black 6PR \$565 each. 12x 550-18 BFG black \$350 each. 4x 550-19 BFG black \$389 each. Plus many more sizes & styles on special now. Call BG Marketing on 0800 900 764.

VINTAGE CAR TYRES 4x 600-20 US Royals black \$370 each. 4x 600-21 BFG black \$509 each. 4x 650-20 Firestone 3 3/4" WW \$689 each. 4x 650-20 Firestone Black \$419 each. 4x 700-20 BFG Black 6 PLY \$499 each. Plus many more sizes & styles on special now. Call BG Marketing on 0800 900 764

VELOCETTES. 1953 MAC partly restored, engine and gearbox rebuilt, remainder requires finishing and reassembly. Large quantity of new parts. 1948 MAC unrestored, rigid rear end, Dowty front forks, missing toolbox. Sell both bikes as one lot \$7,000. Phone Chris 021 502 358 or 03 528 8751.

VETERAN DODGE TOURER PROJECT. Complete with early chassis and radiator early front and rear axles and 25 inch wood felloe wheels and good rims. Rear body tub, windscreen frame, good set of hood irons and bows, set of original side curtains. Speedos, mags, lights, hub caps, starter generators etc very little to find, must sell, need shed space. \$5,000. Les Bennett. Ashburton. Phone 03 308 4705 or 027 612 1160 MEM



VINTAGE TRUNKS made to order or stock sizes. Dust proof and waterproof. Phone Allan on 06 844 3959 or 0274 469 331 Napier. Member.



RUGBY 4 DR TOURER 1928 Australian car brought into NZ 1956 approx. Very sound and reliable touring car fully restored for 1992 Pan Pacific Rally. Many spare part. Can be viewed in Taupo. Phone 0 377 3574 (evenings before 9pm). MEM



DAIMLER SOVERIGN 1983 SERIES 3 4.2 LITRE Owned since 1994, 3 previous owners. This vehicle is in superb condition after a \$10,000 bare metal repaint. Drives superbly, all usual Daimler extras. \$7,000 (firm), car is in Blenheim. Phone Chris Rhodes 03 578 5943 or 027 441 8300. MEM

1955 DE SOTO PICKUP TRUCK at present being restored and painted. For details phone 03 614 7685, evenings. MEM

1955 MORRIS MINOR UTE FOR SALE Rolling c+c. \$600. Phone 07 332 5704. MEM



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



FIAT 131R RACING - 1978, 2 litre, 106,000 miles. Twin Dellorto carbs, very quick car, reg on hold. \$5,000. Phone 06 372 7593. MEM



1986 DODGE CHRYSLER 600ES Convertible coupe 2.2 turbo front wheel drive. Motor had new rings etc. Excellent condition, 154,200km. Reg & WOF. Rare car. \$14,000 firm. Phone 03 308 6961, Ashburton. MEM



1926 DODGE 4 SEDAN Fully restored in excellent condition. Current WOF and Reg. VCC Identity card. Current owner since 1965 – all steel body. \$23,000 ono. Phone 03 547 4494, geoffmorris@clear.net.nz MEM



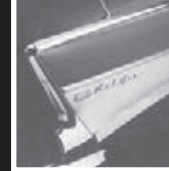
1967 MORRIS OXFORD TRAVELLER runs well, new carpet, door trims, leather upholstery and repainted. Reg and WOF. \$4,000 ono. Phone 03 212 8786, 027 234 7890. MEM



AUSTIN 12/4 CLIFTON TOURER fourth owner 50 years. Reg and WOF. Selling due to ill health. Original Auster screen awaiting safety glass. Very reliable. \$25,000. Spares include 5 new tyres. Phone Ray 06 368 3968, Levin. MEM



ONE MOTOR TUG needs tlc offers. One Landrover water tank needs tlc offers. Phone Mal 07 896 6769. MEM



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1930 CHRYSLER 66 ROYAL SEDAN in Marlborough. Original RH drive NZ new car, 76000 miles only. Wonderful car to drive, used regularly and fully road legal. Not concours, but close. Call Paul on 03 577 8328 for details. \$23,000. New project underway.



AUSTIN BIG SEVEN 1938 New paint and upholstery. Good mechanical condition. Original ownership papers. VIC card. Will be sold with new Reg and WOF. Spare parts included. \$7,250. Phone 06 355 5953, Palmerston North. MEM



1970 VAUXHALL VICTOR 3.3. Current Registration, Warrant of Fitness and VIC. Selling because we are down sizing. Another car the same, included in price, suitable for spare parts. \$4,000. Phone 03 208 9233 evenings. MEM



1969 CZ JAWA SPORTS MODEL 477 170CC offers invited. New tyres and tubes saddle recovered, electrics overhauled, frame hot painted, some engine work done. Contact John White 03 572 8533 Email jm.white@xtra.co.nz MEM



1935 AUSTIN 7 RUBY This is a very reliable PV car which has been meticulously maintained. Comes with personalised plate and enough spares to either maintain or build a special. Phone Mark, 03 454 4730 cce@clear.net.nz MEM



1947 STANDARD 8 Restored. WOF and Reg. Reconditioned engine, steering, brakes, two new tyres, comprehensive spares. \$4,000. Phone 03 489 8776. MEM



1934 AUSTIN 7 AND 1931 AUSTIN ULSTER, both perfect condition. Ulster: twin carburettor 750cc rebuilt in Britain from all original parts, 2 windscreen styles (photos, paperwork, complete history available.) Imported NZ 1994. Austin 7: chrome radiator, red upholstery. Central Otago. Phone 03 447 3029, email roughridge@xtra.co.nz



1949 MORRIS MINOR LOWLIGHT One of the first. Was restored then shed stored for over 10 years. Needs running in. New upholstery, carpets. Reg on hold. Personalised plates not included. Will give buyer donor car for spares. Owner needs space. \$3,000. Phone John 03 327 2979 or 027 227 7134 MEM



1939 PLYMOUTH Good restoration project. Six good tyres and radiator, motor done but not yet run. Very straight guards and body and doors shut beautifully. All parts there with some spares. Original rego papers. Genuine reason for selling. \$5,500 neg. Phone 03 528 8743. MEM



1972 TRIUMPH 2000 MK2. Only 31,000 original miles since new, manual, white with red interior. Two owners with documented history since present owner's purchase in 1999 at 12,500 miles. Completely original, rare pristine example of this elegant, comfortable and lively 4-door sedan. Ph John 07 572 3367, johnhepburn@clear.net.nz MEM



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WANTED TO BUY

1936 CHEV HEAD. Casting no 83791 prefer crack tested. Phone Howard 07 888 7596 Matamata MEM

1937 TRIUMPH MOTORCYCLE INSTRUMENT PANEL. Trouble light. Phone Don 09 410 4464. MEM

1X600X15 CROSSPLY TYRE, tread quantity not important. Phone 09 424 7554. MEM

ACCESSORY 18 INCH WHEEL, chrome or stainless steel beauty rings or wheel trims in any condition required for Vintage car. Phone 06 2786937 email ijs@xtra.co.nz

ARTILLERY WHEELS WANTED-19"-4 stud centres at 2 7/8"(73mm.) Phone Kees at 021 0266 1161 or e-mail:quakehoven@xtra.co.nz. MEM

BING MODEL 1/12.52 CARBURETTOR for a Type 412 Zundapp combinette moped single speed. Phone Eddie 03 359 9615 or 021 891 980. MEM

BMW R75/5 OR R60/5 WANTED. Preferably in reasonable running order and reasonably original, but will consider anything. /6 series including R90 also considered. Please ph: 03 3833 159 / 027 382 6563 or email: mcaracowie@gmail.com



BOSCH SWITCH ASSEMBLY as per photo wanted. Phone 03 342 4561 or 021 115 1905. MEM

I FOUND A COPY OF THE GOLDEN AGE of the four's book and am now seeking a copy of the Harley Davidson story by Maurice Hendry. Phone Bob Bullock, 38 Hastings St, Nelson 7010 or Phone 021 146 0578. MEM

