

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

# Beaded Wheels

No. 309 April/May 2011

\$6.95



2011 NATIONAL  
MOTORCYCLE  
RALLY



Behind the Wheel of an  
**AUDI QUATTRO A2**

Club news from around New Zealand



Photographs and information supplied by Mark Gibson, Horowhenua Branch.

This 1927 Buick was owned by William Charles Barnes of Argyle Street Dunedin. He owned the company W C Barnes & Co which traded as the Mazon Shirt Factory in Great King Street, Dunedin. This photograph is thought to have been taken in the Taieri Mouth area approximately 1928. The picture is taken by Barnes and shows from left, his wife Emily, Charlotte Covic (nee Partridge), Ray and Harold Barnes. In the driver's seat is my mother-in-law Madge Partridge (nee Barnes) and her elder sister Eileen. The car was sold in 1935 in order that Barnes had sufficient money to ensure his staff were paid during the Depression. He never laid any of his 27 staff off and continued to employ them even when their hours were reduced.

Monarch Neverslip Tractor – This photograph was taken on 21 September 1920. It shows a boiler being dragged into the Mangahao Valley behind Shannon to the Mangahao Hydro Electric Project. The boiler was to power the jig line which transported shingle for the construction of the No 2 Dam. It is pulled by two identical Monarch tractors.

Monarch Tractors Limited of Watertown, Wisconsin produced crawler tractors from 1916 until 1928 when the company was purchased by Allis-Chalmers in February of that year. The name Monarch did however continue to be used as a model name by Allis-Chalmers. These two examples are believed to be the Neverslip model 30-18 N from 1918. This model was the largest of the early Monarch machines and was distinctive due to its rear mounted engine with the transmission between the engine and radiator. This model continued to be produced with modifications until 1924.



#### PHOTOGRAPHS REQUIRED

Submissions of suitable prints and information (where available) are always welcome. Please send original photographs of historical interest with any available information to:

*Beaded Wheels*,  
PO Box 13140, Christchurch 8141.  
**Laserprints/photocopies are not suitable.**

*Photos will be returned as soon as practicable.*

## management committee

Contact **National Office** for all queries regarding VICs, logbooks, historic Race Licences, Lighting Endorsement, Registration of vehicles, address changes, Subscriptions, Membership Cards, Speed events.

The Vintage Car Club Of New Zealand (Inc.)  
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Email [admin@vcc.org.nz](mailto:admin@vcc.org.nz)

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

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# Beaded Wheels

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## COVER

Brian Ledgerwood, North Otago Branch, on his 1953 BSA B33 rides  
out on the 22nd VCC National Motorcycle Rally, page 28.

Photo Trace Davidson Photography  
www.tdphotos.co.nz





For those of us who live in the Christchurch and Banks Peninsula area, February 22 was a day that changed our lives and our city for ever. We have all experienced the grief for lives lost, properties and businesses destroyed, and the infrastructure and history of our city destroyed beyond anything we had imagined after the earthquake on September 4 2010. I know of a number of our members who have had their homes destroyed, and are living with relatives, friends, or moving around temporary accommodation. Some have remained in houses which are damaged, and have little in the way of services. The response from members around the country to our local members has been outstanding, and we all want to thank you for your support and well wishes and the offers of assistance from all around the country. Our National Office building stood up to the event well, with no apparent structural damage, but the archives and our filing systems were a mess. We were excluded from access to the area for a couple of weeks, causing serious disruption for the office staff at this time of year. Once access was gained, the computers, manuals and some office equipment were retrieved, and Julie Cairns set up a temporary office at her own home in order to provide service to the members. Unfortunately the danger from a nearby building may prevent us from returning to the office for some time, so we are very grateful to Julie for sharing her home with us and keeping the show on the road, and also to Vero and Sharp for their assistance in setting up the temporary office. Please do not ring the office number outside business hours, as the phone is diverted to ring at Julie's home, and she needs a break in the evenings and weekends.

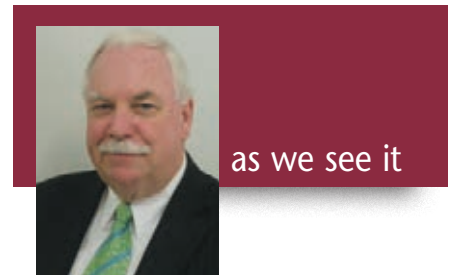
We managed to hold the Executive meeting in Auckland on 12 March despite the difficulties and suggestions we should defer it. It was a good meeting and I thank all the delegates for their understanding and contribution on the day. Canterbury and Banks Peninsula branch members were overwhelmed by the offers of accommodation for members who needed a break away, and the branches who advised they were fundraising to financially assist our members. Wanganui Branch are running a raffle with tickets available at all branches. A beautiful Rover car has been donated

from a local car collection and has been prepared as the prize. Other branches are organising events and fundraising to assist our members who have been devastated by the earthquakes. I thank all of you for your kindness, generosity and concern for your fellow club members. The fund established will be administered independently, and not by the Management Committee. I will invite the Club's solicitors to oversee the distribution of donations and ask that branches with members who need assistance should advise the South Island Club Captain so the information can be collated.

I had the privilege of announcing to the executive meeting that Nick Mason will be our Guest of Honour for the 2012 VCC of NZ Rally held in Wanganui. Nick and his wife Annette will attend and participate in our rally next January as our special guests. Many of you will know Nick as the rock star drummer from the band Pink Floyd, but he also has one of the world's best collections of historic racing cars and is well known in motor racing circles as a driver and a writer. Nick has a collection of vehicles ranging from 1901 to 2003 housed at his private aerodrome in Gloucestershire. Some of you may have seen him appearing in documentaries on television recently. We look forward to hosting Nick and Annette, and those who attend the Wanganui Rally will have the opportunity to meet them. You can read a brief article about Nick by Eion Young on page (32).

The other news from the Executive meeting is that there was only one bid to host the 2016 International VCC Rally, and that came from Otago Branch. The branch, with the backing of the Dunedin City Council have put forward an attractive proposal which will utilise the new fully enclosed stadium currently under construction as a replacement for Carisbrook. Interim approval has been given, and a management team will visit Dunedin to inspect the venues and meet with the Mayor and Council. We will also call for expressions of interest for the position of Rally Director. This rally is less than five years away, so there is no time to waste.

John Coomber  
National President



In a time of catastrophe some things become less important and the focus suddenly turns to getting by and keeping yourself warm, dry, fed and clean, all under dramatically changed circumstances. In Christchurch we are all, to a greater or lesser degree, doing this. Our thoughts are constantly with those who have lost precious family and friends.

For many, it is just too much and they have left the district on a temporary or permanent basis. Myself, I was pleased to get away for 10 days after the 22 February earthquake to take part in the National Motorcycle Rally in Oamaru, the After Rally Tour in Central Otago and the Gerald Lynch-Blosse Rally back in Oamaru on Saturday 5 March. All were very successful, enjoyable well run events. We arrived back home in Christchurch on Saturday night about 7pm to be greeted with a decidedly noticeable aftershock five minutes after we walked in the door. Welcome home, I thought!

I know that while we on the *Beaded Wheels* committee have various issues with housing, I also know that there are many others, particularly in the eastern and hill areas, who are much worse off. They are in our thoughts.

Nonetheless, life goes on and we have a magazine to produce. The *Beaded Wheels* office has relocated temporarily so production can continue with a little of the semblance of order we used to enjoy. This issue has been printed in another city at another printing office.

By carrying on with the minutiae of life we are playing a part in returning life in Christchurch to some semblance of normality. This is important therapy and helps us deal with the new issues we face.

We expect that this issue will be out by the first Friday in April but I know I will have your forbearance should we be a little late.

On page 34 is Frank Metcalfe's column *Two Wheels and Other Things*. His contribution although not strictly motoring oriented is very timely given that ANZAC day occurs during Easter a couple of weeks from now. A thought provoking piece.

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 the month prior to magazine publication

## APRIL

2	Sth Cant	Winchester Swap Meet
2	Waikato	Mooloo Meander M/C Rally
9	North Otago	All British Day
9-10	Canterbury	Jim Toohey Motorcycle Rally
9-10	Wanganui	Autumn Motorcycle Trial
9-20		N I Club Captain's Tour
16	Far North	Brian Parker Rally
17	Canterbury	P Section Rally
17	Nelson	Restoration of the Year Rally
17	North Shore	Northern Raid
17	Sth Cant	All American Day
17	Taupo	Foundation for the Blind run
17	Wairarapa	Club Captain's Run
21	Ashburton	Club Captain's Night Trial
22-25	Gore	National S I Easter Rally
22-25	Taranaki	National N I Easter Rally
23-24	Waitemata	Roycroft Trophy Meeting Hampton Downs
25-4		3rd Veteran & Vintage Tour
30	Canterbury	Rural Run

## MAY

1	Northland	AGM and Clark Cup Rally
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7	Ashburton	Swap Meet
7	Northland	Annual Swap Meet
7-8	Wairarapa	Motorcycle Reliability Run
8	Far North	Topp Trophy/Mother's Day Rally
8	Northland	Mother's Day run
10	Far North	AGM
11	Taupo	AGM
14-15	Canterbury	Autumn Two Day Run
14	Southland	Waimea Motorcycle Rally
14	Waikato	Prizegiving Social
15	North Shore	Club Run
15	Otago	PV/PW & Restoration Rally
15	Sth Cant	PV/PW/P60V Rally
15	Taupo	Navigator's Trophy
21	Canterbury	Quiz Night
21	Gore	Night Trial
21	Southland	PW/P60 Run
21-22	Northland	Motorcycle Rally
22	Waikato	Rally Training Run
22	Canterbury	Scooter Run
26	Warkworth/ Wellsford	AGM
26	Southland	AGM
29	Canterbury	Restoration of the Year Rally

## JUNE

1	North Otago	AGM
4-5	Central Otago	Mid Winter Rally
4-6	Canterbury	Irishman Rally
5	Sth Cant	All British Day
8	Hawke's Bay	AGM
8	Canterbury	Motorcycle AGM
12	Gore	End of Season Run
12	Otago	AGM
12	Northland	Annual Dinner and End of Registration Run
12	Wairarapa	Winter Wander
15	North Shore	AGM
16	Ashburton	AGM
19	Canterbury	Branch AGM
19	Ashburton	Solstice Run
19	Sth Cant	End of Season Run
23	Auckland	AGM
25	Canterbury	Dance

## VCC National Events

2011		
North Island Club Captain's Tour		7 - 20 April
National Easter Rally SI	Gore	22 - 25 April
National Easter Rally NI	Taranaki	22 - 25 April
2012		
International Rally Rally 2012	Wanganui	16 - 27 Jan

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.

# VETERAN CAR RIMS

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## national office news

### VCC Subscriptions

VCC membership subscription invoices were forwarded in late January. To receive a discount, payment was due by 20 March 2011. A reminder notice will be sent to non-financial members. If you remain non-financial then this will be the last *Beaded Wheels* or branch newsletter you will receive.

Please note: a large number of members have paid by direct credit. This is fabulous but *please* put your membership number as the reference as advised on the invoice. Some payments are unidentified so I have no choice but to wait for a member's query as to where their membership card and magazine is.

### Membership Cards

Those members who have paid their annual subscription by 31 March 2011, will receive their membership card in early April.

### Executive Meeting

The Executive meets every March and during the Annual General Meeting weekend. Their last meeting was 12 March and was held in Auckland. Minutes are sent out to branches and your representatives, who form the Executive, will be able to personally report on the discussions.

### Notice of AGM

At right on this page you will find a Notice of AGM and Management Committee nomination details.

### John L Goddard Trophy Nominations

On page 31 you will find a notice regarding the John L Goddard Trophy.

Please put some thought into nominating a deserving member. More information is available in the Branch Manual, one of which your branch secretary holds, and another which should have been placed in a known location accessible to all branch members.

### 100 Year Vehicle Badges

Don't forget that if you are a current financial VCC member, have a vehicle over 100 years old and hold a valid VCC ID Card, you can apply to the National Office for a 100 year badge for your vehicle. An application form is in the Branch Manual (Section 40:G) and can be obtained from your Branch Secretary.

### Historic Race Licences (HRL)

Keep an eye on the expiry date of your HRL and when it is due to expire, return it to the National Office along with \$23 and it will be renewed for a further five years.

### Incorporated Society Protection

Maureen Peach from Hawke's Bay Branch has advised that she inadvertently included an incorrect statement in the Hawke's Bay Branch February *Mag* and she acknowledges that the correct position is that members will *not* be personally liable for the debts, contracts or other obligations of an Incorporated Society. This protection is applicable to each branch as they are all incorporated, as is the Vintage Car Club of New Zealand (Inc).



## THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.)

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

### NOTICE OF MEETING

The Annual General Meeting of the Club will be held on Saturday, 6 August 2011 at The Rutherford Hotel, Nelson, Trafalgar Square, Nelson commencing at 9.00am.

#### Rule 8: ELECTION OF OFFICERS

Nominations for the Management Committee must be received in this office by 5pm 12 June 2011 accompanied by a current biography and photograph of the nominee and their association with the Club.

The biography shall contain the name, address and occupation of members nominated for each position. Not less than 75 clear days before the Annual General Meeting the Management Committee shall cause notice to be given to all members intimating the date for closing nominations for the offices of:-

President

Club Captain – Northern Region

Club Captain – Southern Region

Secretary/Treasurer

Beaded Wheels Editorial Committee Chairman

Registrar

Speed Steward

Three Other Members of the Management Committee and shall invite nominations for such offices to be forwarded in writing to the Secretary/Treasurer to arrive not less than fifty-five clear days before the date appointed for the Annual General Meeting. Every such nomination to be signed by the Member nominated, their nominator and seconder. Only a Member who has served at least one year upon the Executive of the Club shall hold the Office of President. Members shall be eligible for election to the Management Committee if they shall have paid all monies due by them to the Club and have been financial Members of the Club for at least six months prior to nomination. If the number of candidates for the Management Committee exceeds the number of respective vacancies to be filled, an election shall take place. Job descriptions may be obtained from the Branch Manual. Contact your Branch Secretary or National Office.

### MANAGEMENT COMMITTEE 2010-2011

#### PRESENT OFFICERS:

President J Coomber

Club Captains-

Northern Region J Foot

Southern Region J Chynoweth

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Our website [www.vcc.org.nz](http://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.

### EARTHQUAKE UPDATE – CONTACTING NATIONAL OFFICE

Our temporary office is based in Julie's home and the National Office phone has been diverted there. Please ensure that any phone calls and faxes are made during regular office hours 9am-5pm only.





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. Letters may be edited for length and clarity.

## Austin Seven Motorcycle

In reply to the Austin Seven motorcycle by Mel Tapp, it is likely to be the one I own and was bought off Dave Crouch of Christchurch in about 1990 by my late father Norman Hayes. It has an AJS twin frame, Triumph gearbox, modified Triumph petrol tank, BMC 1100 radiator, Austin Seven engine and Suzuki 550 front end and was built about 1979. Dave called it the *Bitza*. Dad renamed it the *Crouch Special* on the tank.

Dave made his own wooden patterns for the primary drive and cast and machined them. They look professional and are totally oil tight. The bike has modest performance but is very smooth. It is on display in my hardware shop, E Hayes & Sons Ltd, in Invercargill.

Neville Hayes

in Formula One at the British Grand Prix in 1973. In that year he took out Rookie of the Year in the Indianapolis 500, finishing in 16th place. The person standing to the front of car 22 is Murray Charles and I think the person next to him is Kerry Grant (I could stand corrected on that) both well known at that time for campaigning Austin A40s. The A40 in the background is mine however I was nowhere near as quick as Murray Charles, Kerry Grant and Peter Bennett. I believe Peter Bennett is still racing modified A40s.

Terry Jackson.

Expat Kiwi, Australia.

## Any Sort of Car Club

I hate to be negative, but the write-up on the Audi Quattro as "New Zealand's most historic car" is just too much. Perhaps it's time to change the name of our organisation to the "Any Sort of Car Club", and the publication to "Any Sort of Wheels". I'm not even going to go into the debate of which should be the most historic car, but

there are much more worthy contenders than this rich boy's toy.