MILLAR GENERATOR WANTED as fitted to Velocette and many others, any condition. R S Taylor phone 06 844 9475. MEM

MINI MK1 OR K WANTED in good condition or close to. Prefer Canterbury area but will travel. Phone Daryl 03 388 5521 or nichollsd@xtra.co.nz MEM

MOTORCYCLE PRE 1950 basket case restoration project wanted. Any make and condition considered. Phone 03 484 7802 or email sethgriffiths@xtra.co.nz

OLDSMOBILE 1926 ignition speedo and petrol gauges and steering wheel horn and light switches, door handles, 21 inch wheel and tyre, spare wheel carrier and rear irons. Speedometer is radiator shape and petrol gauge vertical type, any make ok. Seats of any type that could be adapted to fit tourer. Any other parts or help appreciated for restoration. Email:hgordon@chn.quik.co.nz or phone John 03 327 9469 MEM

PANTHER MODEL 100 600cc complete engine or parts. Any other parts for this model considered as well. Ph 09 378 1057 Mob 021 117 8353 or email pdownie@xtra.co.nz. MEM

PARTS WANTED MK 2 ZEPHYR wheel rims, 4 of. Phone Colin 09 360 7434.

PARTS WANTED MK1 ZEPHYR overdrive, any condition. Phone 09 360 7434.

RADIATOR TO SUIT 1936 CHEVROLET Anything considered. Phone 07 345 6540 MEM

SET OF FIVE 'SANKEY TYPE' wheels for Crossley size 5.25 x 21, 6 stud. Diameter of centrehole is 5 1/2". Odd ones can be adapted. Maybe VCC parts sheds may have these. Phone 06 376 7134. email mm.marenzi@clear.net.nz. Would be most grateful to hear from someone.

RILEY RMB CROWN WHEEL and pinion/diff assembly wanted. 4.1:1 Please phone 03 3833 159 / 027 382 6563 or email: mcaracowie@gmail.com

ROSS STEERING BOX Wanted to buy as used Graham Paige/Chrysler cars around 1929. Please phone 03 762 6031 or jgboyes@minidata.co.nz

SET OF 5 WHEELS FOR 1932 AUSTIN 7 will swap a set of 5 wheels and tyres from 1936 Ruby. Ph Mike 021 0270 8848 or email meandma@xtra.co.nz MEM

STEEL SPARE-WHEEL COVER for 1934-5 Chevrolet, to fit 17" wire wheel. Also, set of kingpins same model (Junior DC). Phone 06 323 8340. MEM

SUNBEAM TALBOT 90 MK2 PARTS (1951-53) particularly water temp and fuel gauges but also suspension links and any good bits that might be useful one day! Phone 07 863 3554 or email bhdaly@paradise.net.nz MEM

SU CARBURETTOR WANTED for 1936 Morris 12-4 has off-set flange studs. Contact Phone Arthur 03 455 0960 or artmau@slingshot.co.nz MEM

TEMPERATURE GAUGE for 1937 Buick 8 Series 40, mine is bung, and desperately require a working one. Phone Colin 07 847 9476. MEM

VETERAN MOTORCYCLE PEDAL CRANKS and Pedals to complete restoration. Phone Mike 06 838 8543 (evenings). MEM

TYRE WANTED Beaded Edge tyre. Prefer Dunlop Chevron tread. Must be warrantable. Email easttaieri@yahoo.com or phone 03 489 8704 evenings. MEM

WANTED FOR 1939 CHEVROLET Master Deluxe Coupe. Dash centre chrome portion, factory heater and radio, jack, wheel brace. Phone Chris Parker, 09 638 8384. MEM

WANTED TO BUY complete restoration of 1929 A7 Chummy one pair of headlamps any condition. Phone Chris 09 431 6062. MEM

WANTED TO BUY: *Beaded Wheels* ISSUE 1-14, also 22 and 29, and *Guff Sheets*, I have various later issues for sale, please contact Wayne, 06 368 5611 or 021 111 8176, or davidbrown@slingshot.co.nz. MEM



WANTED TRIUMPH MOTORCYCLE CARBURETTOR or parts as pictured but clamp on fitting type, and a Triumph sd gearbox and primary covers any foot levers for 1912 to 14 any hub parts tel 09 533 8050 taylorhq@xtra.co.nz MEM

CROWN WHEEL AND PINION. I am looking for a spiral bevel crown wheel and pinion NOS or one in excellent condition that I could adapt into my Veteran. Width of crown wheel is 28cm (11ins) and the ratio between 4.5 and 4.9. Phone Tony 09 534 9264 or email june.tony@xtra.co.nz MEM

DIECAST L/H HEADLIGHT BASE for 1936 Hillman 10, and timing chain for 1973 Triumph Dolomite. Phone 03 214 0426 or 027 276 2251. MEM

VETERAN CAR RIMS

101 Harman St
PO Box 9164
Christchurch 8149
New Zealand
Phone 03 338 4307
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Lock ring Heavy and light Now available



Beaded edge Wide range 30x3 to 895x135 Split Rims Motor cycle rims



Well base Rolled edge. All sizes

ADVERTISE FOR FREE*

Classified advertising in Beaded Wheels magazine is free *for all current financial members of the Vintage Car Club of New Zealand Inc buying or selling club eligible vehicles or parts. Our standard advertising charges apply for all non-members or members wishing to advertise commercial services.

It is easy — just email your advertisement to beadedwheels@vcc.org.nz or complete the form on this page and post to us at Marketplace Beaded Wheels, PO Box 13140, Christchurch 8140 or fax us on 03 332 3827
Deadline for receipt of advertisements and payment for our February/March issue is 10 January 2010.

CONDITIONS OF FREE ADVERTISING

- Free advertising is limited to one advertisement per financial member of the Vintage Car Club of NZ per issue. **Members must state their membership number when submitting the advertisement.**
- Advertisements must be of a **non-commercial** nature.
- Advertisements **must be submitted in writing**, by email (preferred), post or fax. Photographs will only be returned if a stamped addressed envelope is supplied by the advertiser. Digital photographs may be supplied by email in .jpg format, send a high resolution file to achieve best results.
- Advertisements **must be resubmitted** for each issue they are required to appear in.
- The recommended length of advertisements is 45 words — the maximum space available is 65 words. *Beaded Wheels reserves the right to edit all copy.*
- Advertisements will be published on a first come, first served basis. While every attempt will be made to include your advertisement in the issue immediately following receipt — limited space may mean some advertisements will be held over until the following magazine for publication.
- All free advertisements will automatically be listed on the VCCNZ website.

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

I wish to advertise in Beaded Wheels.

Payment where required must accompany your advert.

Name (block letters) _____

Phone _____

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

VCCNZ Membership number is

_____/_____

Text & colour photo.

\$64* Tick which column you require
 WANTED FOR SALE

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

Text only advertisement.

\$21* Tick which column you require
 WANTED FOR SALE

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

Advertisement copy to read (45 words) _____

Non-VCCNZ members

Payment by

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Credit Card

Visa/Mastercard only (Amex & Diners not accepted)

Card Expiry Date: __ / __ /

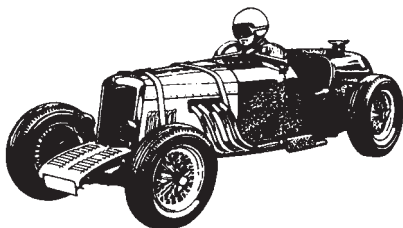
Name on Card: _____

Card Number

Cardholder Signature: _____

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

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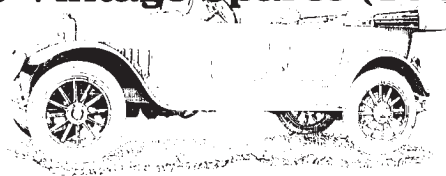


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2010 South Island Club Captain's Tour

Itinerary

Wednesday 17th March	Assemble in Hanmer
Thursday 18- Friday 19 March	Rangiora
Saturday 20-Sunday 21 March	Akaroa
Monday 22nd March	Ashburton
Tuesday 23rd March	Geraldine
Wednesday 24th March	Waimate
Thursday 25th March	Ranfurly/Naseby
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 sicc@vcc.org.nz

Some venues need to be booked early to secure accommodation.

BAY OF PLENTY VINTAGE CAR CLUB Inc
proudly presents the annual

TRENCHMATE WAIHI HILL CLIMB

Trig Road North Waihi
Sunday 28 March 2010

Open to all VCC members with club eligible vehicle,
motorcycle or historic racing car.

For further information and entry forms contact:

Carole Lindsay 23 Coopers Road Greerton
Tauranga 3112 ph 07 578 9579
email carn@clear.net.nz



A fully escorted small group tour for lovers of planes, trains and especially automobiles, flying to the UK, Germany, Italy and France



Tour includes: 2 day RAF airshow at Waddington airfield • Beaulieu historic house, gardens and motor museum • Showrooms, museums and factory visits to some of motorings most respected names including Porsche, Ferrari, Lamborghini, Bugatti, Audi, Ducati and more • Visits to 007 and Top Gear displays • Vintage, modern and concept cars. • The incredible Speyer Technik and Sinsheim museums • A day trip to Hitlers 'Eagles nest' high in the Alps. • All flights, tips, taxes, sightseeing, entrance fees, hotels and most meals included • Limited group size escorted by Travel 2 U escort and enthusiast!

Contact Andrew @ Travel 2 U on

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for a copy of the brochure and full tour details.



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Organisers of

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TWIN RIVERS CLASSIC & VINTAGE PARADE

CHRISTCHURCH

Sunday 14 March 2010

All proceeds to the Canterbury Charity Hospital Trust

\$15 for an entrant's car and passengers
\$10 for a spectator's car including all passengers.

Assemble from 10.00am,
at the Canterbury Agricultural Park, Curletts Rd.
Parade starts at 1.30pm.

Enjoy a journey through the Garden City on the simplified classic route along the Heathcote and Avon rivers, finishing up back at the Park.

Enquiries to Graeme McVicar
Phone 0275 341 330



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– the most amazing experience of a lifetime

18 day tour (from September 26th) includes Detroit, Niagara Falls, Lancaster, Washington DC and 4 days at Hershey the world's greatest swap meet, classic car marketplace and display.

The \$12,448 package includes all airfares, accommodation, admission charges and transport. Cost is per person share twin, plus applicable taxes/surcharges. Fully escorted by Roy Hughes Phone 03 332 7500.

Other highlights:

- Antique Automobile Club of America Museum / Carlisle Car Cruise-In
- Henry Ford Museum-Greenfield Village / Buick and Chrysler Museums
- Harley Davidson Assembly Plant / Smithsonian Museums
- Motorsport Hall of Fame / Niagara Falls / Corning Glass Museum
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PUKEKOHE SWAP MEET

MARCH 6TH & 7TH 2010

33rd annual

FRANKLIN A & P SHOWGROUNDS

GENERAL ADMISSION \$12 PER DAY

GATES OPEN 7AM SATURDAY & 8AM SUNDAY

SELLING SITES \$45 FOR THE WEEKEND

INCLUDES ONE PERSONS ADMISSION

GATES OPEN 2PM FRIDAY 5TH FOR SELLERS. SHOWERS ON SITE

BUY, SELL OR SWAP CAR PARTS!

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BEST PAINT, BEST ENGINE BAY, BEST INTERIOR,
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Sat Feb 27th

-SWAP MEET & DISPLAY-



A big fun day 40 mins North of Auckland Bridge
Free entry for the driver of a collectable vehicle
Free sites: \$5 per adult entry 7.30am start

Turn opposite the Honey Centre for the Telecom
Satellites 4- Km south of WARKWORTH Ph 09 425 7431



HOROWHENUA BRANCH VCCNZ Inc

ANNUAL SWAP MEET & Collectables Day

Saturday 27 March 2010 • Opens 7am

Levin AP & I Events Centre & Show Grounds

Admission
\$5 per adult
(children free).

Stalls \$10
per site.

Enquiries to
Peter Nightingale
06 368 7160,
pdsnight@ihug.co.nz

Primarily attracting Vintage car buffs, but also attracts Hotrod,
Classic, 4x4, Motorcycle and general collectables and parts.
Food and drink on site. Displays. SOMETHING FOR EVERYONE.

Note: This year we have moved slightly.

We are still at the show grounds but in a new area next to our new clubrooms.
A large selection of parts will be available from our parts shed which opens at 10am
Entry via the gate at the south end of Tiro Tiro Road.

VCCNZ Rotorua Branch Presents



NATIONAL NORTH ISLAND EASTER RALLY 2010

April 2 – 5 2010

Kingsgate Hotel • Fenton Street - Rotorua

We invite all members of the Vintage Car Club to a fun weekend in Rotorua. Accommodation, Dinners and 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 but not your marriage

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Rally Director	Denis Burr	Phone 07 333 2807 or
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Rally Secretary	Jill Philps	Phone 07 357 4881 or
	0274 408 387	roommatecabins4u@clear.net.nz

Don't Get ALL STEAMED UP!



Come and relax at the ... **Scenicland Rally!**

March 20, 2010

Starting at Greymouth

Contact: Roger & Irene Devlin

Phone 03 768 5382 or

Email: ri.devlin@xtra.co.nz



2 Wheels Through Time

Christchurch
12-14 February 2010

A display of Cycles, Motorcycles and Memorabilia that shaped New Zealand Society from the "Bone Shaker" to the "Britten"



Papanui Club Inc.
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Entry \$5.00 Children under 12 free
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Saturday May 1 2010

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Secretary: Rod Begbie, ashburton@vcc.org.nz
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Ashburton

Peter Knight

The Spring Rally saw 25 cars assemble on a day that was very wet and cold. The rally started at a local weighbridge where entrants had to estimate the weight of the car plus passengers. Departure times were recorded for the time trials. Destination was McLennans Bush Reserve. With the heavy rain persisting some found shelter for lunch while the wise ones moved onto the afternoon tea stop at Staveley Hall.

Trophies went to:

Commercial	David and Betty George
Vintage	Pearce Watson
Post Vintage	Vern Ellis
PWV	Val Knight
P60	Eric Husband
Overall Time Trial	Neil Clemens

A visit was then made to the old Dairy Factory just up the road to view an impressive range of articles from years gone.

A mini theatre is part of the complex and much to everybody's enjoyment a short comedy featuring the Topp Twins was shown. All in all an enjoyable (if wet) rally.

Sunday 29 November saw 23 cars on Val's afternoon run to the Victoria Woodworks Factory and small museum which is situated on the Arundel – Rangitata Road. This is where James and Liz Foster manufacture their "Pole People". James gave a short talk and then we were free to view the factory and the well laid out surrounds and gardens. A real interesting and pleasant place to visit.

David Oakley has finished restoration of his 1926 Austin 12/4 Clifton Tourer and has made a very good job of it.

Owen Wilson is making slow but steady progress on his Austin A60 ute.

Olly Hurst is working on a Hillman Californian. Quite a change from a Ford.

Auckland

Tracey Winterbottom

Welcome to new members Mark and Elaine Balemi with a 1928 Essex Super Six; Rex Benns rejoins with a 1918 Model T Van, 1927 Austin 7, 1955 Austin A50, 1961 MG A roadster, 1963 Holden EJ sedan and a 1979 MG B GT. Also Don Howarth with a 1970 Peugeot 404 sedan and Neville Choksi with a collection of motorcycles – 1922 Henderson, 1947 Indian Chief, 1949 Vincent BS and 1954 BSA Gold Star. Also a newcomer Roger Taylor with a 1948 Mercury Coupe and his sons Chris and Robert Taylor.