Geoff Clark.

## Identification Needed

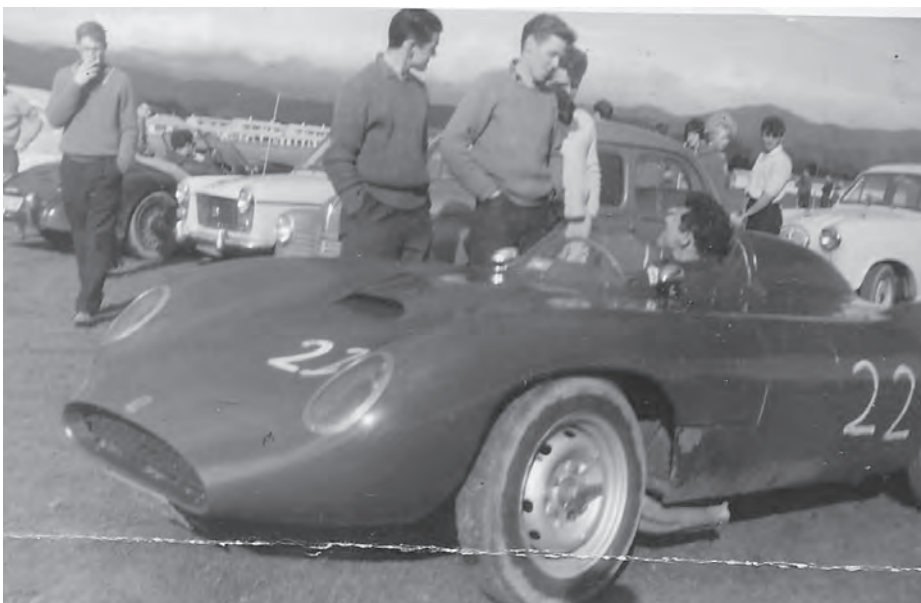
This windscreen (made by Auster) has been in the back of a shed in Hokitika and been forgotten. The windscreen measures 1080mm overall width and 680mm from the floor to the top of the side stanchion.

Help to identify year, make and model of the car would be appreciated.

Hēmi Te Rakau

9 Stafford Road, Awatuna, RD 2

Hokitika, Westland, 7882, New Zealand



## McRae Special

Having just read *Beaded Wheels* 308, page 34 refers to kiwi innovation and the Lycoming Special. I have attached a photograph taken at Levin Motor Races circa 1962/63.

Seated in car 22 is Graeme McRae. Graeme built this car in his father's workshop in Miramar, Wellington. He originally installed an A70 or A90 engine. However in the quest for more power he fitted a flat four Lycoming engine. From memory the car was known as the McRae Special. The car was brilliantly engineered and was fitted with a hand built aluminium body. Graeme also raced

# WIN with Beaded Wheels

and

Fazazz

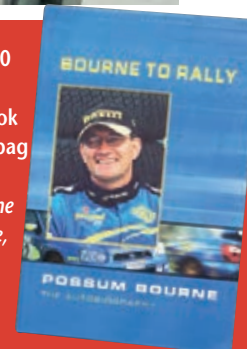
THE MOTORIST'S SHOP

Put pen to paper and you might just win an excellent addition to your library.

From the October 2010 until September 2011 we are awarding a book prize to the best Mailbag offering. For the June issue the book is *Bourne to Rally, Possum Bourne, The Autobiography*

Our appreciation goes to Fazazz, The Motorists Shop in Lichfield Street, Christchurch for their generous donation of books.

Congratulations to Terry Jackson, winner of a copy of *Zephyrs & Zodiacs*.





**National Motorcycle Rally**

A group of our members from the CEMCC motorcycle club in NSW, Australia attended the Rally and tour in late February using loaned bikes from members in Canterbury and Dunedin. We have been most impressed by the friendliness and great organisation of the North Otago branch based in Oamaru, a very interesting and pretty place, thank you all so much for making our trip so enjoyable. Our members are very keen to support the rallies in future years – well done!

Lester Hamilton



Please notify National Office if you have changed your address or sold/purchased any vehicles.

Advertising for our June/July issue closes 10 May 2011.

beadedwheels@vcc.org.nz  
www.vcc.org.nz

**Do you know of FR Dennison & Co.**

Perhaps some of your readers maybe interested in the copy below of Model T Ford driving instructions.

These emerged from old family records and must have been issued when my ancestors purchased their first Veteran Model T, and used it from their residence at Moonlight, Otago.

Can you imagine modern day car dealers providing, or even needing to provide, this service today?

I wonder if any reader knows of the FR Dennison and Co mentioned in the instructions?

Where were they situated in Oamaru, and do the original premises still stand – who now owns them?

Any information would be interesting to me.

John Roy  
Ravensthorpe, Western Australia

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---	---	--

**Patentee and Manufacturer of the DENNISON SPARE WHEEL.**  
Lowest Quotations Given for any make of Car, etc.

191

**To start Engine.**

1. Put side brake lever right back.
2. Place spark lever 3 or 4 notches back.
3. Place throttle lever 5 to 10 notches back.
4. Place switch on MAG.
5. Crank Motor.

If Motor does not start.

1. Place switch in centre.
2. Pull wire in front of Radiator.
3. Turn crank 2 revolutions with the wire pulled out.
4. Place switch on MAG.
5. Crank Motor again.

When Engine starts.

1. Close throttle lever a little.
2. Put spark lever back about 2/3 of quadrant.

**To start Car.**

1. Place left foot on left pedal, but do not press it from its position. But hold your foot firmly with foot on floor.
2. Put side brake lever right forward as far as it will go.
3. Press left foot pedal from you, gradually, and when you hear it

the low gear open the throttle a little, still pressing the pedal more until the car is travelling about 8 miles an hour.

4. Let left pedal come back quickly until you notice it engage high gear, then let it engage gradually.
5. Regulate the speed of car by the throttle lever.
6. When climbing a hill, or doing heavy work, and the engine starts to knock retard the spark notch by notch until the knock ceases, when on top of hill advance spark lever again.
7. After operating as above and the speed of car reduces down to about 7 miles an hour with the throttle open, close throttle ~~way~~ and without delay press left pedal right out hard into low gear.
8. When on top of hill, let pedal come into high gear.

**To stop car.**

1. Press left pedal out about 1 in. with heel firm on floor and do not shift same either backwards or forwards.
2. Press right pedal which supplies brake.
3. When car has stopped ~~put~~ side brake lever back.

**To stop motor**  
(Full)

Place switch in centre.  
To turn round, drive through sheep, and in awkward places etc.

1. Place side brake lever in neutral position, the car can then only be driven on low gear forward or reverse.



# ADVERTISE FOR FREE <sup>\*</sup>

# Beaded Wheels

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. **It is easy — just email your advertisement to beadedwheels@vcc.org.nz** or complete the form

### 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.

on this page and post to us at Marketplace Beaded Wheels, PO Box 13140, Christchurch 8141 or fax us on 03 332 3827

Deadline for receipt of advertisements and payment for our June/July issue is 10 May 2011.

- 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.

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Name on Card: \_\_\_\_\_

Cardholder Signature: \_\_\_\_\_

Advertisement copy to read (45 words) \_\_\_\_\_

Payment where required must accompany your advert. Cheque should be made payable to Beaded Wheels. Post payment & advertisement to marketplace, P O Box 13140, Christchurch 8141. VCCNZ members must be financial and state their branch to receive free advertising.

historical snippets of motoring interest from years gone by  
Graeme Rice

## timelines

### 100 YEARS AGO

1911 – Disaster for the Scott Antarctic Expedition as one of the 4 cylinder, 14hp air-cooled Wolseley motorsleds was lost as it was unloaded off the *Terra Nova* onto what seemed a firm ice shelf. A Mr Day had intended to drive it from the ship to the camp but no fuel was available so the crew started to pull it away when the ice cracked and the sled slipped into 120 fathoms (220 metres) of water. Mr Day's lucky day.

Almost 20,000 Overlands were sold in the US putting them in third place behind Ford and Studebaker-EMF. They were just as popular in New Zealand with Overland sales for January – March totalling £14,460 in the Canterbury region alone. A favourite amongst the medical fraternity was the Model 46, 20hp, 60mph, two seater torpedo. Buyers included Dr Norman in Amberley and Doctors Drake and Simpson.

### 75 YEARS AGO

1936 – *The Press* announced that the Lewis Pass road was open, the formed portion progressing another seven miles past the bridge across the Hope River. Too bad a number of woman drivers wouldn't be able to drive on it until they filled in the application for their Driver's Licence correctly. Apparently several hundred applications had been returned so the demure beings could complete the section marked "age."

### 50 YEARS AGO

1961 – A good time for fans of sporting cars as Leyland Motors took over cash starved Standard-Triumph and poured in sufficient capital to get the 2000 saloon, the Spitfire, the Vitesse and the TR4 into production. A Mr P B Haugh, writing to *Wheels* revealed the 1937 Standard V8 never missed a beat over many thousands of miles. Sadly, he stated, its end came when they ran off the road near Blenheim.

### 30 YEARS AGO

1981 – Ford UK ties were severed when Ford ditched the UK Escort for the Mazda 323 based Laser range. Confusion reigned in a local dealership as the Laser was launched. Little mention was made of front wheel drive and even less about the Mazda relationship. Traditional Ford customers welcomed the Laser which, as they saw it, saved them from buying a Japanese car. Imagine the consternation when the dealer opened the case of servicing tools which were all embossed with "MAZDA!"



Words Grant Hitchings

## the way we were

One of the more regular visitors to our Archive is octogenarian Ray Shearman. I wrote about Ray in a past issue of *Beaded Wheels* when he was awarded the MNZM for services to motorcycling. He has obviously realised that all the memorabilia collected during his motoring life is of little use stored at his home so is drip feeding it into our facility, for which we are grateful.

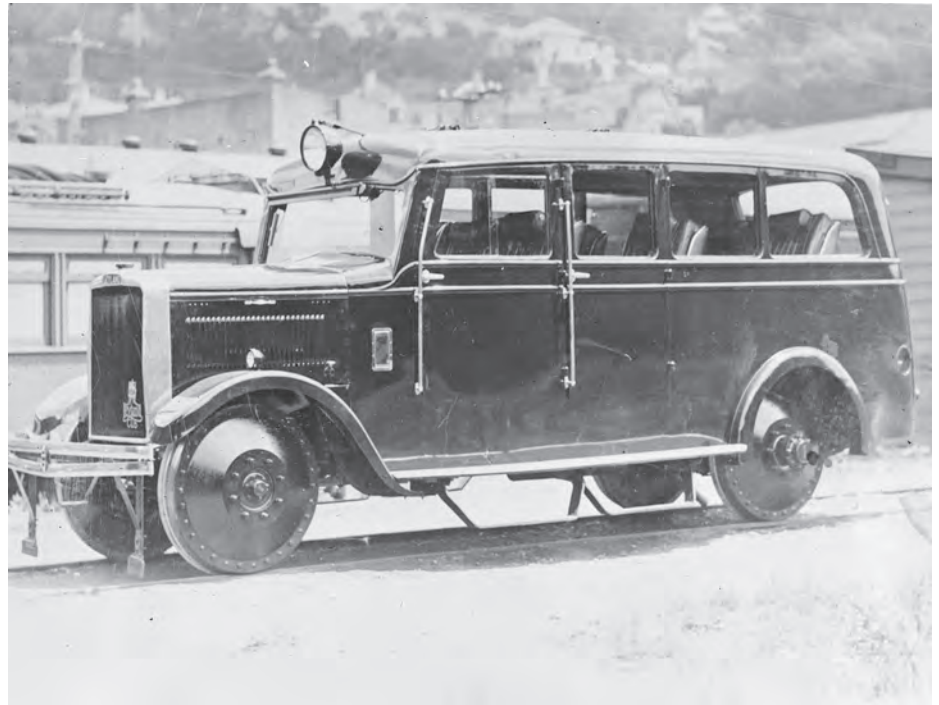
One donation I found interesting was an envelope containing some photographs and an article entitled *1934 General Manager's Inspection Railcar* which describes a road vehicle converted to rail use.

I am aware that in the South Canterbury township of Pleasant Point there is an historic railway kept alive by the Pleasant Point Railway and Museum Society. It features a static display, two large museums and regular trips on steam and diesel trains. One of its more interesting rail vehicles is a small bus built on the chassis and running gear of a Ford Model T truck. This is a replica of two that were built early last century for the NZ railways. Evidently they were not too successful; the motor being rather small for the task it was called on to perform.

According to Ray's magazine article, the idea of a road vehicle converted to rail use was again used in 1934 and I reproduce some of the more fascinating gems from the clipping.

*Early in 1934 great interest was created by the appearance of a sedan type railcar with flanged steel wheels. Designed as an inspection car for use all over the Dominion it was also intended as a speedy means of reaching a trouble spot at any hour of the day. In reality it was a Leyland Cub motor coach adapted for railway purposes, powered by a six cylinder petrol engine developing 60hp driving through a four speed gear box to the rear axle via a Cardan shaft. Fuel consumption was quoted at 16mpg with speed reaching 60 mph. It carried eight passengers in reasonable comfort.*

*Both hydraulic and hand brakes were fitted along with electric lighting, and in working order. The railcar weighed*



The "Red Terror": 1934 General Manager's Inspection Railcar. Photograph: A P Godber Collection Alexander Turnbull Library, Wellington, N.Z.

*in just under three and a half tons. Its length was 18ft overall.*

At this point I started to wonder what would happen should the vehicle have to be parked beside the line to allow a train to pass. However the designer had thought of this and come up with a very clever solution which involved building into the underframe some lifting jacks operating on a turntable which lifted the car up to clear the lines. The vehicle was then turned through 90° and the turntable retracted which then lowered the car allowing it to be driven over the rails

Another novel feature for that time was the incorporation of rail contact gear in the vehicle itself ensuring positive operation of automatic signals and level crossing warnings.

The article continued ...

*Known far and wide by railwaymen as the Red Terror, the little railcar entered service in January 1934. On its initial run it climbed the three mile 1:15 grade of the Rimutaka incline in 10 minutes without having to change down below third gear. In August 1938 a Mr Mackley drove the vehicle from Wellington to Auckland covering the 426 miles in 10 hours. Allowing for meal and fuel stops the nett running time was eight hours 56 minutes giving an average speed of nearly 48 mph over this mountainous route.*

After having given many thousands of miles of useful service the Red Terror was retired from its inspection duties in 1941.

Readers may know of the rail route across the South Island from Christchurch to Greymouth. A recognised scenic route, it passes under the main spine of the Southern Alps through a 5.3 mile long tunnel linking the alpine townships of Otira and Arthur's Pass. This section was electrified and on its retirement Red Terror was rebuilt as a self-propelled maintenance wagon for repairing the overhead contact wires in the tunnel. It was numbered PW2 (Public Works vehicle No.2)

Christchurch has an historic park this being at Ferrymead in the Heathcote Valley area. It has the distinction of being the site of the first railway to open in New Zealand in 1863. It was also the first railway to close about 1867. It was a short length of rail to service the early shallow-draft scows using the Estuary. The park accommodates the headquarters of the Canterbury Railway Society which has a number of operational steam locomotives and a diesel engine pulling passenger trains, as well as several electric units and other rolling stock. The Red Terror was gifted to the Society in 1997, when NZ Rail declared it surplus to requirements, and it is continuing its useful life maintaining the overhead wires at the Park.

Footnote; For those interested the Otira tunnel has a grade of 1 in 33 down from Arthur's Pass. Construction started in 1907 the tunnel being completed and opened on 4 August, 1923 and at that time it was one of the longest in the world. Being straight, on a bright day from one portal, you can see the other end as a faint





The "Red Terror" at Ferrymead Heritage Park, Christchurch – Ray Shearman on the left

pin prick of light. I found this out when holidaying at Arthur's Pass in 1948, when one Sunday, with my father, I walked the gorge road to Otira and trudged back

through the tunnel. (In that era the rail network was train-free on a Sunday.)