The branch clubrooms have had a facelift with a new roof, and the gardens have had a makeover at the hands of Barbara Allbon, Lorraine Crowther and Fay Kitson.

Our major motorcycle rally attracted 48 starters, 13 out of branch, 5 Vintage, 10 PV, 23 PWV and 11 P60. Furthest travelled was

John Chynoweth from North Otago in a 1928 Harley Combination.

The annual Gymnic was well supported with the MG Car Club accepting an invitation to attend, and a Rotorua Branch contingent including the event as part of a weekend tour. Only two entries in the annual restoration awards, Nancie Reiher with a 1930 Chev Coupe and a 1953 Chev Bel Air belonging to E Welch. Bryce Strong has acquired a Daimler 2.5 Mk2, and Dave Warren has had his newly restored 1929 Norton CSI out. Tony and Carole Dewhurst's 1926 Chrysler Tourer is now sporting a new hood.

Kevin Whitham's '25 Morris Commercial gets closer to completion. The guttering is on the cab and next job is the wiring.

Sadly, we report the loss of two long standing members, both involved with the VCC since the '60s. Phil Ornstein passed away at 85, three days before he was due to leave for a Tasmanian tour. Phil was involved with Rootes group vehicles all his life and was still motoring in a number of Sunbeams. Frank Knight also passed away. A member since 1967 although not so active recently, Frank and his wife rallied extensively over the years. The branch is poorer for the loss of such men.

Banks Peninsula

Paul Taylor

The Annual Veteran run was supported by a good number of entries considering it was a busy weekend for the local motoring fraternity.

Patchy morning rain put off a few from bringing out their Veterans. However a feeling that things would improve was rewarded and only a few showers were encountered through Prebbleton and Lincoln. A breakthrough by Coes Ford and no more rain for the day.

Lunch stop was Lakeside Domain where thankfully the wind was light, as were the number of lake flies.

A short run of only a few miles took us into Southbridge where the afternoon section was a question and answer drive around the township.

The surprise of the afternoon was to find the missing-in-action F.N. and crew. Tony had taken a more direct route and missed the lunch stop.

While some familiarised themselves with the streets of Southbridge others chose socialising around a cuppa or two and by 3pm everyone was ready to head for home.

For the record, the Brass's 1914 Hupmobile was awarded Concours d' Elegance, and the Smith's in the 1913 Ford took out the field tests. The Ross's 1915 Dodge clear winner of the Age Mileage trophy.



The Bay of Plenty Branch's new gate



Bay of Plenty: Roger and Irene Hills 1909 Darracq.



Bay of Plenty: The young 4 year old Rhys with his Grandad Bob Taylor in his 1906 Roadster

Thanks to George Calder with the big Vauxhall as backup vehicle and especially Phil Jelfs for organising the event.

Hawkeswood Festival of Speed. Country Gentlemens Motor Racing Club in association with the Rally and Trials Enthusiasts Club. The same day as above. Many a sigh of relief that the rain didn't eventuate. On a closed section of an old part of SH 1. it was a fast rolling trip with tricky bends and five chances to do better. Forty-nine competitors in vehicles from Porsche 965 Turbo to the Stanton.

Fastest time of the day for VCC was George Kear in the Kato Special. Great to see Geoff Owen in the new Jaguar C Type Sports Replica.

Bay Of Plenty Carole Lindsay

Clothes maketh the man and a gate maketh a Clubroom. The Bay of Plenty Vintage Car Club proudly presents its own unique gate cleverly designed and built by several members. See photos.

The mid-week runs are well supported and ably run by Susan Weld and Ray Singleton. September's run to Alan and Marion Manaton's property yielded a 1912 Minerva in a bad state of repair and was of particular interest.

October was something for the ladies a light hearted costume and comedy show by Debbie Dorday. In November the mid week run was to view *Clementine*, Roger and Irene Hill's new baby a 1909 Darracq.

The kitchen ladies at the Swap Meet organised a 'Ladies get Together' in our clubrooms in November. Twenty-five ladies arrived for a shared lunch, lots of fun and laughter, not an engine or spark plug in sight! All voted to continue this event.

Our Christmas party was held at the clubrooms. Sunshine, gazebos and clothes of yesteryear made for a carnival atmosphere. The Restoration Cup was presented jointly to Frank and Julie Ward (1950 Studebaker) and Greg Davidson and Vicki Pike (1928 Model A Roadster). Congratulations

to them all. Another successful year of memorable cars.

Canterbury Tony Becker

Summer's fickle arrival spared us a great day for the Annual Homestead Run, the most popular outing on the Canterbury Branch calendar. Des Fowler again produced two historic high-country sheep station homesteads at Rakaia Gorge. This attracted about 170 VCC vehicles and included a number of newer members and recent restorations; quite a sight on the winding country roads.

Three days later quite cool for 9-90s midweek group at "Warwickz Farm" Dunsandel. This delightful place offered close-up interaction with friendly alpacas, kunekunes, doves, strange ducks and rare poultry as well as giant rabbits, coloured sheep and stropy turkeys.

The Dallovs earned praise for a well-organised Annual Show Weekend Tour to Westland. This last opportunity for a pre-Christmas getaway proved extremely popular on a typically hospitable but partly wet weekend across the Alps.

The fickle spring also dampened the motorcycle section's inaugural monthly 'Fish and Chip Run' enjoyed by the braver boys who made the effort. Protest riders against increased ACC levy drew considerably more support. The Children's Annual Christmas picnic provided candyfloss, ice-cream, fun with clowns plus miniature train rides at Steam Scene next door for everyone. For adults, the annual Christmas Night Trial started with fush' n' chup tea at Cutler Park, ending there again for the evenings dancing after a short trial via Rolleston area.

Eastern Bay of Plenty Joy Growden

On 3 October our branch and the Hot Rod Club got together to give rides to cancer children staying at the Ohope Christian camp into town. The following weekend 14 cars were on display at the

Canterbury: The every popular Homestead Run was once again exceedingly well supported.



A & P show while two cars travelled to Taumarunui to the Journey through time.

Rob and Dale attended two Commercial rallies in October and Walter and Alison ventured south to take part in the Labour weekend, Mt Cook rally followed by a Veteran rally both set by South Canterbury.

14 November was our bi-annual visit from the Gisborne club which started off on Friday night with dinner and a few games of pool. We had a rally round Awakeri into Coastlands and back through Edgumbe. Coral set a quiz of about 20 questions that got everyone mingling this was followed by barbeque tea. After dinner we were entertained by a member of the Gisborne club who had bought his guitar along. There was a farewell cuppa on Sunday morning and a promise of a few sneaky things for our return visit next year.

Gisborne Rodney Clague.

We had quite a few events in November, beginning with a Magical Mystery Tour organised by club captain Dick Neill, followed a week later by our bi-annual visit to the Eastern Bay of Plenty branch. A great weekend was had by all, and Eastern Bay won the trophies. We will get them back next year!

Our November club night was taken up by the showing of an interesting DVD on the recovery and restoration of a 200hp 1905 Darracq V8 world land speed record car.

The local Classic Motorcycle Club hold a toy run in November each year, with the toys going to the Salvation Army for distribution. This year we were invited to join them in our vehicles, and several members took the opportunity to attend. The following day we held the Russell Wilcox Memorial Trophy run, with a good attendance of vehicles taking part.

December 13 was the Club Captain's Wing Ding, our final run of the year, which after an enjoyable run ended at the captain's residence for a barbecue tea and swim for those brave enough to hop into the pool.

Vehicles: New members Pauline and Taylor Love have purchased this scribe's 1966 Hillman Super Minx, and a 1971 Rolls-Royce has come into town from the Wanganui area, bringing to four the number of Rolls in the district at the moment, as well as a 1960 Bentley. They are getting as common as a Model A Ford!

Gore Jim McFadzien

Gore Branch started November's activities with an Open Day on 1 Sunday. Members filled the car park with some 53 vehicles, the weather improved and the public came to look around.