A small coal-fired power station near Otira provided the electricity until diesel

locomotives became available in 1997 when electrification was dropped. To overcome the fume problem, a combination of a door and exhaust fan is used. After a train enters the tunnel from the Otira end a door automatically closes off the entrance and a large fan extracts the fumes and once these have gone the door is reopened. The trains entering from the Arthur's Pass end are coasting downhill and I assume don't produce a great quantity of exhaust gases. Because of the fume residue the observation cars on the TranzAlpine excursion train are always closed up for the trip through the tunnel.

bw



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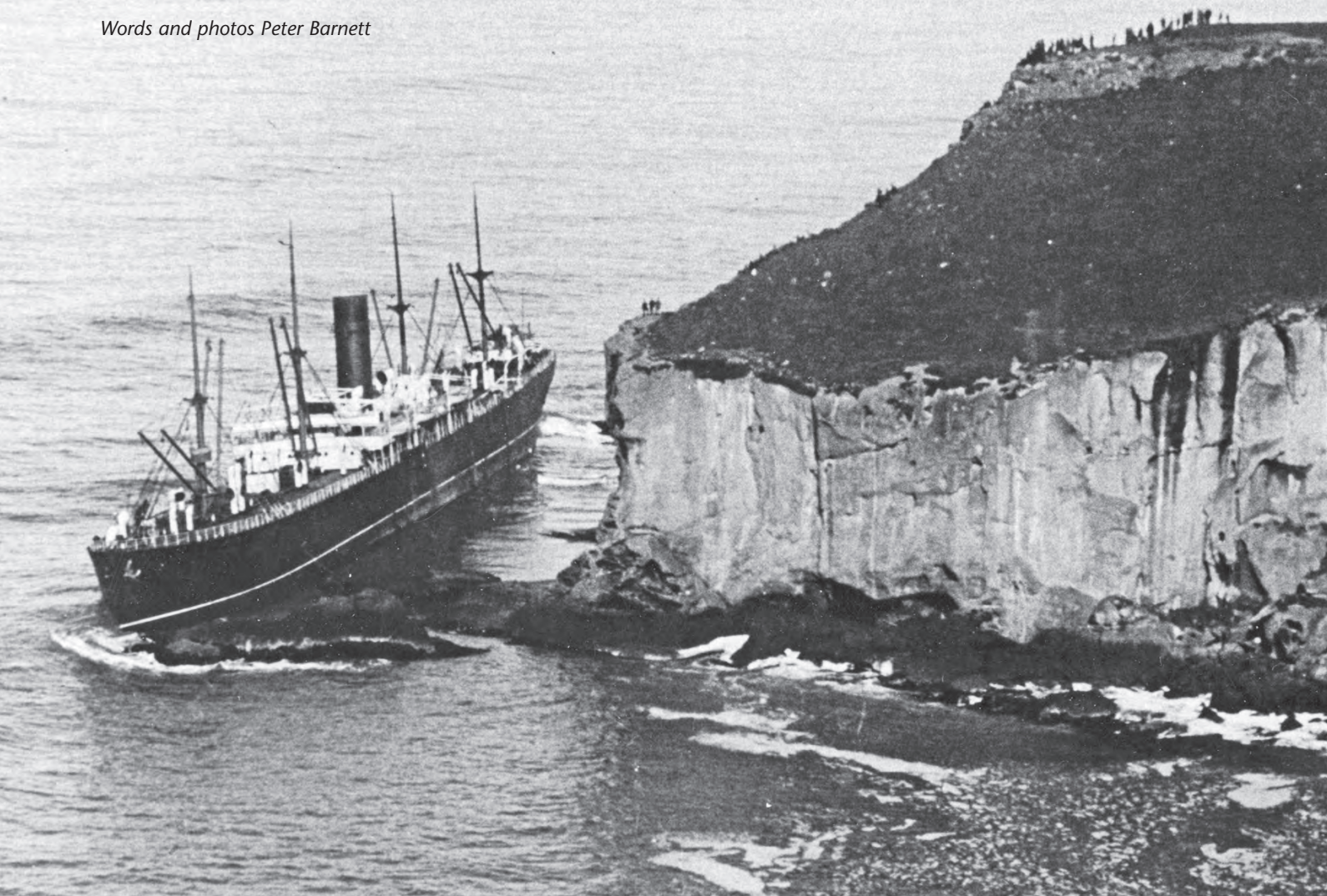
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# THE TYRONE'S TREASURE

Words and photos Peter Barnett



While having a clean-out recently I rediscovered some magazines that had been ignored for a dozen or so years. Looking through them a story about the SS *Tyrone* in the February 1994 issue of *NZ Classic Car* caught my eye. The *Tyrone* was the largest vessel ever wrecked on the coast of the South Island when it struck rocks just south of Otago Heads on 27 September 1913. The magazine posed the question “Did the SS *Tyrone* go down in Otago Harbour with exotic cars in its hull?”

This seemed a question worth finding an answer to.

The *Tyrone* was a twin screw steam ship built in Belfast by Workman Clark in 1901. The ship was 450 feet in length with 4,295 net tons capacity. She was originally named the *Drayton Grange* and sailed under the Federal Houlder Shire flag carrying New Zealand troops to the

South African war in 1902 before being engaged in the Liverpool to Australasia trade.

The New Zealand Shipping Company purchased the ship from the Houlder Line, renamed it *Tyrone*, and then sold it to the Union Steamship Company of New Zealand. Still travelling as a Houlder Line vessel she left Liverpool on 5 July 1913. This was to be her last voyage from England before being handed over to the Union Company who were to use the ship on the Australasia to Vancouver run. Commanded by Captain McLauchlan, who had been coming to New Zealand for 15 years, her route visited Las Palmas, Durban where she had to wait a week due to a coal shortage, steamed through gales on the way to Melbourne, then stopped at Sydney, Auckland, Wellington, and Lyttelton. On 26 September 1913 she left Lyttelton heading south towards Dunedin

and Bluff, but the next day ran aground at the entrance to Otago Harbour.

At the time there was heavy fog over the land obscuring the light on Taiaroa Head and making it impossible to determine the direction of the fog signals. Although the fog did not extend seaward, the captain mistook his position and ran the ship aground at 4.30 am, initially 2½ miles south of Otago Heads and about 200 feet from shore. The captain tried to free the *Tyrone* using the ships engines, but the strong currents and heavy seas battered the ship until it came to rest broadside on to the rocky coast just south of Taiaroa Head and very close to the cliffs.

The pilot launch arrived from Port Chalmers, but could not get alongside because of the heavy seas. The harbour tug, *Plucky*, arrived next and got a line from the *Tyrone* but could not shift it off the rocks. The tug was informed the





*Tyrone's* propellers and rudder had been damaged on the rocks and the holds were filling with water. There was nothing more the tug could do.

Later in the morning the fog lifted and the second harbour tug, *Koputai*, went out to the heads with *Dredge 404* leaving soon after, carrying anchors and wire hawsers for salvage. They found the ship in a hopeless position standing well out of the water and being pounded by large rolling waves sending spray over the bridge and decks. The steamer was impaled on the rocks with a list to seaward. The rocks had pierced No. 3 hold, and were acting as a pivot, on which she swung backwards and forwards.

At 1.25 pm the order was given to abandon ship. With the sea being so rough an attempt to transfer the crew to the *Koputai* was abandoned, and lifeboats were launched on the land side where the

ship's hull served as a breakwater to shelter the lifeboats. Once ashore the crew then climbed the cliff with the aid of a 20 foot ladder and ropes suspended from above. The crew of seventy and their personal effects were all ashore by 5 pm with the only injury being to the purser who suffered broken ribs when he was crushed between a life boat and the ship's hull.

Having discharged much of her cargo in the Australian and New Zealand ports already visited, the cargo that remained in her holds comprised only about 2,000 tons of general merchandise comprising a large quantity of whisky, plus iron, paint, and general goods. The vessel was insured for £110,000, and the cargo close on £20,000.

Calm seas on 29 September allowed a survey party to visit the ship with one of the launches managing to get around the stern into smooth water in the land side of the *Tyrone*. The use of diving gear allowed a survey of the vessel's hull, the conclusion being that it was structurally intact with the exception of one or two holes, and would not sustain further damage unless heavy weather set in.

The Union Steam Ship Company asked Lloyds to conduct salvage operations on behalf of the underwriters for the hull and cargo. At this stage it was still hoped the ship could be refloated. To assist, the Union Company sent its tug, *Terawhiti*, from Wellington carrying salvage gear including five and six ton anchors, 5 and 5½ inch wire hawsers, four pumps and two salvage boilers. A second tug, *Maitai*, also came from Wellington carrying six and seven ton anchors, two pumps and boilers, a seven-inch wire hawser (said to be the biggest in the Dominion), and a large number of smaller wire cables.

On 2 October, five days after the ship ran onto the rocks, the *Terawhiti* arrived and attempted to hoist a boiler on board the *Tyrone*, but the boiler was struck by a large wave and fell into the water. After it was towed to shore the slings were re-attached and the boiler successfully hoisted on board to operate water pumps. It was expected to take three days to get the salvage gear ready to attempt a refloating. The procedure was to lay anchors out to sea, connect them with wire hawsers to the steamer, and, as she lifted when the water was pumped out, to pull on the anchors with power supplied from the *Tyrone's* engines and assistance by tugs.

The next day a strong sou'wester and heavy sea prevented further work. The waves washed the sand from under the hull so it settled further onto the rocks. Just two days later on 5 October the holes

in the hull were found to have grown considerably larger with a rock projecting seven foot high into the ship, and a six foot by eight foot hole also found in No. 2 hold. The vessel was filling up with sand inside, and the hull was showing signs of breaking amidships. It was announced that future operations would be confined to recovering as much cargo as possible.

During this time there was huge public interest with the wreck being viewed from the cliff tops by large crowds of visitors as seen in the photo. Several ferries also ran sightseeing trips out to the Heads to view the ship.

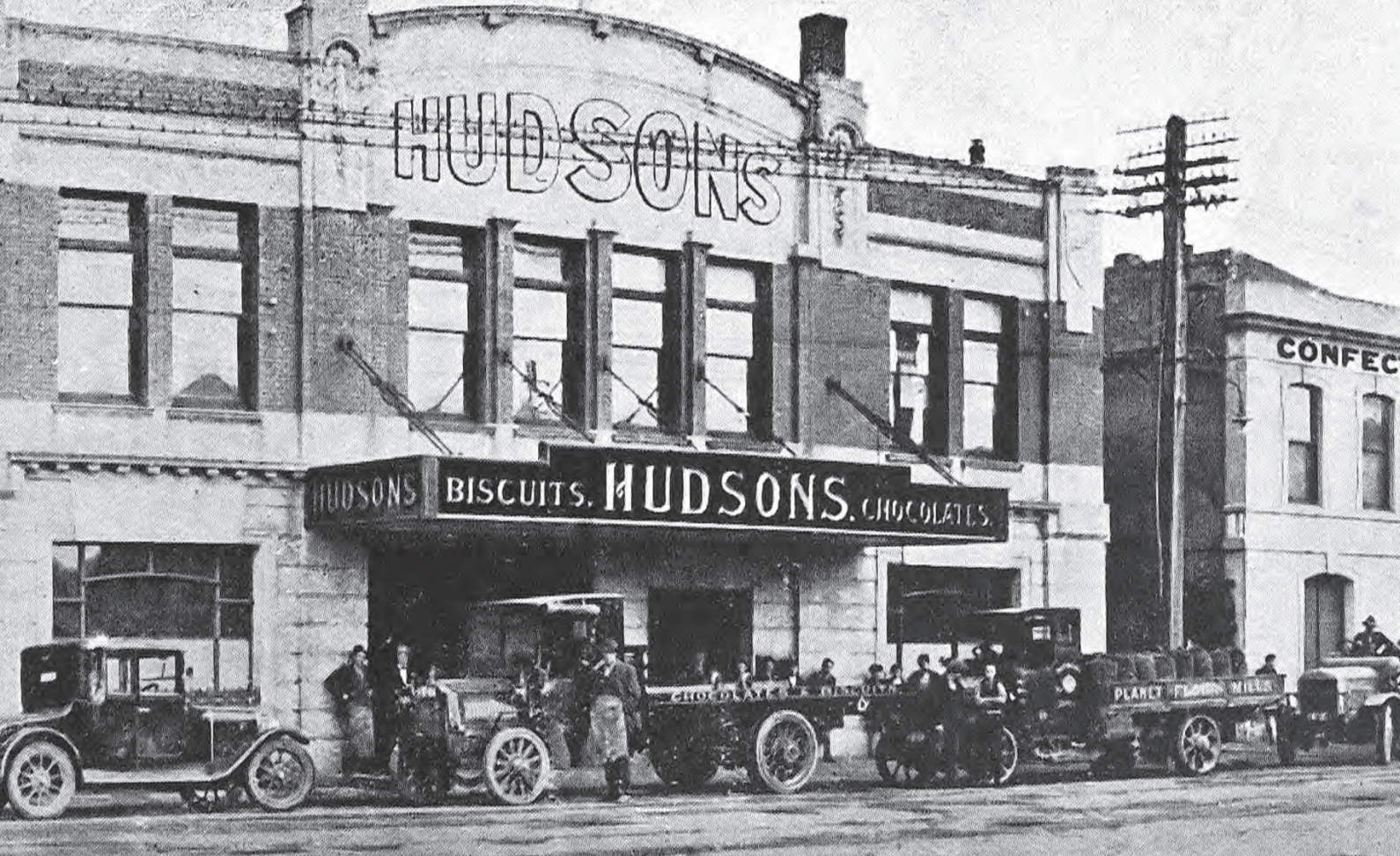
An unusual but related incident that was widely reported took place in a church in Dunedin on Sunday 5 October when a preacher, who was a well known advocate of prohibition, offered prayers that all the cargo in the *Tyrone* might be safely salvaged. He was somewhat surprised and then embarrassed to be met by his church officers after the service and informed that a large part of the cargo consisted of whisky!

The official enquiry into the incident commenced in Dunedin on 7 October and after several days of evidence were heard, the captain was exonerated and the disaster blamed on an unusual and strong current.

October 7 was also the day that tenders were invited for salvage of the vessel's fittings and cargo. The following items were described as being above the water line and readily salvageable: Two dynamos, 500 tons of coal, 10 cargo winches, 11 cargo derricks, anchors, cables, windlass, two pianos, saloon and steerage cabin fittings, spare propeller blades, blocks, large quantity copper piping and brasses, boats and davits, stewards' and deck stores, motor chassis, case and bulk whisky, paints, and oils. So finally we get confirmation that motor chassis were on board, but were they exotic examples as hinted at in the article from 1994?

Tenders were only open four days and by the time the tender was awarded on 14 October the waves were washing over the deck and had stoved in the starboard doors and ripped the hatches from the holds. The tender submitted by the *Koputai* Salvaging Company from Port Chalmers was accepted on the basis of the salvagers receiving three-quarters of the net value of whatever was landed on the wharf in Dunedin. Salvage operations began immediately with a suspension ladder constructed from the *Tyrone* to the bottom of the cliffs to provide a safe landing for men working on the ship if bad weather set in suddenly. The





rocks were blasted to widen the narrow passage around the ship's stern to allow the salvage boats to reach the sheltered water alongside.

On 20 October the first salvaged cargo consisting of 1,000 cases of whisky and several tanks filled with crockery were landed in Dunedin. However the salvagers found that some whisky has already been taken by unknown persons, so a police constable and customs official were stationed on the cliff top in a tarpaulin shelter for the duration of the salvage. The next day two motor-car chassis were hoisted out in their cases, and one was successfully towed to Dunedin, but the other slipped its lines and sank inside Otago Heads, though the case was marked with buoys to allow later recovery.

By 23 October, 1,880 cases of whisky had been recovered plus three 400 gallon tanks of clover, cocoa, cases of cornflour and salt, bundles of galvanised wire, and 200 boxes of soap extract. By the end of October all of the dry cargo had been recovered, the latest items reported including raw and boiled linseed oil, white lead, putty, sheep dip, and more whisky. Work then started on the submerged cargo which comprised a large quantity of iron.

Getting back to the second motor chassis which had sunk two weeks earlier after slipping its slings, this was recovered

with assistance from the salvage diver and delivered to the wharf at Port Chalmers on the afternoon of Sunday 2 November. The two chassis from the *Tyrone* were both consigned to a Dunedin firm. While the first recovered was in good condition, the second had sustained a severe buffeting during the time of its submersion. The strong timber case in which it was packed had been smashed and carried away by the pounding waves, the only timber remaining being the floor of the case that was trapped under the chassis. One wheel had also been lost. Reviewing the maker's catalogue it explains that packing case heights could be reduced by eight inches by removing the front wheels from the chassis and mounting them presumably flat across the rear of the chassis. While submerged the strong currents were enough however to carry one wheel far enough away that no trace could be found.

The first of the salvaged cargo was auctioned in Dunedin on Thursday 20 November. The sale included practically the whole cargo of whisky comprising 1,892 cases, and 98 quarter casks and octaves, divided into 25 trade lots. General goods were made up into 132 lots and consisted of an extensive variety of hardware, paint, lead, sheep-dip, and groceries. A Customs officer was present to collect duties from each successful

purchaser. The whisky lots were all purchased by wholesalers and hotelkeepers and there was good competition for the general goods, but no vehicles chassis were offered.

Salvage of the ship's fittings continued and by 4 December 1913 spare propeller blades, three anchors, heavy cable and a spare propeller shaft had been sent to Port Chalmers.

One week into 1914 it was reported that the hull of the *Tyrone* was now in two pieces. Forward of the bridge there was a gap a foot wide with the forward portion sinking more quickly than the aft portion. The bow deck was now awash at high tide, though salvage operations continued.

The second sale of salvaged goods took place on 21 January 1914 at the Park and Reynolds' auction rooms in Dunedin. The goods included frying pans, sheep dip, enamel baths, port, more whisky and two motor chassis. The first, offered early in the sale, was an Albion motor chassis for a delivery van and was complete except for the tank. It was started at £50 and ran quickly to £210 at which figure it was purchased on behalf of R. Hudson and Company. A second chassis of the same type, but minus a wheel and mudguards, was knocked down for £195 to M J Maxwell, of Momona. Assuming you weren't reading this story just to find out





what happened to the whisky, we finally have confirmation of the chassis type.

Albion built trucks and, early on a few cars, in Glasgow, Scotland from 1899. The last Albion designed truck left the factory in 1980 although they have continued to produce truck gearbox and axle components.

More searching has revealed the above photo taken from the *Otago Daily Times* which shows the factory and vehicle fleet owned by Hudson and Company in 1926.

Richard Hudson had founded his factory producing biscuits, chocolates, chocolate creams, and cocoa in Dunedin in 1868, and this business grew rapidly. Ownership also included Planet Flour Mill which was housed in the same premises. The photo reproduced here shows the building built in 1900 in Castle Street. In 1930, four years after the photo was taken, Cadbury and Fry Limited, of England, amalgamated with R. Hudson and Company Limited to become the largest business of its type in New Zealand.

Unfortunately the photo is not clear enough to allow each vehicle to be identified. We do know the Albion delivery van chassis recovered from the ship were either 12 or 16 hp. Albion catalogues suggest the two larger trucks have longer wheel bases than would fit in the crate sizes used by these chassis sizes. If the Albion was still



in use 12 years after the ship wreck it seems likely it is one of the three vehicles pictured on the right of the photo. While I haven't been able to prove it's one of these vehicles it would be great to think the Albion was still providing useful service some years later.

Returning to the story of the *Tyrone*, it was again shaken by big waves on Sunday 1 February 1914 extending the crack across the hull. Two men from the salvage team, who were staying on the wreck, found during their 2.00 am rounds that the complete forward section of the vessel had disappeared. Only the end of a cargo derrick still projected above the surface of the sea where the forward part of the hull had been. Also lost with the hull was the salvage diver's suit which had been stored on the forward deck, although this was recovered many years later.

The suspension bridge to the rocks had been swept away, two lifeboats had been smashed, and the motor launch was swamped. As soon as it was light enough the men made their way through the surf, and with the aid of a line between the ship and the shore, gained the rocks in safety. Not since the *Tyrone* went ashore had the sea been so rough. The damage left little salvaging to do when the sea subsided and salvage operations ended soon after.

The final chapter took place on Thursday 19 March 1914 when the third auction at Port Chalmers disposed of the salvaged ship's fittings. Most items were damaged, the goods including bookcases with books, chests of drawers, cushions, carpet runners, sounding leads, bunk

frames, electric fittings, tins of ship's biscuits, stoneware jars of pickles, gratings, washstands, and brass fittings sold as scrap.

No more is known of the second Albion, and it seems neither vehicle has survived to this day.

Don Bennetts has supplied me with the photo above of another Dunedin Albion used by Herbert Haynes and Company Limited, a large drapery and clothing store located in Princess Street, Dunedin. This company was established in 1861 and also had a branch in Invercargill and office in London.

The vehicle is not from the *Tyrone* but is of a similar age, and is shown here with newly finished bodywork completed by J O White Coachbuilders in Crawford Street, Dunedin.

John Ormiston White was born in Tasmania, did his coachbuilding and wheelwright apprenticeship in New Zealand, and then travelled to England for further training. In 1883 he returned to New Zealand and set up a partnership, Hordern and White, trading from Market Street in Dunedin. By the time this photo was taken White had set up his own business.

For the other photos my thanks to the Hocken Library at Otago University for the picture of the *SS Tyrone* taken by Muir and Moodie (Catalogue number E3583/44), and the *Otago Daily Times* for use of their photo of Hudson's factory complete with vehicle fleet photographed in March 1926.

bw





Rob Ross (Ashburton) taking Trevor Carston (Nelson) for a ride on his 1902 Oldsmobile at Coniston.

## Ashburton National Veteran Rally

February 18 – 20 2011

Words Rod Begbie Photos Percy Ralston, Heather Ralston, Mark Dawber

The 50 or so entrants from Kerikeri in the north to Central Otago in the south were welcomed to the rally HQ at the Ashburton Branch clubrooms throughout Friday afternoon before a barbeque meal prepared by branch members was enjoyed followed by the official welcome from the local Mayor.

Saturday's run set off in cool fine weather to pass through the Ashburton Domain and Gardens where a small crowd of public were present to view the cars before they moved on into the countryside to visit Winchmore Gardens. There entrants had the opportunity to view the extensive gardens before the hosts gave a talk on the history of the property.

Entrants then moved on to Coniston, an historic property on the outskirts of Ashburton now owned by branch members Donald and Carol Williamson. After lunch enjoyed in the beautiful and extensive grounds there was an opportunity to play games including lawn croquet, view Donald's collection of toys (including

Jaguar, Buick and Austin). Many took the opportunity to take a ride around the grounds in either the Curved Dash Oldsmobile owned by Rob and Diane Ross or the replica Benz owned by Peter Lynn and driven by Donald Williamson.

After a pleasant afternoon tea served by Carol and her team of serving wenches dressed in period clothing and a talk by Donald on the history of the property, once part of the original Ashburton Run Station, entrants moved on to finish the day at the Ashburton Aviation Museum. Here there was time to view the large collection of aircraft and other memorabilia before an evening meal was served amongst the aircraft.

On Sunday, after some field tests in the club grounds, the vehicles moved to the adjacent Plains Railway and Historic Village where entrants were able to explore the village, ride on the magnificent K88 Rogers steam locomotive or just relax and catch up with others.

The weekend finished with the presentation dinner in the Ashburton Branch museum where we were entertained by guest speaker Grant Hitchings. National President John Coomber and South Island Club Captain John Chynoweth presented the trophies and certificates.

### RESULTS

**William McLean Trophy** *Peoples' Choice*  
Lou & Evie McDowell, Nelson  
1911 Overland.

**National Veteran Rally Achievement Award** *Organisers choice*  
John King, Nelson 1915 Douglas M/c

**Conlan Trophy** – *Concours*  
Lou & Evie McDowell 1911 Overland

**McLean Motor Car Act Teams Trophy**  
The Penguins; North Otago  
Ernest & Brenda George

1915 Overland  
Keith & Kathleen Perry 1911 Overland  
John Chynoweth &  
Sharon Chambers 1918 Buick

**Ian McLean Trophy** – *Overall winner*  
Keith & Kathleen Perry 1911 Overland





George Lee (Canterbury) 1905 Alldays and Onions.



Rogers K88 loco at The Plains Railway and Historic Village.



Donald Williamson treated rally participants to a ride around Coniston on the 1886 Benz replica.



Lindsay de Groot (Canterbury) 1901 Locomobile steam car.



Peter Croft and Neil Rooney discussing Neil's 1918 Buick.



Adrian Garrett drove his 1911 Rolls-Royce Silver Ghost landaulet from the Far North.



1913 Morris, Peter Morrison (South Canterbury).



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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](mailto: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](mailto:kevin@vcc.org.nz)





MY YEARS WITH HOLDEN NZ, 1953-1975

# The Birth of Holden

## Australia's Own Car PART III

The first of the Torana range of cars was introduced into New Zealand during 1969. These were small 4 door cars, with a ton of performance from the 6 cylinder motor powering them through the 3-speed manual or all new Holden Tri-matic automatic transmission. The New Zealand models were restricted to the basic 4-doors, but available at times and again using the overseas funds system, the two-door versions could be obtained. Later models came with a 4 speed manual transmission option. The GTR model raced by Peter Brock created history in Australian motor racing.

The HK range was superseded by the HT models in 1969/70. With this line up came many changes including the all new Holden 253 and 308 cu in V8 engines. The current 161 and 186 six cylinder engines were fitted to the base range of models, with the new V8s being offered as options in the Brougham and Premier vehicles. Front disc brakes were now standard fitment across the range, and the Chevrolet 350 ci motor was used in the 'Bathurst' model Monaro. The Tri-matic automatic transmission was used with the 161, 186, 253 and 308 engines, and a Turbo-Hydrumatic with the 350.

Continuing refinement saw the last of the current body shape in the form of the HG range introduced late 1970 and running into '71.

Basically, the cars were the same as the previous models with changes to the trim and fitments being the order of the day.

Coinciding with my joining the Baillie Motors group of Hawke's Bay as branch manager of the Wairoa dealership, late 1971-72 saw the introduction of the all new HQ range. With these, changes were across the board. Body panels and pressings, increased capacity 173 and 202 ci 6 cylinder engines, new front suspension and sub-frame system of chassis, and a completely redesigned rear suspension incorporating coil springs and trailing arms. Included were the Statesman, with extended wheel base, 308 motor, power steering, Tri-matic transmission and the choice of bench or bucket seats. This was badged very similarly to the American Cadillac and the first impression I had when driving and riding in one was that it felt just like a big Chevrolet. A model of the Statesman, branded as a Chevrolet 350 became available in 1972-73, using the Chev 350 motor and Turbo-Hydrumatic transmission, with air conditioning installed as standard for passenger comfort.

As with all totally new models in those years of limited quality control during the manufacturing and assembly process, there were always warranty claims. Some were difficult to diagnose, such as an empty milk bottle enclosed between two panels, which only rattled on one particular stretch of road. Some cars had a resonance from the rear axle assembly which was cured at times by replacing it with a factory rebuilt unit. It was common to change the rear springs of the sedan. Installing the station wagon rear springs gave better load carrying capacity.

The first major facelift for the HQ range took place in 1974 with the introduction of the HJ series. This was mainly to do with





Words Graeme Moore Photos Rosalie Brown

new body panel shapes and changes to the dash and interior trim. Minor mechanical changes and improvements took place during the model run.

From the introduction of the Holden range of vehicles, Holden have offered the utility in varying numbers and models, and a panel van version known in Australia as a Sandman. It was with the advent of the HG models that we saw a greater number of utilities enter the New Zealand market, some fitted with the 253 V8 and automatic transmission. When the HQs came in, their popularity really took off. Later a one ton flat deck, with a true one ton capacity, was added to the range.

It was with some regret that I left the Holden franchise and range of vehicles in 1975. During my years of association with them, I developed a great sense of allegiance to the trademark and will be forever grateful to the companies of Ormond Motors Ltd, Baillie Motors Ltd, and General Motors NZ Ltd, for giving me the opportunity of training with, servicing and selling such a great range of cars, which along with other trademarks have contributed so much to the motoring history of New Zealand. Personally, I have owned seven Holdens over the years. An HR automatic sedan, an HR station wagon, an HQ 253 Premier, an HZ Statesman, a VB and a VC 4 cylinder sedan, a VH 6 cylinder sedan, and an HJ utility. All of them gave me a great sense of pride.

bw



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The Restoration of a

# 1940 Model 440 Indian Four Cylinder Motorcycle

*Words Bob Bullock*

*Photos Bob Bullock, Trace Davidson Photography*

**M**y quest to find an Indian four cylinder motorcycle started in the mid nineties with a fairly intensive search of this country. A couple were tracked down, but no one was selling. After a hiatus for a couple of years another “push” was required. Contact was made with Jim Parker Indian in Melbourne, Australia regarding the Four situation and two weeks later Jim phoned to say that a 1931 Model 402 was available. I duly purchased the complete but very tired old Four. Fast forward eight years to Queens Birthday weekend 2007 when I decided to call Jim to say “giddy mate”. Mention was made of a 1940 Model 440 that had just arrived in the shop for sale. A fairly quick decision was made and six weeks later the 440 crate was being forklifted up the driveway.

The Model 440-442 was Indian’s final example after 15 years of Four cylinder motorcycle production. Indian acquired the assets of the defunct Ace Motor Corporation in December 1926, struggled

through the lean years of the worldwide Great Depression and a decade later found itself embroiled in a global World War. The Model 440 was big (568lb), could achieve 95mph and gained rear suspension.

After unpacking and giving the bike a once over, it started easily enough but emitted a high speed clatter from the motor. A full restoration was planned regardless of condition. I was very fortunate when purchasing both Fours as they were virtually intact. The motor was removed and dismantled for inspection, the high speed rattle was caused by a badly worn conrod/piston pin/piston boss on number four cylinder. The Fours have always had issues of overheating on the rear cylinders if ridden hard. Both of my Fours have had repair modifications done to the number four cylinder components. The rod small end and piston bosses were reamed and a new 1mm oversize gudgeon pin made and fitted to eliminate ovality. The rod big end babbit metal was built

up and hand scraped. The aluminum crankcases are horizontally split on the crankshaft centerline, a feature common to all Henderson, Ace and Indian Fours. The Ace designed one piece forged steel crankshaft has three main bearings while the 1929 Model 402 debuted the stronger five main bearing crankshaft with enlarged bearings. Cylinder dimensions of 2¾ inch diameter bore and 3¼ inch stroke gave a total engine displacement of 77.21ci or 1265cc. The 440 had been fitted with oversize Judson pistons taking engine capacity out to 1300cc. Full pressure crankshaft oiling first appeared in late 1926 with only seven machines being completed before Ace production ceased. All crankshaft main and big end journals were found to be within acceptable wear limits. It only remained to take up excessive bearing clearances by shimming and final hand scraping. New piston rings were sourced locally. One final thing done was to dynamically balance the finished crankshaft with the almost 10 inch





diameter heavy flywheel/clutch housing bolted on. New cast-iron valve guides were machined and surface hardened to prevent premature wear, while two damaged valve springs were replaced. All inlet and exhaust valves were original and still serviceable. Henderson, Ace and Indian Fours always had solid, strong clutches and transmissions with robust straight cut gears resembling those one would normally associate with the family car. The transmission is of the sliding gear variety, slow and steady, with an indestructible nine steel plate/eight coil spring clutch (twelve on the sidecar fitted model). A long standing option with Indian was the choice of either left or right hand gear change and interchangeable throttle and advance/retard twist grips. The heavily finned aluminum lower crankcase contains three bulkheads, effectively providing four separate compartments, each with a specific purpose. The first bulkhead with a machined front face has the oil pump bolted up to it. The oil pump meshes with the crankshaft pinion when the upper and lower crank cases are bolted together. A copper pipe leads from the oil pump back to a mesh screened oil pickup in the lower crankcase (the 2nd compartment) with the drain bung situated directly below it. The flywheel occupies the third compartment, while the shallow fourth compartment is an oil pan that allows the large bevel and low

gear to sit partially immersed and provide oil throw up to the countershaft gear. The last three compartments have separate drain bungs.