The P60 Run the following Sunday also provided an extreme range of weather from wipers and coats on at Fortrose, to airconditioning on, well windows down, at Lumsden.

The annual Josephville Hillclimb also revolved around 'mother nature'. Seventeen entrants trying to get documentation attended to in some very wetting showers, then a practice run on a sodden road. It was decided to carry on racing without a lunch break. Eventually the rain stopped and the road was dry by our fourth run. Some good times were posted with white knuckle racing, where the 1975 Johnston of Dave Harris took the FTD Trophy again with a time of 26.70 seconds. The winner of Best Performance was Murray Frew from Ashburton in his 1929 Chrysler. It sounded magnificent as it powered from the timer, which was supplied by the crew from the Eastern Southland Car Club. Perhaps the wet spring had washed the seal clean, as a lot of entrants bettered other years times, none more so than John Tremaine's Model A Ford.

December 5 saw members on the annual Diggers Run take members of the Gore RSA on a drive through the country to this years venue Waikaka. Some 12 cars provided transport for the 22 folk from the RSA. One passenger was excited she had been in an "Elvis" car. Further probing revealed it to be a Cadillac. Lucky lady!

Hawke's Bay Esther Smith

The branch's Golden Jubilee was celebrated in November with a Veteran rally, a homestead run plus a formal dinner on the Saturday night. Four founding members, Olive Kilby, Owen Adeane, Charlie Black and Phil Peach were present at the dinner. We were also delighted to

host for the weekend our national president John Coomber and his wife Christine.

In what has become an annual event, our last branch meeting for the year has a mystery auction where members bring along a wrapped "gift". (One of the more unusual objects this year was a bale of Lucerne Hay.) The auctioneer is our Club Captain Derek Gordon who this year managed to wheedle the sum of \$800 out of the attendees.

Mid-February will see our branch hosting the National Veteran Rally to be based in Central Hawke's Bay followed by Art Deco weekend which is shaping up to be most enjoyable. A good working relationship has been restored between the branch and the Art Deco Trust who organise the weekend with the branch organising an Art Deco on Wheels Rally as part of the weekend's events.

For nearly thirty years the branch clubrooms have been based in Awatoto, but in the past few years we have been seeking an alternative location. Recently the branch was fortunate to receive from the Napier City Council the offer of space on the Papakura Reserve, a great location near the Meeanee speedway, midway between Napier and Hastings. It was decided to take up the offer which means the branch can erect clubrooms on the reserve, but with no time limitation as to when the offer has to be taken up. Thanks to our Chairman Mark Jenkinson for all the work he has put into resolving this matter.

Horowhenua Peter D Nightingale

November saw the Wairarapa branch visit for a local run by Club Captain Alton Harrison.

The parts dept is still sorting and making more room for the bits that just seem to keep arriving. Racks have been built to

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Horowhenua: Bruce Hutton showing our branch the framed Beaded Wheel covers of Horowhenua members cars that he presented to the branch

accommodate those untidy diffs. Our own swap meet is coming up soon on 27 March.

Member Bruce Hutton framed and presented *Beaded Wheels* cover photos of Branch members cars; six in all.

The next event was the Tararua Trundle 26 cars competing. Our restoration of the year was not well attended but was a good event, showing what can be done with the background of the vehicle and restoration explained by the members who presented their car. Club nights have been informal with three members each night presenting something about what they are doing. This is a great way to get to know the ever expanding membership. Forty-seven Kapiti mid-weeker's met at Te Horo for morning tea then on to Jeff Fox who gave members the low down on building Vintage aircraft propellers, plus a look at his restoration projects. From there they came to my shed for a walk around the native trees and garden, and then a visit to a replica P40 Kitty Hawk that is being built in Levin.

The Branch Christmas dinner was as usual well attended and was made even more special with guest John Coomber presenting Ray Ivin with his 50 year Badge and with Ray entertaining the room with



Marlborough: Bruce Mant-old and John White admiring a new restored piece of his LE Velocette.



Horowhenua: Jeff Fox with a captive group explaining how he makes Vintage aircraft propellers for Peter Jackson's collection of WWI aircraft

memories of his time in the club. Also being honoured by the Branch was Ivan Benge after his 50 year badge was presented by the Wellington Branch last year.

Marlborough

John White

Twenty-three members of our branch travelled to Australia on a tour ably organised by Carol Wiblin calling on Aussie enthusiasts through Victoria and South Australia.

We had a most interesting visit to Cuddon's Engineering organised by John May, to be introduced to some very interesting machinery they were building for overseas customers. Firstly a very large Freeze Drying machine to be used in Melbourne "would you believe?" to dry wet books and printed material. We were given a demonstration of freeze drying other products by a much smaller machine. We were then shown two large flat bottomed vessels called Mules to be used for ferrying containers from ship side to shore at Nauru island.

On the last weekend of November a Christmas function was organised at Yealands Winery where much wine tasting was enjoyed followed by a Wild Food Barbecue. In early December our branch was invited to attend Tony Flood's radiator repair shop where he gave an interesting demonstration of repairing and rebuilding older type radiators. The motorcycle section has been busy visiting a number of interesting venues with good attendances.

Nelson

June Campbell

A French theme was decided for November Club night with two Citroens, a Renault and a Peugeot coming along for the evening. Chairman Gordon Taylor along with Karen and Rob Thompson were in French attire but the chat about the cars from John Stickney and Russell Hankey had

to be in English. Supper and wine complimented the vehicles nicely.

Club run was a Garage Raid starting at the WOW workshop with a guided tour followed by an inspection of the new exhibition hall. This was followed by visits to commercial garages where restorations of an Austin Healy, a Jensen Interceptor and a Studebaker Hearse were among those being carried out; plus a look at Trevor Carston's steam powered Triumph Mayflower.

December Club night was a family event with a fire engine on display. Members were well entertained with a very humorous address from the attending fire fighter. The Club has been invited to visit the Nelson Fire Station.

The annual club barbeque to round off the year was again held at Wai-iti Domain. The organising stalwarts were rewarded for their efforts with a good crowd and a beautiful day. A new crew was in charge of the organising and cooking this year and they did a grand job. Santa's helper Keith Burbidge arrived in Lindsay Wogan's Brough Superior. It has a horn which sounds like a steam train and was heard coming from a great distance. The youngsters loved him.

Members were saddened to learn of the sudden passing of Rosie Golder the week prior to Christmas. Rosie was a regular attendee at Club functions in her white Triumph Spitfire and has won the Ladies' Rally Ann Egan Trophy twice. She was well liked and will be missed by many of us who enjoyed her company.

Northland

Terry Lambess

What a year 2009 was; the Lacre's 100th Birthday, the British Car Day, Far North Tour and our final Dunny Run.

The Dunny Run is a competitive event between the Far North Club and Whangarei and this year started at KawaKawa park. Twenty-nine entries made this year's event



North Shore: Arnold Van Zon's immaculately restored Packard was a standout vehicle at the North shore Car Show.

the largest to date. The run was set by Ava and Keith Thomas (Northland) and took us over back roads between Paihia, Waimate finally ending up with a picnic lunch at a Far North member's home. When all the results were collated the Far North team were once again announced the winners but it was close.

The British Day coincided with the 50 year celebrations for the Mini. This was well supported by our members. Stuart McCully's home-built Austin Sports roadster looks like it must have rolled off the factory floor, fools a lot of people too. It is based on a A70 chassis and running gear and is a beautiful car. Twelve minis were on display, one of which had done the Pork Pie run from Kaitai to Bluff. Our final event was a garden party picnic and gymnic, our hosts for the day were Mike and Joy Torrice who were raising funds to assist Domain Lodge, a cancer family support home, in Auckland.