Both aluminum cylinder heads were degreased, fins smoothed and the bronze valve seats recut after fitting new valve guides. Amazingly, all cylinder and head fins were in perfect condition with none bent or broken. The aluminum inlet manifold needed one broken mounting flange welded, while the cast iron exhaust manifold required an old welding repair to be cleaned up.

After all necessary work was completed the engine was reassembled and put to one side. Seventeen months was spent on the engine overhaul, slightly better than the two years spent on the old 402 which required a somewhat long and protracted operation out in Dr Bob's surgery. I have to admit that while time consuming, the four cylinder motors have their own satisfying uniqueness and appeal when working on them.

The new (for 1939) Edison Splitdorf rotating magnet (RM) magneto was sent to Lynda Maddock in Warkworth to be checked over, Lynda rewound the coil and replaced the bearings, providing her usual prompt and efficient service. The RM magneto featured a new magnet material that provided a stronger spark and offered superior weatherproof construction. In 1933 Indian Fours changed from the

long standing use of magnetos to battery/coil ignition, with magneto ignition now becoming an optional extra.

A well tuned Indian Four could be started by hand as I once saw the late Allan Lake do with his nicely restored 1939 model. However, the magneto model needs a good boot on the left-sided kick starter to bring it to life. A small choke-like knob situated at the rear of the motor operates the exhaust manifold butterfly disc. Many restorers discard the heater plumbing as it tends to corrode with condensation. Both Fours have been retrofitted with smaller Schebler De Luxe carburetors with diminutive one inch venturies, (standard diameter is  $1\frac{3}{16}$ " ) no doubt to assist with fuel consumption which stands at about 25mpg at the moment. Tank capacity is only four gallons. Most literature indicates 40-50mpg. Would a heavy 1300cc IOE F-head motorcycle really achieve these figures, I wonder? One interesting note was the registration sticker still clearly visible, showing the 440 was last registered in the State of Indiana with an expiry date of 16 April 1977.

The original two tone turquoise and cream paint was in good condition and complements the freshly painted gloss black frame, forks, wheels and other cycle parts. The two year only 130 mph Corbin speedo has POLICE stenciled in white paint on the base, giving a possible clue to the 440's early history. Many of the Fours





were sold to law enforcement agencies who praised them for their easy starting and smooth running, plus they could afford the high initial purchase price.

The strong spring-loaded clutch operated by a foot pedal had over time worn the frame mounting boss hole badly oval and this was reamed. The equally worn clutch pedal pivot shaft was built up and machined oversize. From about late 1928 and the Model 401 onwards, the Fours featured a small spring loaded secondary pedal that pivoted on the main clutch pedal, known as the lockout pedal. When the rider depressed both pedals, the small lockout pedal 'locked out' the main one. A quick dab on the main pedal released the 'lockout' and forward motion commenced again. Handy for the rider while in first gear waiting at traffic lights.

The missing front brake backing plate arm was fabricated after making a copy from a local 1940 Indian Chief, while a missing front fork spring leaf was made by the local blacksmith/spring maker. A bent front fork lower leg was heated up and straightened using a large spanner to pull it forward again. Two new replacement coil springs were manufactured by Superior Industries Ltd in Wellington. The 1940 Spring Frame models (Chief and Four) provided about an inch or so of rear wheel movement but Indian's rival, Harley-Davidson waited until 1958 to introduce rear suspension on their heavyweight model, the successful Duo-Glide (see *Beaded Wheels* 280 June/July 2006).

Finished rims, hubs and spokes were bench assembled with final truing performed with the wheel mounted in the front forks.

Front and rear wheels are interchangeable. New English-made Avon MK2 Speedmaster 5.00 x 16" tyres sourced locally through Cyclotreads were excellent replacements with their appropriate block style tread pattern. The original heavy-duty US made BECK tubes seemed in remarkable condition so were cleaned, powdered and refitted. These tubes are probably twice as thick as modern replacements available today. The final drive sprocket fitted was a smaller one more suitable for sidecar use, so it was annealed, the teeth machined off and a correct 17 tooth blank sprocket was machined and welded back on to restore the correct top gear ratio. The finished steel sprocket was heated and surface hardened to reduce wear. The two piece chainguard was one of the non original pieces on the 440 and a new repro set was ordered from

Jim Parker Indian. The lockable toolbox and rear vision mirror handlebar clamp and stem was supplied by local VCC and Indian Owners Register member Neil Mattsen. Neil owns two nicely restored civilian and Army issue 741B motorcycles and produces an excellent range of Model 741B sheetmetal parts as well as items like side and rear stands.

The first time the bike was road tested showed up the deficiencies of the original hard, riveted, brake linings. They were rebonded with a modern softer grade of lining.

The headlight, Indian face horn and front fender light had all sustained crash damage in the past so they were sent for repair. All pieces were brass stampings and easy to work; the finished articles looking decidedly better than their former condition. The 6 volt US specs sealed beam headlight with its opposite "high beam" was discarded and a new reflector body and 60/55 watt quartz halogen bulb. The 6 volt Auto-Lite generator, while in excellent condition, has had a diode fitted to replace the stock cutout unit. Enquiries are being made regarding fitting an electronic regulator to deliver a "supply-on-demand" setup, as the variable third brush system is overcharging at present. The generator is V belt driven from a pulley mounted on the magneto coupling. A week was spent tidying up the wiring, with some rather shonky connections on the headlight and ignition switch repaired. A new low level exhaust pipe was fabricated and a McLeans Island Swap Meet fishtail exhaust tip found many years ago finally was put to good use. It should sound alright as well.

By good fortune, when returning from the 19th National Motorcycle Rally held in Cambridge in 2005 I met up with a young Harley rider who required a front crashbar for his early Electraglide (which I had at home) while he in turn had a nice set of BUCO hard plastic pannier bags available for a swap, which we proceeded to do. They are hard to find today and therefore quite valuable. Two new mounting brackets were fabricated then zinc plated and they will be attached to the rear luggage carrier, along with the restored pannier bags and a large carrier mounted top box. Jim Parker supplied the new repro windshield, while the well padded accessory Indian saddle adorned with chromed beads and leather tassels was already fitted to the bike.



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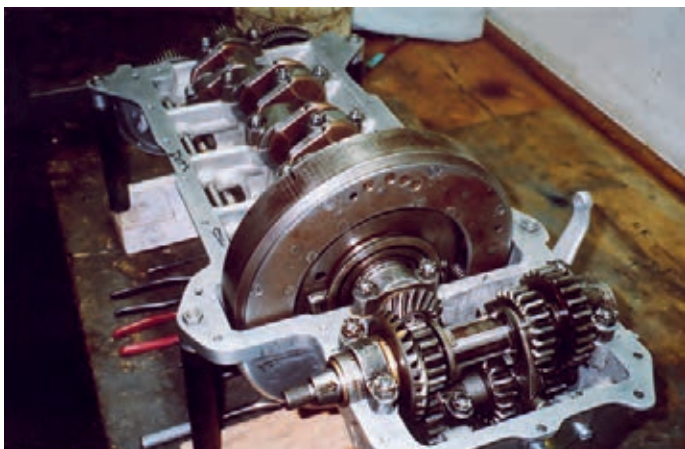
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There is an oil pressure gauge situated down on the right side of the timing cover, which normally reads 50psi when cold but drops to about 30psi when hot. The Fours do consume oil and the *Indian Riders Instruction Book* urges the rider to check the oil level frequently. The VIN process has started with an initial visit to VTNZ to check the bike over, confirming engine and frame numbers.

A few short tune-up runs have been attempted so far and initial overall impressions are of relatively easy starting, very smooth running and a well balanced large motorcycle. Words such as stately or regal come to mind. Handsome and impressive despite its 70 year age, favourable comments are frequently made of the mechanically quiet engine with its distinctive low pitched growling exhaust note. The 440 is one of two spring frame Indian Four Cylinder motorcycles that I know of in New Zealand. Annual Four production was only about 8% of Indian's total output and numbered in the hundreds. Four cylinder production terminated in March 1942 with America converting from civilian to military vehicle production on entry into WWII. Today all Indian Four Cylinder motorcycles are rare and very collectable. I'm sure William Henderson would have approved of his lasting legacy to the motorcycling world. bw



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## Mighty Mite

# AMERICAN MOTORS' M 422 A1

*Text and photos John Campbell*



In September of 1993 my daughter and son-in-law Andre were in California, where they were invited to attend a gathering of four wheel drive aficionados. Our family has had a long association with the New Zealand four wheel drive scene, and Fiona had written to a dozen or so West Coast clubs seeking contacts prior to their big OE. At this function, which was in a factory that manufactured steel spoked wheels, they spied a small four wheel drive vehicle. They could see that it was aluminium, because all the paint had been sanded off. It sat there looking all forlorn and uncared for and they enquired about it. It belonged to the guy who owned the factory and he had used it as a play vehicle on the sand dunes around Baja. It transpired that he had now tired of it and it was for sale. Fiona phoned me and said she had found this amazing little 4x4 called a Mighty Mite, and was I interested. The asking price was only a grand she said. Of course, like many others, I had never heard of a Mighty Mite. So I set to and swanned through all our Jeep books to see what I could find out about them. In the back of most Jeep books you will usually find a page devoted to the Mighty Mite, primarily as a result of the loose association between Mighty Mites and Jeeps. What I found out had me diving for the phone. I called her and said, "Put something on it, and I'll get money across to you". Most of the articles I read on the things suggested that if one was lucky enough to stumble across one for sale, then you should try to find another, just for spares.

The kids then took the Mite to the place they were staying and took off the windshield and steering wheel and laid them in the tub together with the original wheels, and prepared it for the trip home in a container. I eventually brought it home and shoved it into a corner of my shed, thinking I would get around to doing something with it one day. That day arrived in the latter half of 2008. During the preceding years we had accumulated several other vehicles, all of which required something or other done to them and the poor old Mite just gathered dust. In November of

that year, I delivered it to workshops at Helensville belonging to one of my Military Vehicle Collectors Club mates, where remedial work was done on the aluminium body, and enough mechanical work to get the thing mobile. Six years after I had acquired the Mite, I had a phone call from another NZMVCC member, Stephen Davis in Tauranga. Stephen was coming to Auckland and could he come and have a look at the Mighty Mite. He did, fell in love with it and said "I've got to have one of these". Before twelve months were up, he had found one in San Francisco, shipped it home, gave it a mechanical restoration and has been enjoying it ever since. These are the only two in New Zealand so far.

When I brought the Mite home from Helensville I began the task of stripping everything that wasn't riveted together. With the help of my very clever son-in-law, who has built two competitive 4x4s from the ground up, I was full of confidence. We removed the motor, gearbox, transfer case and front diff as one unit as the workshop manual indicates and mounted the unit to the trolley I had made up. The swinging arm suspension nylon bushes were knackered, so I turned up new bronze ones, and added grease nipples. The body went off to a bead blaster for garnet treatment, and inner and outer wheel bearings and seals were replaced. The outer front bearings, some four inches in diameter, cost an arm and a leg. The front bearings are ball, and the torque setting is 120 to 180 foot pounds as I found out after the Easter rally, after nearly losing a wheel. All the usual worn items were replaced and I was amazed at the availability of NOS items ex the States. All the horror stories I had heard suggested I would never find new parts.

When production had finished in January 1962, American Motors were given a directive to manufacture enough spare parts to last ten years, and then destroy all tooling. I managed to find all the bits and pieces I needed either new or used, and as a consequence, the Mite is pretty much authentic. The original seats had been thrown away but I'm a chairmaker by trade, so that was



# U S M C



# 3 0 3 5 8 7

the least of my worries. I had 8 litres of Dulon matched to my aluminium seat back rest before it was garnet blasted. Andre's expertise as an electrician was invaluable in sorting out the wiring mess. The previous owner had the thing operating on 12 and 24 volts. It is now back to the original 24V system. The elaborate system of venting tubes and vacuum pipes that enable the Mite to be driven through 60 inches of water had all been blanked off. These are all now operational, though I have no intention of seeing if they actually work. The manuals offer no advice on what the driver should do; hold his breath, shove a snorkel in his mouth or scuba gear perhaps. The inboard brakes were all relined and wheel cylinders sleeved and before the drums and axle shafts were installed, I had them vinned. This saved complete disassembly again when it was ready to be vinned properly. Fortunately I had all the necessary paperwork to enable full registration; the only hurdle was the fact that the New Zealand Transport Authority had no record of the existence of Mighty Mites. American Motors vehicles per se, yes, but not Mites. So because I had the right paperwork the next person to import and VIN a Mighty Mite should not have too much grief.

Some years ago while reading an *American Four Wheeler* magazine; I came across a survey of the ten best 4x4s of all time. I bet you can't guess which one was at the top of the list. Here is perhaps the reason why....

The Marine Corps needed a light weight vehicle that could be carried under their combat helicopter, the Sikorsky. Unfortunately, the WWII era jeeps and the later M38s, M38A1s and M151s (all derivations of the Jeep) were too heavy. By the time that the Mites were rolling off the production line, some eight years later, the giant

Chinook appeared and the need for the revolutionary little vehicle no longer existed.

The power plant of this little beast is a 108 cubic inch, 55 bhp air-cooled aluminium V4 engine designed and built by AMC. There are some who believe Wisconsin Engines had an involvement in its development. They didn't. The power from the engine is routed through a 4 speed transmission, with an ultra low first gear. The transfer case does not have nor need low range, and low gear can only be found when four wheel drive is engaged. The power then goes to all aluminium Dana 27 diffs, fitted with 5.38 gears and Power Loc limited slips at both ends. The brakes are mounted inboard, right up by the differentials, which for the time, mid fifties, was quite revolutionary. The power is fed to the wheels by CV style shafts which enter knuckles attached to the swing arms. This design makes the turning radius on the already very short vehicle, super tight. The ¼ elliptical springs are attached to the swing arms which give a smooth ride. The Mighty Mite is an enigma. The USD\$5,200 price tag, (a new Cadillac was just \$3,000) meant that only 3922 were ever built. The replacement parts for the vehicle were often model specific and if they had not been built by AMC for the vehicle, they were often not available. The Mite created a fuss when it was introduced, had its heyday in the jungles of Vietnam and was then retired into the civilian surplus market.

Although the Mighty Mite was built a full ten years before American Motors Corporation purchased Willys/Overland Motors, from Kaiser Corporation, they are often mistakenly referred to as Jeeps. I love Jeeps, but this ain't a Jeep!

DM





Ready for action – riders look to the timing clock for a quick get away.

# 22nd VCC National Motorcycle Rally

Oamaru 25-27 February 2011

Words Bob Hayton Photos Trace Davidson Photography [www.tdphotos.co.nz](http://www.tdphotos.co.nz)

It is often said that it is the journey that we relish more than arrival at the destination. For many, the journey to this year's event will certainly linger in memory central as participants struggled to overcome the effects of the second Canterbury earthquake in less than six months, which had jolted Christchurch city just a few days earlier. Whether you were from Christchurch itself, or were travelling down from further north, there

were broken roads, a shortage of accommodation or fuel and other supplies to contend with. A few of course, from the Garden City particularly, were not able to make it due to being part of the essential response teams; police, insurance assessors or civil defence personnel, and some who suffered too much workplace or home damage to be able to leave as planned.

Some of the stories, especially those of our Aussie visitors, showed a determina-

tion to complete the trip. De-planed in Sydney – finally flown to Auckland, transferred to Dunedin – only to find no rental vehicles available and with their loan bikes in Christchurch – a logistical nightmare indeed. But lots of selfless assistance saw their bikes ferried to Timaru and the riders picked up and transported by the rally team from Dunedin to the north, to be united with the generously lent machines – an arrangement which is soon to be

Gordon Pringle, North Otago, 1955 Velocette.

Below: Joe, Kaye & Natalie Grose, Canterbury, 1928 Harley-Davidson, taken at Duntroon. Below right: Paul Tomlin, Auckland and Lynn Scaife, Marlborough in Paul's 1925 Harley Davidson competing for Marlborough Branch in the teams event.







Brian Walker's, 1928 Ariel.

reciprocated in reverse we hear. What a great movement we are part of.

The destination Oamaru in North Otago renowned for its local stone architecture, was a great choice. Early residents of the town made good use of this stone in constructing many impressively substantial commercial and principal buildings in the late 19th century, just as the motorcycle pioneers on the far side of the world were tinkering with their inventions. How appropriate then, that the rally organisers so successfully set out to showcase the early Veteran and Vintage motorcycle era. Seventeen flat-tankers by latest count and ridden in the event with great aplomb by their enthusiastic restorers and owners.

The rally headquarters venue – the Scottish Hall – is set amongst this stone legacy in the Victorian District near the

foreshore. A fitting location for reunions of old friends and a suitable venue for making new ones. Amongst the regular overseas returnees from previous National Rallies were Bevars Binnie and Frances Hall from across the Tasman; Harry and Nel de Boer, all the way from the Netherlands riding their own Indian Scout, and Patrick Mackle from Canada, whilst not forgetting Lester and Adele Hamilton and Bill and Marie Furney from Wollongong who were previously over for the 19th rally and tour based at Cambridge in 2005. The 165 registered entrants from Northland to Southland were able to do their meeting and greeting in this sociable venue over the weekend, with a good supply of the locally produced Whitestone cheeses on hand and a wet bar for refreshments run by

the Waitaki Lions Club. All profits to the Christchurch Earthquake appeal.

Saturday morning had an early chill in the air and a threat of rain for the rally runs, so rallyists were well wrapped up. None more so than the occupants of the open wicker side-chairs on a couple of the Veteran machines. The anticipation at Takaro Park before the off, a few words from 'His Worship the Mayor' (who asked for the loan of a bike and promptly had his bluff called), and then we were all away on our three different routes. The long run went south of town and along the coastal road to Kakanui before zig-zagging its way through rolling Waitaki District countryside via Maheno to a time check at Five Forks village. Other groups took a shorter route to the same point through

Below: Glenn Harris, Marlborough, 1927 Triumph N. Below right: John White 05 (eldest rider aged 89) and Neville Olsen 31 before the start of the Rally. John's bike 1927 Douglas EW, Neville's bike 1924 BSA.

Peter Alderdice, Auckland, 1924 Harley-Davidson







*Philip Jeeves, Canterbury, 1912 Triumph P.*



*John Chynoweth & Sharon Chambers, 1928 Harley Davidson.*

*Harry & Nel de Boer, Holland, 1928 Indian Scout.*



this pleasant district, some encountering that quintessential Kiwi situation, a huge flock of sheep on the road. We all found our way to the Domain at Duntroon for a pre-packed lunch. Here also were the inevitable field tests needed to sort out some winners of the various awards. Lots of opportunity here to swap tales and check out the great range of machinery, from the much-admired Merkel Motor Wheel to examples of heavyweight Cossack or Yankee Iron! But of course, as 'British is Best', representatives of this great motorcycling heritage were most numerous, whilst examples from the Land of the Rising Sun continue to appear at these events, numbering this time thirteen according to the list of entrants.

The return ride through more of the picturesque Waitaki farming land had us back to our accommodation in plenty of time to prepare for a social and evening meal at the Scottish Hall with bikes on display here. How could you choose between the Norton International, or the Goldie by the entrance? Most discussion centred on the older models. One, a flat tank New Imperial-JAP which to local man, Doug O'Hara, had purchased some 45 years before from John Fyfe. One of only three of this model known to be left in the country, John had himself purchased this machine in Oamaru many years ago and

ridden it regularly when the local roads were still loose gravel. Last registered in 1936, Doug restored the bike quite recently after having it in storage for many years. A true gem. The other century old model had quite a different history. The 1911 NSU 500cc single has been locally restored with this event in mind. Said to be the very same machine that motorcycle pioneer Joshua Streiff rode from San Francisco to New York and return in 1912, it was found in Sao Paulo, Brazil and taken to the UK before coming on to New Zealand. This is the first time this machine has been seen publicly and was entered to be ridden by rally committee member Trevor Appleby. Trevor, being perhaps more suited to being cast as a hobbit, found the bike a little on the difficult side to manage – Mr Streiff must have been a much taller gentleman. However, some of the features built into the machine appear very advanced. Double acting rear suspension and two speed units were rare indeed on motorcycles at that time. These and other details generated great interest amongst rally participants when the details of the bike's recovery and restoration were explained by owner Tony Green.

Sunday turned out to be a beautiful sunny day for the public to come along and see the bikes on display at Takaro Park. The polishing rags had been out overnight



and when the people were asked for their choice, the 1913 Royal Enfield belonging to John Martin from Central Otago was deservedly chosen. But this was not a walkover! Stiff competition came from many well-prepared machines, ranging from early examples of Triumph, AJS, Norton, Harley-Davidson, Excelsior and Abingdon King Dick to a brace of Rudge Ulsters, a Scott, the rare 1939 Excelsior Manxman, an in-line four cylinder Henderson, some Ariels, a Jawa, the many products of AMC Ltd, or the lone Silk (one of only 145 built, with George Silk being an ex Scott employee evident in the design).

Takaro Park also saw the running of the bi-annual Branch Teams Trophy, a gymkhana style event with teams of four always including one combination. The four events of slalom, quoits, egg 'n spoon races and precision riding were contested by eight branch teams and compered by South Island Club Captain John Chynoweth. The South Canterbury Branch came out on top after the dust had settled on all the hilarity, cheating and bribery regularly involved in these proceedings.

Sunday night was time for the prize-giving dinner. North Otago Branch Chairman Gordon Hay introduced the rally committee, the principals being Jerry Wing (Chairman), Kathleen Perry

(Secretary) and Vicky Broad (Treasurer), ably assisted by a large team of local branch members. Another interesting group introduced were those who had also been involved in all 21 previous National Motorcycle rallies. Bill Munro of Wellington, Glenn Bull (Wairarapa) who was organiser of the first event, and John White (who is now aged 90 years) only failing to reach a Dunedin event when the Cook Strait ferries were on strike. The class trophies all stayed in the South Island; Canterbury, Southland, North Otago and Marlborough members sharing the spoils. Amongst the several lady riders, Mindy Chowdhury from Marlborough was awarded the Helen Lane Memorial. In the concours competition the judges chose Larry Moolenaar's 1941 Indian 741B for the PPG Cup. The premier award, the Montagu of Beaulieu Trophy, this time had a popular winner in Kerry Russell from Southland, riding his 1938 5M Triumph.

Yet another National Motorcycle Rally draws to a close, friendships to be continued on tour through the Mackenzie Country and Central Otago, and then to be renewed again in two years time, if not at chance meetings on the road before then. Thank you North Otago Branch for stepping up to ably run this bi-annual event.

## After Rally Tour

On Monday 28 February 90 participants in the After Rally Tour journeyed from Oamaru to Omarama via some excellent back roads. On Tuesday we rode to Ohau, Twizel, Mt Cook, back to Twizel then returned to Omarama. On the way we visited Robert Higgins' huge collection of tractors/earthmoving machinery at Twizel. Some restored, most awaiting restoration. This collection is well worth a visit.

On Wednesday we toured via Lindis Pass, Tarras and Wanaka where we visited an imposing collection of Packards and other marques and a very impressive workshop. From Wanaka we travelled to Cromwell our base for the next two nights.

Thursday was a free day. Most took the opportunity to visit three garages of Cromwell members and these were all great examples of well laid out workshops with some excellent restoration work evident within.

On Friday we returned to Oamaru via Clyde, Ranfurly, over the Pig Route to Palmerston and up to Oamaru. The after match function was held at a stately home called Homestead where we topped off a week of riding with friends on superb motorcycling roads.

by

## RESULTS

### National Trophies

#### The Montagu of Beaulieu Trophy

- |   |               |                         |
|---|---------------|-------------------------|
| 1 | Kerry Russell | 1938 Triumph 5M         |
| 2 | Ray McCulloch | 1911 Abingdon King Dick |
| 3 | John White    | 1927 Douglas EW         |

#### Geoff Hockley Memorial Trophy

- |   |                 |                      |
|---|-----------------|----------------------|
| 1 | Peter Alderdice | 1924 Harley-Davidson |
| 2 | Joe Grose       | 1928 Harley-Davidson |
| 3 | John Chynoweth  | 1928 Harley-Davidson |

#### Helen Lane Memorial Plate

- |   |                 |                     |
|---|-----------------|---------------------|
| 1 | Mindy Chowdhury | 1945 BSA B31        |
| 2 | Margaret Dale   | 1924 AJS Side Valve |
| 3 | Louise Pearce   | 1955 AJS            |

#### Tim's Trophy

- |   |                   |                      |
|---|-------------------|----------------------|
| 1 | Andrew McClintock | 1971 Triumph Tiger   |
| 2 | John White        | 1927 Douglas EW      |
| 3 | Gordon Pringle    | 1955 Velocette LE200 |

#### The Canterbury Cup

- |   |               |                          |
|---|---------------|--------------------------|
| 1 | John White    | 1927 Douglas EW          |
| 2 | Neville Olsen | 1924 BSA L Model         |
| 3 | Neville Ridd  | 1951 Triumph Thunderbird |

#### The Otago Cup

- |   |                   |                     |
|---|-------------------|---------------------|
| 1 | Andrew McClintock | 1971 Triumph Tiger  |
| 2 | Alan Grout        | 1972 Honda CB350    |
| 3 | Kevin Stevenson   | 1970 Triumph Trophy |

#### PGG Concours Cup

- |                 |                  |
|-----------------|------------------|
| Larry Moolenaar | 1941 Indian 741b |
|-----------------|------------------|

### National Motorcycle Interbranch

#### South Canterbury Branch

- |                 |                      |
|-----------------|----------------------|
| Stewart Gutsell | 1937 BSA Empire Star |
| Lex Westoby     | 1936 Royal Enfield   |
| Russell Dale    | 1924 AJS             |
| Grant Mitchell  | 1956 Jawa            |

#### The Waikato Cup

- |   |                 |                    |
|---|-----------------|--------------------|
| 1 | Kerry Russell   | 1938 Triumph 5M    |
| 2 | Mindy Chowdhury | 1945 BSA B31       |
| 3 | Neville Guthrie | 1937 Royal Enfield |

#### The Combination Clock

- |   |                  |                       |
|---|------------------|-----------------------|
| 1 | Lyndsey Saunders | 1953 BSA Golden Flash |
| 2 | Stewart Gutsell  | 1937 BSA Empire Star  |
| 3 | Joe Grose        | 1928 Harley-Davidson  |

#### Rob Knight Memorial Trophy

- |   |               |                         |
|---|---------------|-------------------------|
| 1 | Ray McCulloch | 1911 Abingdon King Dick |
| 2 | Graham Reidy  | 1913 Excelsior 3½ HP    |
| 3 | Russell Dale  | 1911 Abingdon King Dick |

#### Class Awards – Presented by the North Otago Branch

##### Veteran Fixed Gear

- |   |               |                         |
|---|---------------|-------------------------|
| 1 | Ray McCulloch | 1911 Abingdon King Dick |
| 2 | Russell Dale  | 1911 Abingdon King Dick |
| 3 | Bill Veitch   | 1909 Abingdon King Dick |

##### Veteran

- |   |                |                       |
|---|----------------|-----------------------|
| 1 | Graham Reidy   | 1913 Excelsior 3 ½ HP |
| 2 | Brad Govan     | 1913 Triumph Baby     |
| 3 | Gary Pritchard | 1913 BSA C            |

### Vintage

- |   |               |                  |
|---|---------------|------------------|
| 1 | John White    | 1927 Douglas EW  |
| 2 | Neville Olsen | 1924 BSA L Model |
| 3 | Neville Ridd  | 1922 Henderson   |

### Post Vintage

- |   |                 |                    |
|---|-----------------|--------------------|
| 1 | Kerry Russell   | 1938 Triumph 5M    |
| 2 | Mindy Chowdhury | 1945 BSA B31       |
| 3 | Neville Guthrie | 1939 Royal Enfield |

### Post War

- |   |                  |                      |
|---|------------------|----------------------|
| 1 | Gordon Pringle   | 1955 Velocette LE200 |
| 2 | John Hughes      | 1954 Ariel           |
| 3 | Peter Van Linden | 1957 BSA Road Rocket |

### Post 60V

- |   |                 |                     |
|---|-----------------|---------------------|
| 1 | A. McClintock   | 1971 Triumph Tiger  |
| 2 | Alan Grout      | 1972 Honda CB 350   |
| 3 | Kevin Stevenson | 1970 Triumph Trophy |

### Combination

- |   |                  |                       |
|---|------------------|-----------------------|
| 1 | Lyndsey Saunders | 1953 BSA Golden Flash |
| 2 | Stewart Gutsell  | 1937 BSA Empire Star  |
| 3 | Joe Grose        | 1928 Harley-Davidson  |

### People's Choice

- |             |                    |
|-------------|--------------------|
| John Martin | 1913 Royal Enfield |
|-------------|--------------------|





North Otago: Ivan Main's Fiat 501.

## 50TH ANNIVERSARY RALLY *incorporating* WINDSOR RALLY

### North Otago Branch

Words and photos Ernest George

Our 50th Anniversary Rally was held on the weekend of 3-5 December 2010 to celebrate 50 years of Club motoring in the North Otago area. The plan for this Windsor Rally was to honour the village of Windsor where some of the first rallies finished. In the early days of motoring to Windsor, the Country Women's Institute supplied lunch for the North Otago Branch of the Vintage Car Club. The only CWI lady from the original committee who continues to live in Windsor, Joan Dalziel was given the honour of flagging the cars away from the start.

Starting the weekend off was the Friday night noggin and natter at the Clubrooms.

On Saturday morning we met at Takaro Park in the centre of town, where everyone was able to view 130 vehicles on display, ranging from 1904 to 1979. Vehicles came from Nelson in the North and Gore in the South. The first vehicle away was Ivan Main at 10 am in a 1920 Fiat 501. He was also on the first rally. Other vehicles that were on the first rally included Keith and Kathleen Perry from Oamaru in a 1926 Model T tourer, John Adamson, also from Oamaru in a 1924 Ford pick-up, Murray and Jenny Pride, Wanaka in a 1915 Ford T roadster. There were other members who were at the first rally also, but did not bring their original vehicles.

There were four different routes available, with three going to Windsor while the fourth joined the Christmas parade in down-town Oamaru. All other entrants travelled through Weston before heading into the Waireka Valley and on

to Five Forks School, where there was a checkpoint.

The Weston Domain was the venue for lunch and a variety of field tests were held. After lunch the entrants headed back to Oamaru with a visit to Tempero Coach and Motor Co. Ltd or a Rose Show.

The Dinner and Prizegiving was held at the North Star Hotel with over 200 people seated for dinner.

Sunday Morning the clubrooms and parts shed were open before entrants made their farewells to everyone.

## AUCKLAND ANNIVERSARY WEEKEND RALLY 2011

### Auckland Branch

Words Bruce Hutchinson, photos Carole Lindsay

What a difference a day makes! We thought deja vu for 2011 as we dried out from 200+mm rain on Friday night. Sunday dawned such a contrast. We left the clubrooms at 45 second intervals, and headed to Mount Maunganui where we straight line navigated around some new streets, peering past parked vehicles which sometimes obscured elusive silent checks. Lynne and I were accompanied





by our eldest son and his partner, first timers to a rally. I related how on the Vero International we had been on a timed section stuck behind a tractor towing an enormous trailer of straw bales on a narrow metalled road for several miles unable to pass. The tractor turned down a side road and we hoofed it in the old SS Jaguar and after no meaningful calculation, had the most accurate time of the day! This timed section was similar as I have never attempted to work out the speedometer error in the Jaguar 420, I'm usually watching the fuel gauge dropping.

On to Paengaroa we left the main road and turned on to Maniatutu Road which took us through some well washed and fresh countryside and a metalled road section, which had obviously been the course of the floodwaters the previous day. We arrived at our very pleasant lunch stop Kaharoa School via Haumarana. It was great to see the Veteran and Vintage vehicles keeping up with the more modern cars, although I did hear mention the possibility of fitting power steering units. The inclement weather prior to the rally had closed Gluepot Road and we were rerouted through to Oropi and Greerton.