North Shore

Ray Urbahn

Early December saw another successful Swap Meet and Car Show. Very heavy rain the previous day ensured that the ground was not conducive to adhesion between rubber, grass and mud, and the crowd were highly entertained by the expert operation of the Branch tractor by Peter Lloyd in extracting a number of cast vehicles from a sticky predicament. A standout of the show cars was the beautifully restored 1929 Packard Victoria Convertible belonging to Arnold Van Zon. The Christmas Party and Gymkhana followed by a pot luck dinner



Northland: Two minis looking the part at the Northland Branch British Day.

was well attended. Ownership of the 1952 Series 50 Buick Riviera expertly restored by the late John Paisley of Oamaru which he completed some eight years ago, has passed from Ray Urbahn to Brian Cullen in this Branch. The 1952 Buicks were the last of the cars with straight eight engines in all models before the introduction of the V8 in 1953 in all models except the series 40 which retained the straight eight for that year. When better cars are built, Buick will build them !

North Otago Judith and John Miller

North Otago has had a busy couple of months. Firstly we helped with the National Commercial Rally hosted by Waimate, with some 60 entries. The Mt. Cook rally joined up with the commercial vehicles for lunch at the picturesque Campbell Park

North Otago: The three Veteran cars entered in the Windsor rally.



North Otago: Vintage and Veteran rally at lunch stop at Dansey's pass pub



North Otago: Vintage and Veteran rally in Glenorchy,





Otago: Otago Member seen at the 100 years of Hudson celebrations in Cambridge. Arthur Bennetts 195 Hudson Jetliner



Otago: Leon Everins, 1930 Hudson Straight 8 coupe s in Cambridge.

estate at Otekaike. The facilities here are fantastic as the owners endeavour to get viable enterprises off the ground. With the opening of the first stage of the Downlands irrigation, and a major swing to larger scale dairy farming, the landscape looks great as Vintage cars travel through on our interesting roads. Ever changing green countryside, and heritage history trails, abound in North Otago.

Alistair Day's Veteran and Vintage Tour which followed on was very enjoyable motoring, reminding us what early motoring was all about. Rain, wind, and near blizzard conditions on high country roads in open cars and tourers. Steep roads, ruts, most vehicles with no shock absorbers, two wheel brakes. (the four wheeled ones only marginally better, especially after going through mud and fords!) The Dansey's Pass, on the way home was looking well although some Australians didn't like what was over the side. Our advice was "Don't look down, just dodge the ruts".

North Otago's Windsor rally with 65 entries was very successful in nice warm conditions. Apart from a stuck valve in a vacuum in a 1927 Buick sedan, and a jammed up generator in the Lorraine Dietrich, trouble was fairly minor. Thanks go to the Perrys for organising another successful run.

Otago

Arthur Bennett

A busy early two weeks in December and late November, kept members on their toes keeping their vehicles motorable. The weather for the Taieri Tour remained calm and fine with many drivers appreciating the laidback itinerary organised for the first time by Club Captain, Mark Wilkinson.

The Commercial and Veteran Rally, organised by Tony Devereux had good



Otago: Trevor Johnson (AO4646) in the 1937 Terraplane Coupe.

support and toured over the former SH1, scenic Mount Cargill Road.

A few Club members went to the 38th Clutha Rally and brought back more silverware. We didn't do as well on North Otago Windsor Rally, but certainly enjoyed the camaraderie and roads. Moped enthusiasts

had their chance in "Whizzing Around the Taieri".

Our Christmas Barbeque at Hemlock Flats Outram, suffered a last minute deluge when Heaven's drains overflowed. The meal still got eaten.

Our mid-week Sparkaholics have been to some very interesting places; it is held once



Rotorua: The Mid Weekers run to Taupo.



South Canterbury: Graham Rae's 501 Fiat leading Bob Austin's Model A Pickup on the Veteran Vintage Commercial Run.

a month by co-organisers Barry Longstaffe and Stu Campion.

The Dunedin Brighton Run will be capped off with 50 year Badge presentations to Mrs. Judy Oakley, Colin Pearce and Stuart Johnson now of Marlborough Branch. Our Branch Chairman, Graeme Duthie received his 50 year Badge at the Taieri Tour Dinner. Congratulations to you all.

The Hudson Centennial branch members completed the Cambridge and back tour with very little trouble and saw many rare cars at the celebrations, especially amongst the pre-1920 cars, the English Bodied Railtons and the Brough Superior.

Rotorua

Redcat

During this last period we have been exceptionally lucky to have been able to attend two 'away' matches, The King Country 'Journey Through Time' and Auckland's 'Gymnic', combined with a visit to that famous world class collection of Rolls-Royces and Bentleys.

Our club always enjoys the Journey Through Time and this year we fielded 13 cars and crews. Next year, the rally will



South Canterbury:View of vehicles at Campbell Park.

celebrate the centenary of Taumarunui. If you've never been on this rally, put it in your diary!

For those that attended the 'Gymnic' and viewed the Rolls-Royces for the first time, it was an awe inspiring experience. The sight of all those Rolls-Royces must

have given one of our members ideas as he is looking at buying another one!

We met up with other members and the BOP MG CC on the way to the venue as some of us had stayed the previous night at the Miranda Holiday Park. An excellent establishment for relaxing in the hot springs

heated pool. Also during this period, we had our own barbeque run where the winners have to set the run for next year. It is one rally we don't try to win!

Our October Social was loosely based on 'It's in The Bag' and a lot of fun was had by all. No colour TV's or White Ware as prizes though, due to the tough economic times no doubt.

Our final event for the year was our Christmas Party where Santa, accompanied by his elves and faithful reindeer, Rudolph, handed out presents to all. The RVVCC choir gave a terrible rendition of 'Silent Night' much to the amusement of all. A great time was had a fine ending to the year.

The NI Easter Rally committee is well into finalising the rally. We hope to see a good number of you attending what should prove to be a memorable event.

South Canterbury

Bill Weir

Motorcycle Rally 1 Nov 09: A good turnout of motorcycles enjoyed a good run around Sth Canterbury with a break at Cave. Thanks to Wayne, Michelle and Frances Irving for a well organised event.

Veteran Vintage Commercial Run 15 Nov 09: Grant Stewart saw off a good contingent of vehicles from the clubrooms, out through Fairview, Claremont then down the Taiko school road and onto Sutherlands road. It's all gravel but a fun rally route with great views. Unfortunately on the day it was overcast and drizzling but cleared by the time we got to Pleasant Point.

New member Tom O'Connor was in his Bradford van. It's a while since we've seen a Bradford on the road. It is quite amazing how they motor along with that little horizontally opposed twin cylinder engine it certainly didn't disgrace itself on the hills. From Pleasant Point it was up the hanging Rock road to the Opihi Vineyard Restaurant for lunch.

Christmas Party and Dinner Dec 5: Was as usual well supported and got everyone into the spirit of Christmas.

Childrens Christmas Party Dec 13: Twenty excited children plus their parents/grandparents met at the clubrooms, after a short trip first travelling through the Timaru Botanic gardens then we continued on down to the Bay where the children had a ride on the train. The amusement rides were also going so some went on those while others had a look at the new bird aviary or enjoyed the playing area. After that it was back to the Clubrooms where Father Christmas arrived in Munro Family's Ford Model A and distributed presents to very happy children.

Taupo

When you are short of a speaker for your local club night, you need look no further than your own branch members. This is what happened at our October meeting when Keith Moore entertained us with some of his memories and experiences from his 39 years of taxi driving in Palmerston North. Apart from his humorous anecdotes, Keith told us about changes over the years to the taxi industry and especially the effects of deregulation.

For our October run a small group travelled to Rotorua to inspect the Caterpillar Museum. This was opened in 2006 by bush contractor Lindsay Willis who brought together a collection of Caterpillar equipment dating from the 1920s, as well as ex-American Army trucks converted for logging. There were also three videos depicting land development in Rotorua and Taupo.

Cruise for a cause, held 31 October, was a huge success raising \$10,000 for the Lake Taupo Hospice. Organised by Club Captain Marty Sutherland, this event brought together a number of motoring clubs as well as Huka Jet, Taupo Lions, Police and Rural Fire. For a gold coin donation you could enjoy a ride in a Vintage car or any of the other vehicles participating. Rides in the older vehicles proved to be very popular with all ages.