The evening function was at the Tauranga Citizens Club. Overall winners were Jan and Owen Smith from the Bay of Plenty. We, that is the new entrant rallyists and Lynne, thoroughly enjoyed the rally. Many thanks to Clive Taylor and Peter Woodend who plotted the run and Kerry Elton for the excellent rally sheets and documentation. A fun day and excellent motoring in perfect weather. It was great to see people from Taranaki, Waikato and Auckland branches.

*Auckland: Entrants in front of the Bay of Plenty Branch clubrooms.*



*Auckland: Alastair and Gwen Jones, Bay of Plenty, 1934 Railton.*



## RESULTS

### Veteran

- 1 Walter & Alison McFarland 1915 Studebaker
- 2 Jack & Jenni Hoven 1918 Studebaker
- 3 Roy & Shirley Benton 1910 Alldays & Onion

### Vintage

- 1 Paul & Carol Fussey & Maddison Skyes 1929 Whippet
- 2 Graeme & Raewyn Fenn 1928 Graham Paige
- 3 Terry Lowe & Alison Sharp 1926 Buick

### Post Vintage

- 1 John & Shirley Foot 1937 Buick
- 2 Greg & Jane Oliver 1938 Fiat 500 Topolino
- 3 John & Janice Gardner 1939 Ford 7W

### Post War

- 1 Mark & Marion Vince 1954 Morris Minor
- 2 Owen & Margaret Goldsmith 1951 Daimler Consort
- 3 David & Nola Joblin 1954 Alvis TC 21

### P60V

- 1 Owen & Jan Smith 1960 Wolseley 1500
- 2 Bruce & Lynne Hutchinson 1967 Jaguar
- 3 Ken & Lynn Rowson 1977 Holden Premier

### 1st Overall

- =Owen & Jan Smith 1960 Wolseley 1500
- 2= Bruce & Lynn Hutchinson 1967 Jaguar
- John & Shirley Foot 1937 Buick

### Farthest travelled

- Phil & Jill Frank Ingelwood Taranaki 1953 Singer Roadster
- Hard Luck Prize Norm & Pat Dewhurst Auckland 1925 Essex Roadster

*Auckland: Christine Davis, Waikato, 1964 MGB Roadster.*



# The John L Goddard Trophy

for  
achievement

Members of the Vintage Car Club of New Zealand are invited to nominate a fellow member for this annual award. The nomination should be of any member that they regard as having been involved in a significant achievement.

It may be a particularly significant restoration, a memorable motoring journey or an important historical article or series of articles published in *Beaded Wheels*; or some special service to the Club.

Nominations for the Award should be forwarded to:

John L Goddard Award  
Vintage Car Club of New Zealand (Inc)  
PO Box 2546, Christchurch 8140

Nominations close  
24 June 2011



# Nick Mason

By Eoin Young



Nick Mason, the Guest of Honour for the International Vintage Rally in New Zealand next January, literally drummed up a fortune in the world of pop music to finance one of the world's best collection of classic racing cars. Mason gained international fame as drummer with the top pop group Pink Floyd.

Motor sport was strong in the Mason family. Nick's father Bill was a director of Shell's documentary film unit. He put together the original movie footage for the Shell history of motor sport and inspired an interest in Vintage motoring in his son. Nick remembers as a lad being tucked under the tonneau cover of his father's big 4½ litre Vintage Bentley and being smuggled into the track at Silverstone. That Bentley is a family treasure, one of the stars in the Mason



collection now housed in the hangars of Rendcomb aerodrome that Nick bought in Gloucestershire.

"Some of my happiest childhood memories include the smell of leather, hot oil and blended racing fuels, accompanying the ticking sound of hot metal," Nick recalls. "My first car was a 1930 Austin Seven Chummy. My father had instilled a love of old cars in me and had found the little Austin. With his help I also received a grounding in mechanical engineering as I learned to keep the Chummy operational. I picked it up for twenty quid. The old Austin's cruising speed was so sluggish that I once had to give a hitch-hiker a lift because I was going so slowly he thought I was stopping to offer him a ride!"

Nick later raced five times (1979–1984) in the Le Mans 24-hour race as well as the cross-country Mexican road race and regular appearances in Vintage events in Britain in his 1935 Aston Martin Ulster and other cars from his collection.

Mason's company that looks after his 40-car collection is called Ten-Tenths as an echo of a racer's description of driving on the limit.

Pink Floyd were an English rock band that achieved worldwide success with their psychedelic and progressive rock music. They were one of the most commercially

successful as well as one of the most critically successful and influential rock music groups of all time. The band originally consisted of four university students who got together in 1965 and would lead the hit parade until they stopped in 1996, having sold over 200 million albums. Top hits included *The Dark Side of the Moon* and *The Wall*.

Nick will be attending the International Rally, based around Wanganui roads in January, with his wife Annette, who also races in Vintage events.

His rock and roll days behind him, Nick now enjoys a more formal lifestyle but still has motoring fun, as President of the Guild of Motoring Writers in Britain, a Trustee of the National Motor Museum at Beaulieu and a Life Member of the British Racing Drivers Club. He co-wrote *Passion for Speed* a splendid book covering 24 classic cars from his collection. With typical Mason style, the book includes a DVD capturing the exciting sounds of the cars at speed. He also pens a monthly column on old cars in *Octane* magazine and writes features for magazines worldwide.

The oldest car in the Mason collection is a big 1901 5-litre Panhard that Nick drives regularly on the annual London to Brighton run for Veterans. "It is sometimes difficult to remind yourself



The oldest car in the Mason collection is a big 1901 5-litre Panhard that Nick drives regularly on the annual London to Brighton run for Veterans.



that this car was enormously advanced for its time, with a proper clutch, and a steering wheel – a real leap forward given some of the terrifying steering mechanisms of the period. By modern standards, the engineering is crude, but it was simple enough for the driver, his chauffeur and – in the absence of any garages – a local blacksmith to mend at the side of the road. We've been known to continue this tradition by carrying out a repair on the valve gear with nothing more than a hammer and an old wire coat-hanger!"

The newest car in Nick's collection is a 2003 Ferrari Enzo. "When Ferrari initially announced the Enzo project I was committed to getting my name down on the waiting list. The theory is that when Ferrari issues these super-cars in genuinely limited editions, the company tries to assign the cars, almost by invitation only, to people who are going to treasure them rather than sell them on immediately for a quick profit.

Over the years I had worked quite hard at trying to remind Ferrari that I was an ideal and trustworthy candidate. I had a decent collection of old red 'prancing horse' motors, a complete wardrobe of Ferrari shoes, socks, jackets, shirts, hats and even wore the Ferrari watch. What more could I do?

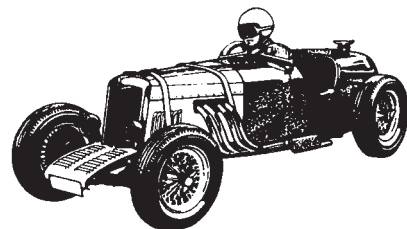
The ploy worked and a call came to ask if I wanted an Enzo. The initial thrill dissipated slightly when I discovered that most of the English music business were also down for early cars, and further more that yet again drummers were further down the food chain than guitarists and singers. I ended up telling Eric Clapton and Jay Kay that I had turned down an early car as I'd been told by the factory that there were some teething problems... a small distortion of the truth, but one required to maintain my dignity."

Nick says the Enzo has far too much performance to be a joy to drive on roads in Britain and the left-hand-drive and super-low seating means visibility is a problem. "Any approach to a roundabout would benefit from a man with a red flag running ahead. It is driving on the track that gets the heart rate up!"

The Ferrari Enzo was launched at the 2002 Paris Salon, as a tribute to the company's founder 'Il Commendatore' (who died in 1988 at the age of 90) and in celebration of Ferrari's and Michael Schumacher's first F1 success in the new millennium. Only 400 of the Enzo models were built.

bw

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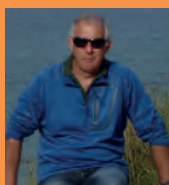
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Frank Metcalfe

## two wheels and other things

# Lest We Fo

## An Emotional Journey

This time we are most definitely in the 'Other Things' category.

One of the most pleasing things about New Zealand life in the past decade or more has been the growing recognition of the service, the duty and the sacrifice that the members of our Armed Forces have made over the comparatively short period of this country's history. We can, I think, agree that the fields of combat and service into which our Armed Forces have been thrust will not meet the approval of all, but that is the nature of the people. We can think and we can arrive at conclusions and positions. The positions arrived at will not always be the same.

Despite this though, there has been a noticeable and growing recognition and appreciation of the service performed by those who have donned their country's uniform and gone forth at the behest of their government and country to carry out the duties which the country has deemed to be in its best interests. Such duty has entailed all manner of hardship and heart-break, and most unhappily it has entailed the loss of life of loved and cherished New Zealanders. The resurgence of the recognition of service and sacrifice has given rise to a significant focus on a single campaign of the First World War which is widely recognised as the time and place where New Zealand became a nation; where the sons of a small outpost of Empire stood up in the most appalling of circumstances and laid down their lives for a cause that had little or nothing to do with the land they called home. But they stood firm and gave everything they had.

I am, of course, speaking of the Gallipoli campaign of 1915.

Why should I be writing about Gallipoli? Two reasons. I was a professional soldier, an officer in the New Zealand Army, and served in the Vietnam conflict. Secondly, I recently had the opportunity to make the pilgrimage to Gallipoli. As a soldier I quietly nursed that ambition, just to stand where those before me stood; to see the landscape and the challenges that they faced and to somehow place myself

among them and understand the ANZAC mission.

A little over a year ago my wife, Di, was invited to participate in a significant tertiary education conference being held in Turkey. As it turned out the conference was being held in Canakkale which sits on the Dardanelles just across the water from the Gallipoli Peninsula. An opportunity not to be missed, Di could build a bit of leave around the conference and we would make the pilgrimage.

Plans and bookings were made and in due course, late October 2010, we found ourselves staring across the short expanse of the Dardanelles at the Gallipoli Peninsula, and a few days later aboard a ferry with a mixed tour group to actually set foot on the historic ground. This was not a Kiwi tour but a group from a considerable range of countries; Turkey, India, Australia, England and various European nations. Not all had the close personal interest that we Kiwis and the Australians had, so we were keen to know from the start if the tour would take us to Anzac Cove. We were, happily, relieved to be informed that we were going to that special place.

You can't prepare for an occurrence of this kind. You can anticipate and you can listen to the experiences of those who have been but you can't line up your emotions to deal with what you encounter.

We stepped on to the beach at Anzac Cove, a gravelly, almost sandy strip stretching in a picturesque arc along this piece of Aegean coast. It is the perfect late summer morning. Sunlight flashes and bounces on the almost flat blue. A couple of fishing boats drift quietly out in the bay and the lazy ripples sigh contentedly as they finish their run to the shore. Idyllic. I turn and look inland and everything changes. Beyond me lie the scrubby and uninviting looking slopes and rising from them the red pebbly cliffs and faces. This is what they encountered on 25 April 1915 and I am embraced by the history. In the morning silence I hear the sounds: gunfire; the crackle of rifles and the staccato beat

of a machine gun, the whistle of heavy naval rounds flying overhead and the thwack of bullets into water. The shouts of command and communication, the rattle and clank of equipment and the splashing and cursing of soldiers trying to get ashore to some kind of cover. And overlying all, drifting across this fearsome landscape and in to my mind the shouts of the wounded, the screams of the fearful and the dying and the last whispered words of so, so many. The tears flow unbidden. Such tragedy, such futile loss.

But we are blessed that the enemy of that time today honours the invaders in such a generous and respectful manner. The Gallipoli Peninsula is a National Park and the Anzac Cove area is wonderfully clean and tidy with well maintained memorial walls. There is now an access road between beach and hinterland but it is unobtrusive and, of course, provides the way for the tourists, such as our party, to come to this place. There is too, right close to the beach, the small Australian and New Zealand, Ari Burnu Memorial Cemetery. Sadness pervades this peaceful spot overlooking the bay and surrounded by trees and we are moved again to tears when thinking of the fine young men from our far away homeland who struggled ashore here and were never able to leave. I read the headstone for one poor young lad. He landed on 25 April and died on 27 April. So sad.

From the emotional landing of Anzac Cove our tour takes us along the ridge line, a comfortable bus ride climbing steadily as we overlook landmarks such as Waterfall Gully, Quinn's Post, Walker's Ridge and Lone Pine and contemplate the hardship and despair as the ANZAC forces battled their way upward and the Turks battled to keep them at bay. We stop off at the impressive Ataturk Memorial and then on to the New Zealand Memorial at Chunuk Bair. This is the high point; the point that was deemed to be strategically critical. The point over which the battle for possession raged to and fro with front line trenches in some places being no more



than a few metres apart; the point which claimed countless lives. The point that the ANZACs finally captured only to be thrown off again a few days later. That loss determined the outcome of the Gallipoli campaign. The New Zealand Memorial on the ridge top is impressive and moving and just near by the wall of remembrance that lists the Kiwis who gave their lives in this doomed military adventure.

The tour buses are thick at Chunuk Bair with tour groups from every corner of the globe. In the large parking areas the traders, souvenir sellers and food sellers have been permitted to set up their stalls. Their presence, while understandable, detracts a little, for me anyway, from the history which gives this place its appeal. The noise and traffic take away the sense of loss and sadness that I felt at Anzac Cove but I do feel a little touch of pride when I look across this forbidding country and think 'a bunch of Kiwis fought their way from the beach to here.' It wasn't their war or even their back yard but they did what they were asked in the name of King and Country.

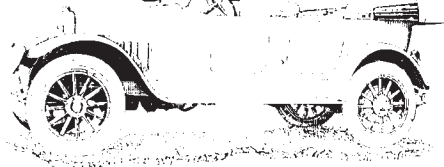
Our final stop on this battlefield tour was the enormous and truly impressive Turkish Cemetery and Memorial located on the southern toe of the Gallipoli Peninsula. The memorial itself is an enormous stone structure and around its walls large carved reliefs highlight the phases and operations of the campaign. The cemetery is huge; row upon row of identical headstones each incorporating a glass central panel into which are etched the names of the fallen, some 20 or 30 on each panel and 26,000 in all. The whole is overlooked by an impressive carved stone wall, perhaps 100m in length and depicting the campaign.

If you ever get the chance, visit the Gallipoli Peninsula. Kiwi soldiers have fought and died in campaigns around the world but this place and this campaign are just that bit special and they add that little extra something to the recipe of ingredients that defines a New Zealander.



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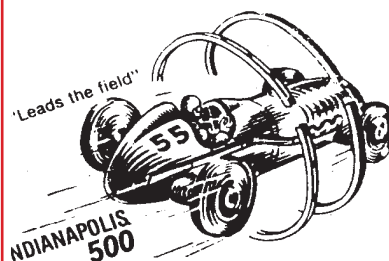
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# The Kappa

“Does my bum look big in this?” enquired Danny Ryan parading in his new bib type waterproof overpants.

No, I said, they look great – no point in upsetting the owner/driver as you are about to embark on 2000 miles or so of spirited motoring from Hamilton in the depths of winter to attend the 2010 Irishman. Besides, quite by chance I had recently bought myself a pair of the same trousers and he looked better in his than I did in mine, as mine fitted where they touched, allowing me to take half a stride before they actually moved.

When all toggled up and ready to go Vicki Ryan, Danny’s wife, cast her expert eye over my attire, making various nips and tucks here and there to better seal me off from the elements. As Danny’s usual co-pilot no one knows better than Vicki how to best protect yourself from the buffeting I was about to receive.

Our transport, Danny’s 1919 4.9 litre Lancia Kappa Sport stood four square and purposeful, ready to go and one look at it revealed the need for the protective clothing. All that potential velocity and

no windscreen. No side curtains. No hood. No means of any kind to deflect the wind; insufficient space, even for a passenger of my slight stature, to slink down below the scuttle line.