November club night was held at the Goodyear Auto Centre where members learnt all about the various types of tyres, treads, balancing and all fine tuning needed to keep our vehicles on the straight and narrow.

Our run to Turangi, turned into a social event because of the unavailability of the Tokaanu Power Station. We had a look at the displays in the Turangi Information Centre which depict the workings of the Tongariro Power Development Scheme. The Tokaau Thermal Pools carpark was a good place to have lunch and we then took a stroll around the DOC thermal reserve adjacent to the pools.

We are currently putting together details for the Taupo Goodyear Auto Centre Rally to be held 12-14 March 2010. Look forward to seeing you there.

Taranaki

At the December club night a discussion took place on vehicle lighting as the national office has asked for members opinions on the fitting of Stop and Direction indicator lamps on our historic motor vehicles. It was an interesting topic with some in favour and some not. The safety issue was paramount and the members who had them already fitted thought it worked well. Some members voiced their

Jack Hindess

concerns that because our vehicles were not manufactured with such lamps that it would take the authenticity away from driving our vehicles. Members wanted to still be able to use hand signals. It was agreed that the status quo prevail and the national office be advised.

It is with sadness that we record the passing of Ray Cook a past Chairman and past Club captain of our branch and very willing stalwart of our club. Ray was a dedicated member who would help with any projects the branch undertook. He helped organise Swap Meets and rallies and was instrumental in the purchase of additions to our clubrooms. Ray and his wife Mary attended many rallies and owned a 1928 Rugby, a 1948 MG Y and a 1948 Morris 8 series E. Ray will be sadly missed by all who knew him and our deepest sympathy is sent to Mary and her family.

Waikato

Jeremy Brook

The November club night speaker was Mike Duke from the Waikato university engineering department. Mike gave a really interesting talk on solar powered vehicles, the design of these cars used in racing, and the improvements made in this field over the last few years. High-tech stuff!

The Veteran Rally (low tech stuff), took place on the 31 October, and was organised by John and Jean Bayly. The rally was based in and around Matamata, and drew lots of really nice cars from all around New Zealand. It was a beautiful day and everybody enjoyed some really good Veteran motoring. The overall winners of the event were Les and Lesley Webster with their beautifully restored Ford-T.

The club ran its first mid-week rally, the 'mid-week run', which was organised by Ian Patton. Twenty cars participated, the destination being a collection of tractors at Roy Riley's place.

The November club run consisted of both motorcycles and cars visiting the new Hampton Downs racing track. Members were shown the facilities by the co-owner Chris Wilson. Unfortunately they weren't allowed on the track with their old vehicles, maybe next time! The event was organised by Paul Fussey and Peter Spiller.

New members to the club this month are Gordon White with a 1932 Austin, still in storage but we look forward to seeing it on club events in due course. Also, Nigel Williams and Florence Southan with a 1937 Morris 8.

The annual fundraiser was the swap-meet at Cambridge racecourse run by Les Webster. This is really developing as a major event and makes good money for the club.

We ended the year with a Christmas dinner at the club rooms with everyone



Waitemata: Action from the Chelsea Hill climb - Craig Laing 1958 Buckler DD2

Right: Waitemata 8000 is Mike Courtney in his 1942 Austin 7 Special

being required to bring a Santa gift appropriate to the 1920s. These interesting presents were then distributed by Ian Patton (as a fill in for Santa), on a lucky dip basis based on birthdates. This event was organised by Jenny Patton with the help of the committee. It was a good night, enjoyed by the many in attendance.

We have thoroughly enjoyed our year at the club, and wish everybody good motoring over the summer season.

Wairarapa Selwyn Warren

O.K. so that's another Christmas gone!!

We are really into the rally season now, but leading up to Christmas we had our night trial, and our gymkhana. Carterton also had its Christmas parade, like most other places.

For our December club night, we did a shiny bits auction. These are an excellent way to raise funds for your branch. There was also time for the people who went to Bendigo to talk about their trip and purchases.

January had the branch on its annual coastal run.

On the restoration front, there seems to be a flurry of activity and vehicles to watch



out for on the rally scene in the very near future are a Ford Model A, an Austin 7, two Singers, a Crossley, a 1913 Triumph motorcycle, an AJS 600 twin motorcycle and a 1913 Motor reve. No doubt our monthly rallies will soon have all these vehicles competing.

The big rally to come for us is the annual Rex Porter memorial run in March.

Waitemata Di Humphreys

A sad start to our notes with the sudden passing of Phil Ornstein. A keen motorist from the early 1950's he acquired an impressive array of Motorsport trophies.

He raced and rallied a variety of Humber 80's, Sunbeam Rapiers and more recently a Sunbeam Tiger. Phil had recently returned home from a rally in the King Country, and was due to fly out overseas on an extended holiday. He will be sadly missed.

An excellent turnout of entries and spectators for our annual Chelsea Hillclimb held early in November in the park grounds of the Chelsea Sugar Refinery.

Ablly organised by our Club Captain Ian Goldingham, the day ran very smoothly and the weather remained fine.

The John Simpson Trophy, going to the entrant who appeared to have the most



Waitemata: Tony Herbert 1960 Lotus Elite S1

fun, was awarded to Danny Ryan, the happy chappie in the 1953 Jaguar C Type.

Danny got 3rd FTD : 32.09, being beaten by Tony Herbert in the 1960 Lotus Elite : 31.88 and 1st place went to Craig Laing in the 1958 Buckler DD2 : 30.85.

Always good to have out of town entries, Mike Courtney, from Kerikeri in the fastest Austin 7 on the day, Roy King from Palmerston North, Pat Bren/Mike Stuart from Napier, all Austin 7 mounted.

Our annual Gymkhana in February, and Springhill Sprint, in March are the first two event for the coming year.

Wanganui Fay Chamberlain

It was with sadness we had to say farewell to a longstanding member of the branch recently. Christ Church was packed for the funeral of Ian Iclvor, great restorer of note, and friend to many. He leaves a loving



52 Beaded Wheels

family and wife, Esther, to whom we extend our deepest sympathies.

On a more glad note, the new parts shed is up! Huge and empty at this stage, just awaiting the final touches and the shelving can begin. Funds continue to be raised by much scrapmetal collecting and the budget is under control.

Restoration of the Year saw a good number of entries, and a huge turnout of members as well. Cars included Lee Turner's 1957 Morris Minor, Alex Garrett's Mk5 Jaguar, Roy Kerfoot's Morris Mini, Neville Rhodes diac, and Stephen Voss' Austin Cambridge. All were very well presented, and the winner was the Jaguar.

Motorcycles too, drew three entries. Again will presented and difficult to choose. Vince Keats 1926 Indian Scout (seen in last *Beaded Wheels* Idle Torque) proved the winner, closely followed by Clive Whitham's Yamaha and Peter Quilter's AJS Racing bike. The standard for all vehicles was very high and members were very impressed.

Speaker for the Restoration of the Year night was Marie Alderton, (widow of the late Raymond George). If anyone needs 'cheering up' she's the one! (Wonderfully humorous anecdotes/memories that caused everything from chuckles to hysterics ... well done Marie!)

Member Neville Gorrie, owner of the Grand Hotel in Wanganui, provided a delicious Christmas meal and gathering for

members recently. (The proceeds of which will go to club funds). A fine gesture, and much appreciated ... great time had by all!

The usual Burma Rally will fill the Anniversary weekend, with this year, an extra in the form of a boot sale on the Saturday morning.

Wellington

Ruth Findlay

The 52nd Annual November Rally was held on Saturday 7 November, and 46 vehicles assembled at the clubrooms for the start with the promise of off-road motoring. Morning tea was at Silverstream and then we were off again into the Western Hutt hills for the usual time section, along with numerous questions and silent checks to watch out for. The lunch stop was at Silverstream Steam Museum and they really turned it on for us, with a locomotive and two carriages ready to carry us aboard with our picnic lunches. That evening 90 people sat down for the Annual Dinner and prizegiving; Kate and Stan Garmonsway won the P60 class and the rally trophy in their 1964 Sunbeam Alpine, and Kate was joint winner, with Diane White, of the Navigator's award.

18 cars set off on Sunday 29 November for the Social Country Run, organised by Helen Archer and Margaret Janes, which wandered through the streets of Khandallah, Ngaio, Wilton and Karori, arriving at Makara Beach for lunch. The afternoon run was just as interesting and



West Coast: Dr Ebenezer Teichelmann, Hokitika GP about to go on his rounds in a Ford Model T.

circuitous, and finished at the property of Kim and Sue Rose on Paekakariki Hill Road, where there were the usual fun and games, including a gumboot throwing competition. The barbecues were then fired up and most people stayed for a meal, followed by live music in the way of guitar, mandolin, ukulele and piano accordion. There is a wealth of musical talent in the Wellington Branch.

2009 ended with the children's Christmas party attended by around 70 children, parents and grandparents, and was a great success. The children enjoyed rides in our Vintage fire engine, and there was lots of fun on the bouncy castle. The adult party was held on the December club night, starting with a barbecue at 6pm, followed by the Special General Meeting and approval of the budget for next year.

West Coast Hemi Te Rakau

Uncharacteristically, the West Coast had a wettish Christmas/New Year period which saw a little rhyme appear on some of the vehicles parked inside their respective garages. Just as well that we held our Christmas get-together in November – smart thinking eh! The images show a beautifully-restored example of a 1929 Austin 7 van currently owned by Ian and Glenis Brooks from Reefton. The street image shows a touch of class in the country town as John and Glynn Boyce parked up their 1949

West Coast: 1949 Rolls Royce Silver Wraith Cabriolet & 1950 Bedford K 1.5 ton truck in Reefton

Right below: West Coast: 1929 Austin 7 Van in Reefton

Rolls-Royce Silver Wraith quietly in the main street of Reefton, backed up by the ever-faithful 1950 Bedford K model 1.5 ton truck which has been beautifully restored by John and Lyn Rothery of Runanga. Of great note, Hokitika celebrated the 75th Anniversary of New Zealand's first commercial airline which flew from Hokitika to Haast in 1934. More of that in the next issue. The image shows the renown Hokitika and South Westland GP/Surgeon Dr Ebenezer Teichelmann (delightful little doctor and explorer) about to commence his rounds in the trusty Ford Model T.

Wellsford/Warkworth

Rita Jorgensen

At the conclusion of the general business at our September Branch Meeting, the rest of the evening was taken up with discussion on the plans laid out for a kitchen and other designated areas in our new clubrooms. All items for the library to be collected from various storage areas to get a definite idea how much room is required and to review the contents. Years ago member Dave Henderson with the help of Jennifer Pearce catalogued all items.



Our Annual Shiny Parts Auction at our October Meeting made a good profit. Club Captain Lee Middleton ably assisted by James Lawrie encouraged members to bid briskly for the various items. As they say "one person's trash is another person's treasure." From car parts and accessories to mysteriously gift wrapped parcels, all purchased with good humour.

First call on our 22 November Branch Run was to a commercial cucumber enterprise at Port Albert a few miles east of Wellsford. You can't get much further away from the subject of cars to the growing of cucumbers but they are an amazing versatile vegetable. Full of vitamins, great cleaning properties, great for your health and wellbeing.

Then onto Albie Littin's to check on progress on a 1927 Rolls-Royce Phantom "1". He is restoring-rebuilt to painting stage.

Next call to see Gordon Hendriksen's display of intricately crafted model ships and sailing vessels all of which once sailed the Kaipara Harbour. A barbeque tea concluded the day with a scout through Lee Middletons large shed where his restored Gypsy Moth is housed along with other projects in hand.

Several Vintage vehicles joined in the Wellsford Christmas Parade:

1928 Ford Model A
1929 Ford Model A truck
1957 Morris 1000
1958 Wolseley Fifteen Hundred
1963 Standard Vanguard
1964 Chevrolet.

November meeting night was trivial pursuit time. Can you remember names, places and theme songs of old time TV shows and sagas. Harder than you think.

The new kitchen was installed in time for our Christmas Function which was well attended. A pot-luck dinner, plenty of chatter and overall agreement of a job well done in obtaining our own clubrooms and the work done to make it a great place to welcome members from other branches.

OBITUARY

Frank Knight

**Auckland Branch
1916-2009**



Many in the Auckland Vintage Car Club, and other branches, will note with sadness the passing of Frank Knight in December. Frank was one of the last of the generation who knew Vintage cars as new or near new vehicles. He trained as a motor mechanic, starting an apprenticeship in 1933, when a grease cost 2/3d. Frank served in the RNZAF during WWII working on flying boats in the Pacific theatre. Subsequently he became a Chrysler dealer in Waiuku and ran a successful business for many years.

Frank joined the Auckland VCC in March 1967 with a 1928 Dodge sedan. This car was restored to a very high standard and set the pattern for Frank's subsequent restorations.

Frank was a prolific restorer and the next project, a Chrysler 70 Phaeton was done to a higher standard still. It carried then Prime Minister Robert Muldoon at the 1980 Pan Pacific Rally at Rotorua. After the Chrysler 70 came a 1939 Hudson convertible with an English (Fairmile) body. This car was sold to the Nelson/Marlborough area. During this time Frank had a brief flirtation with Veterans, purchasing a restored brass Model T Ford. The next project was his 1951 Ford V8 Twin Spinner. Imported from Arizona, this car was a rust bucket but Frank pressed on, having to remake much of the lower body and doing much of the work himself. In his mid eighties he moved from Waiuku to the Whangaparoa area. When I made



contact with him he was too busy to talk as he was setting out boxing for a concrete project at his new home. A 1936 Ford V8 pickup was the next project, but this was on sold soon after completion. An MG B GT was also tidied up, and as Frank edged toward his nineties this became his car of choice. It was painted red and cheekily sported a Ferrari logo on its right mudguard. It took him to his final rest. The last project (unfinished) was a 1932 Ford V8 pickup which was imported from the USA in 2008. Frank could have claimed to be the only nonogenarian restorer active in New Zealand.

Frank rallied extensively in the North Island, however Northland's Far North Tour became the favourite and Frank attended almost all, from the first official one in 1973, until the 2008 event. During this tour he assisted a much younger member who was having car problems. Frank had assisted many people in past events. To Carol, Craig and Frank's extended family we extend our sympathy and as some poem or song says somewhere, Frank, may the road rise up to meet you.

John Stokes

Tracy Lees McKenzie

**Northland Branch
25 January 1920 – 17 October 2009**



Members of the Northland Branch of Vintage Car Club assembled at the church service to farewell our member Tracy McKenzie.

He was truly a remarkable man having restored over 50 vehicles. Tracy was the team leader in the restoration of the branch Lacre, attending the Lacre's 100th birthday celebrations (see page 22), and was recipient of the John L Goddard Trophy for his involvement with the Lacre's restoration which he insisted was not just for him it was for the team! such was the man. Tracy was also involved with the Vintage Machinery Club restoring tractors and other machinery. He set high standards and did not suffer fools gladly. Do it once and do it right was the norm. Tracy was not much into rallying, restoration was his forte, something at which he excelled. For many years Tracy owned and operated the Parua Bay Service Station, also operating the quarry. Three of his restored trucks were on show at his service, the International was part of the cortege. Sadly he lost his beloved wife Joan several years ago and time began to take its toll. He moved to a rest home but was still seen at the club. An ex RNZAF flight sergeant he was laid to rest at the Manu Returned Services Cemetery.

Terry Lambess

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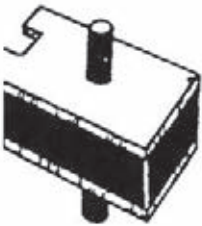
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