With gear stowed we climbed aboard, “climb” being the operative word as the Kappa has 300mm of ground clearance, no doors and a foot plate in place of a running board. We launched off down the drive and into town where we stopped at a convenient service station to check the tyre pressures. Having attended to this task I swung my right leg over the side so as to slide, with what I intended to look like practised ease, into the passenger seat. Unfortunately, as I did so my left foot slipped off the damp foot plate and my slide became a tumble during the course of which my crotch grazed heavily across the side rail. Oh bother, I said. (Note to self; don’t ever, ever do that again.)

By the time we reached Taupo my eyes had stopped watering and I had gained some idea of what travelling in

the Ryan Lancia was all about. First impression: Danny is a bold and skilled coureur who knows how to get the best from his vehicle. Second impression: you are very exposed. The full frontal 60-70 mph wind, bearing with it the cold and damp, seeks out the tiniest chink in your protective clothing and drives into it with a vengeance. Not a skerrick of warmth comes through the firewall or floor and hunkering down low doesn’t help much. The rain or snow that doesn’t find its way inside your jacket runs down outside it and gathers in your lap, eventually pooling in the seat, from where, if you are not well protected it can wick up through your clothing. Hence the desirability of the bib-type waterproof overtrousers. Then there is the communication difficulty. The wind noise coupled with the constant bellow of the exhaust, not to mention the ear plugs you’ll have in if you are wise, renders conversation practically impossible so it is replaced by hand signals. A thumbs up noted “All’s going well”. Two thumbs





2006 R'Oil Can Rally



Written by Kevin Beesley.  
Photos by Danny Ryan, John King

up meant something like “That last corner was particularly exciting and aren’t we lucky to still be here”. An expansive wave of the arm was an invitation to look at the beautiful scenery and a pointing finger indicated something of particular interest.

A brief refreshment stop then off again and a trouble free run down to Wellington where we stopped for the night. Next morning away early to the ferry and southward to Christchurch which we reached in ample time to meet up with friends and settle into our accommodation. Then up well before dawn the next day to set out for the rally start. Rally HQ was a great place to meet up with more friends and take a comfort stop before the run began.

Having completed the rally and enjoyed two very social evenings in southern Canterbury, Danny was generous enough to allow me to drive the Kappa most of the way back up the South Island on the way home. Quite an experience!

Once you’ve climbed over the side (careful! Careful!) and slid in under the steering wheel the driving position is comfortable and snug without being cramped. It’s best though, to have your right elbow outside the body, despite the fact that so placed it obscures the external rear view mirror, which means you are soon into the practice of releasing your right hand from the wheel and whipping your arm inboard across your chest whenever you want to get a look at what’s coming up behind. The uninformed passenger would be forgiven for thinking this action implied that the chauffeur suffered from some form of motor neuron dysfunction.

The seat isn’t adjustable and I needed to sit on the tonneau cover to have sufficient height over the scuttle and decent reach of the pedals, but that worked fine. Accelerator in the middle, clutch to its left, foot brake (on the transmission and never used) to its right. In grand Italian tradition the gear lever and handbrake are

centrally mounted (not for Italian drivers the risk of springing manfully aboard and having the gear lever disappear up your trouser leg) and, well, there isn’t much else really. Advance and retard lever on the steering boss (set and forget – Danny sets this on start and there it remains until you stop), ammeter, speedometer and fuel tank pressure gauge set in a neat binnacle on the floor. Oh, and there’s a hand pump for pressurising the petrol tank pre-start which, to my embarrassment, I regularly forgot to do.

Also on the floor is a two stage starter button. Pushing it part way down bumps the starter motor and engages pinion and ring gear with a definite clunk. Or, as sometimes happens, a disconcerting graunch if the pinion butts heads with the ring gear rather than meshing into it, in which case you release the button and repeat the process. With pinion engaged a second push spins the starter and nine times out of ten the engine bursts into life. You know this has happened by the





healthy bellow that then emits from the unmuffled exhaust.

Gear selection is positive and lever movement requires a firm hand; in fact, from cold on a South Canterbury winter morning it needs two hands, but this selection varies from the norm in that it's down for first, up to second, across towards you and down to third then up to top. Easy enough. It's only under stress that old habits instinctively over ride and you try for a change you didn't really intend. Key point though, use of any accelerator during changes is not an option. You let the clutch out, then you apply the accelerator. Try it any other way and the multi plate clutch will snatch most alarmingly, and when moving off from stationary it will do so with such gusto as to cock the front left hand wheel clear of the ground. So you don't feather the clutch and if this doesn't come naturally at first, the available torque makes it simple and you quickly adjust.

Once up and running, this car is a revelation. It is essentially a Veteran, a post Great War development of a pre war design and from the driver's seat you can hear the engine has that delightful sewing machine buzz typical of Veterans (the exhaust tends to drown this out on the passenger side). The remarkable thing, though, is that this buzz remains constant and comfortable, without apparent stress, at any speed. You go up to 30 mph and it buzzes along just fine. You increase to 40 mph and, it buzzes

along just fine. You get bolder and through 50, 60 and more mph there seems no real change, no vibration or clatter or warnings of any kind to indicate it isn't content to go yet further. This, I'm sure, is due in no small part to Danny's engineering skills but it does reflect the basic capability of the design and construction.

The gear change from top into third is not particularly difficult; an authoritative blip on the accelerator passing through neutral and it snicks neatly into the selected cog. Third down to second takes a bit of practice and the added difficulty here is that such practice is hard to come by. This car trundles up hills like Superman leaps tall buildings and you are unlikely to need second unless you are baulked by some lesser vehicle. Once underway only a light touch on the accelerator is required to keep you there and, despite its cubic capacity the Kappa is not overly heavy on fuel consumption. Danny puts this accelerator responsiveness down to the fabricated four branch exhaust system he made to replace the original log manifold. I'll believe him. This manifold, by the way, is one of the very few mods made to this car, which runs on its original side draft Zenith carburettor and Bosch magneto.

The steering is twitchy, one turn lock to lock, and the Kappa goes precisely where you point it – provided you keep your foot down. Driver bravery appears

to be the only limit on speed, whether in a straight line or around corners and there is an underlying sense of woe betide you if you lose your nerve and lift your foot part way through a manoeuvre. As with most Veterans and particularly one capable of such performance, you need to pay attention – all the time.

Retardation is gentle and progressive as you apply the considerable leverage available through the hand brake. This is no bad thing really, although two wheel braking on a vehicle capable of such speed is an unnerving thought. The last thing I suspect you want is for those wheels to lock up. Also, the engine braking is very effective. Speed scrubs off quickly as you reduce pressure on the accelerator and this, combined with the car's handling qualities and a degree of anticipation in your driving technique, is all you need in most situations.

The ride is smooth and the suspension irons out the bumps with the soft springiness that comes with no shock absorbers. Perhaps it's due to the binding on the springs but there was little rebound and it took quite bad road conditions to induce any axle tramp.

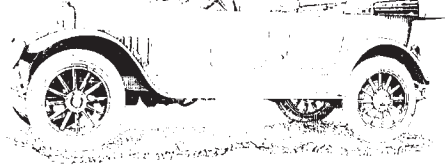
Once back in the North Island Danny took over again. He has a theory that the Kappa goes faster the closer it gets to home and from experience I can tell you there is some truth in it. We positively barrelled north from Wellington off the ferry,





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stopped in Taihape for lunch, then headed on from there into the gathering gloom. We struck snow about five miles out of town and conditions steadily worsened all the way along the Desert Road. Danny switched on the headlights. Their illumination burst forth then collapsed in a heap on the road about 20 yards ahead of us, although they did a great job of lighting up passing letterboxes and livestock in adjacent fields. From a little south of Taupo onwards the snow reduced to sleet and then to freezing rain. Our speed crept ever higher. Any vehicle in the way was mercilessly overtaken and it was interesting to catch glimpses of the shocked looks on the faces of their occupants as we reared up behind them out of the murk and roared past with nary a break in our stride.

Hamilton was reached safely in the dead of night and I swung myself, expertly now (though a little stiffly), over the side and onto the ground. Throughout the course of the entire journey we had suffered some water in the starter (readily fixed), one puncture and a loose spark plug lead that shorted out. Both owner/driver and passenger went wearily indoors for a cuppa. The Kappa sat four square, warmed up and ready to do it all over again.

**bw**

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## brass notes

This year's National Veteran Rally was hosted by the Ashburton Branch of the Vintage Car Club so it seems appropriate that I should start the column by featuring one of Mid Canterbury's earliest cars, the 1904 Northern Runabout, now owned by Craig Shadbolt, son of the late Alex, who was well known in Veteran circles. The Northern was one of two imported into New Zealand by Mr A W Smith whose business was located at 126 Cashel St Christchurch and was sole agent for the Dorey, De Dion cars and the Northern Runabout. The son of A W Smith recalled delivering the Northern to John Lambie's farm at Kyle, Mid Canterbury and returning to Christchurch with an Orient Buckboard. The Northern was later replaced by a De Dion after it was deemed 'not adequate'. The car ended up with the Harrison family at Somerlea farm not far away. At the end of its working life it was parked in a farm shed where a chute being lowered from a mill fell on it clearly hastening its demise and it gradually settled into the ground. By the time Alex Shadbolt heard of it in the late 50s nothing remained above the ground but with some careful digging he was able to retrieve most of the mechanical parts.

All that was known about the second Northern was that it spent its life in Christchurch. It apparently suffered damage when hitting a tree at some stage of its life and must have been dismantled as the motor was found in the Avon River near Kerrs Reach and other parts found their way to Mr E Patrick's soapworks at Sockburn from where they were collected to help restore the Shadbolt car to its former state.

Horowhenua Branch have some Veteran De Dion parts. Three x24" wheels, two only good for patterns and a radiator good also for a pattern.



*AW Smith's premises, 120 Cashel St, Christchurch.*

At present Craig is about half-way through a complete ground up restoration but still has a lot of work ahead before it sees the light of day.

The Northern Motor Company was founded by two ex-Oldsmobile engineers, Jonathon Maxwell and Charles King. The first and most popular car they made was the Silent Northern.

In the last issue I mentioned that Brian Newberry is working on his Little car. He has sent me the following information on Little cars that were originally built in the Flint Wagon Works situated in Flint, Michigan famous for Flint wagons of which 50,000 a year were built. In 1908 William Durant purchased the wagon works and General Motors was born. Durant and two businessmen combined to set up a company called the Little Car Company. When manufactured the car was called the Little Four and powered by a 20hp engine and accommodated two people. Little used a motor that was produced next door to the Flint Wagon Works at the Mason Motor Company. In 1911 Durant, Mason and two other businessmen incorporated the Little and the Mason Motor Company. In 1911 Little was so taken by the name Chevrolet that in November that year the Chevrolet Motor Company was formed. The Little motor car was only manufactured in 1912/13 and not many survived although a few came to New Zealand and Australia. The one Brian is working on is number 842 out of 3000 made before becoming Chevrolets.

Turning to other interesting happenings in Christchurch; Bruce Shadbolt is working on an early French Front Oldsmobile and also a 1905 Talbot, both restorations are well advanced. Don Bennetts has been investigating a knocking noise in the bowel area of the Albion, however apparently nothing that tightening up the bearings couldn't fix.

In North Canterbury Ray Miller overhauled the gearbox in his 1918 Hudson in readiness for the Prince Henry Tour to the National Veteran Rally that he and Glenis organised.

Recently Noel Adams from Australia shipped a container of assorted Veteran parts to Brisbane. The consignment included a lot of Veteran Paige parts; sad but true.

I hear that Roy Sharman from Waiuku is the new owner of the ex-Benton Curved Dash Oldsmobile.

Ben Julian from Taranaki has sent me the following report on what's happening in his local area.

Jim Baker's 1904 Darracq is now painted, upholstered and the radiator is being worked on. This car is remarkable in the fact that it has been in the Baker family since new. It even towed a trailer in 1904, made from the Baker's very first motor car that was reportedly a steam car, but said to be very unreliable.

Jim Baird's 1916 6 cylinder colonial bodied Buick roadster is almost fully clad in aluminium. This car is a handsome beast with exposed timber in the rear





quarter panels and obviously the top end of the market in its day. Jim got the remains of this car from Jeff and Brendan Fox of Levin.

Steven Oliver's 1906 Cadillac is progressing well with the body, engine and chassis now done and is sitting on it's rubber. Steven and Veronica now have a fleet of the 1906 and 1908 Cadillacs as well as 1912 and 1915 Model Ts.

Roy King is busy working on a 1904 Arrol-Johnston with a 2 cylinder horizontally opposed engine. A very rare car with not many left in the world today.

Bryan Morris reports his 1916 Model T is currently off the road with a hole in the petrol tank where it had been soldered. Repairing it is not easy so he may consider having a new one made.

Ben's own Gladiator restoration is slow but sure. He now has the correct radiator thanks to Brian Newbery and the rear half of the chassis thanks to Steven Kidd. Once the chassis is together he will start on the front and back end in earnest. It seems there is no doubt that the car was a South Island car, most likely from around the Canterbury area. Jack Newell, Les Everitt and Jim Ritchie appear to be original collectors of the bits and pieces that Ben got from Reece Burnett in the Waikato. He would be grateful for any further information anyone can fill in.

Roy Benton and his wife have just returned after taking part in rallies in Tauranga and Whakatane in their 1910 Alldays & Onions. This car is a project that Roy started many years ago with a chassis, a radiator and three boxes of bits.

Stan Corlett from Manawatu has been restoring cars and motor cycles for many years, among them a 1909 Metz, 1912 Warrick, a 1914 Talbot and 1905 Gouverneur motorcycle. Now to launch himself into his 80s he's embarked on a new challenge to build from scratch a replica of Henry Ford's first car, built in 1896. At the moment to the uninitiated it looks like a car without an engine. The building of the engine is progressing however. Stan has made cylinders, connecting rods (70mm Triumph motor cycle pistons) flywheel, drive pulleys, cylinder heads, valves and timing gears.

With permission I'm able to copy the following 'earthquake' story from the Banks Peninsula Branch newsletter *Dripfeed* that will send a shiver down the spine of many a man with a shed.

# A Man, his Shed and the EQC

Malcolm Cameron is a man widely known to many, the driver of a 1913 Overland tourer, a genuine top bloke - one of the best. He is much admired for his metal forming skills, his inimitable good humour and generosity and, far from least, his shed.

Those of you who know Malcolm and his shed know it is an impressive structure intended for 4 cars of Bugatti Royale or Hispano Suiza 46cv size or if of refined taste, 18 Austin 7s. Then there is the loft, a last resting place for lesser used treasures, all carefully preserved under protective masses of dust. Last but not least an area for Malcolm to work in, and from which for many years Malcolm has turned out an array of breathtaking renditions of his craft. Or that was the plan.

The reality is that Malcolm never has enough room. For years any work has required a re-arrangement of indispensable objects so a tiny patch of floor could be found and treasures duly produced. Not conducive to the art of body building, so we all thought, but it didn't make any difference to the quality of either the work or the inevitable good humour. Dire though this situation was it became worse over the years and entry was impossible for all

but the most determined and desperate VCC members hoping to retrieve a part they had dropped off maybe around 1974. Reportedly some club members never emerged. On 4 September it all changed when Christchurch rattled and rolled and Malcolm's shed was hard hit. A team from the Earthquake Commission (EQC) arrived summoned by a substantial claim from the owner citing catastrophic earthquake related misalignments. It had become impossible they were informed for Mr Cameron to enter the shed due to all the shelves disposing their contents onto the floor. A claim was seen to be justified as the EQC were visibly shaken by the carnage that confronted them. They were puzzled by two things though. The adjacent house was completely untouched and Mr Cameron seemed unconcerned and even chuffed. The saga has yet to play out as a large number of 'friends' have been turning up having discovered that their long lost treasures once consigned to the 'forever lost' category have been shaken to the surface. The EQC have put the claim aside pending further investigation and have coined a new term 'partsafacation' to describe the new phenomena.

bw



1896 Ford Replica being built by Stan Corlett.

**The Veteran Car Club of Australia (Queensland) Inc** is running a Veteran tour at Ipswich, west of Brisbane, from 12 to 19 September 2012. Should you be interested in taking part, more details and an entry form can be found at their website [www.vccaq.org](http://www.vccaq.org)

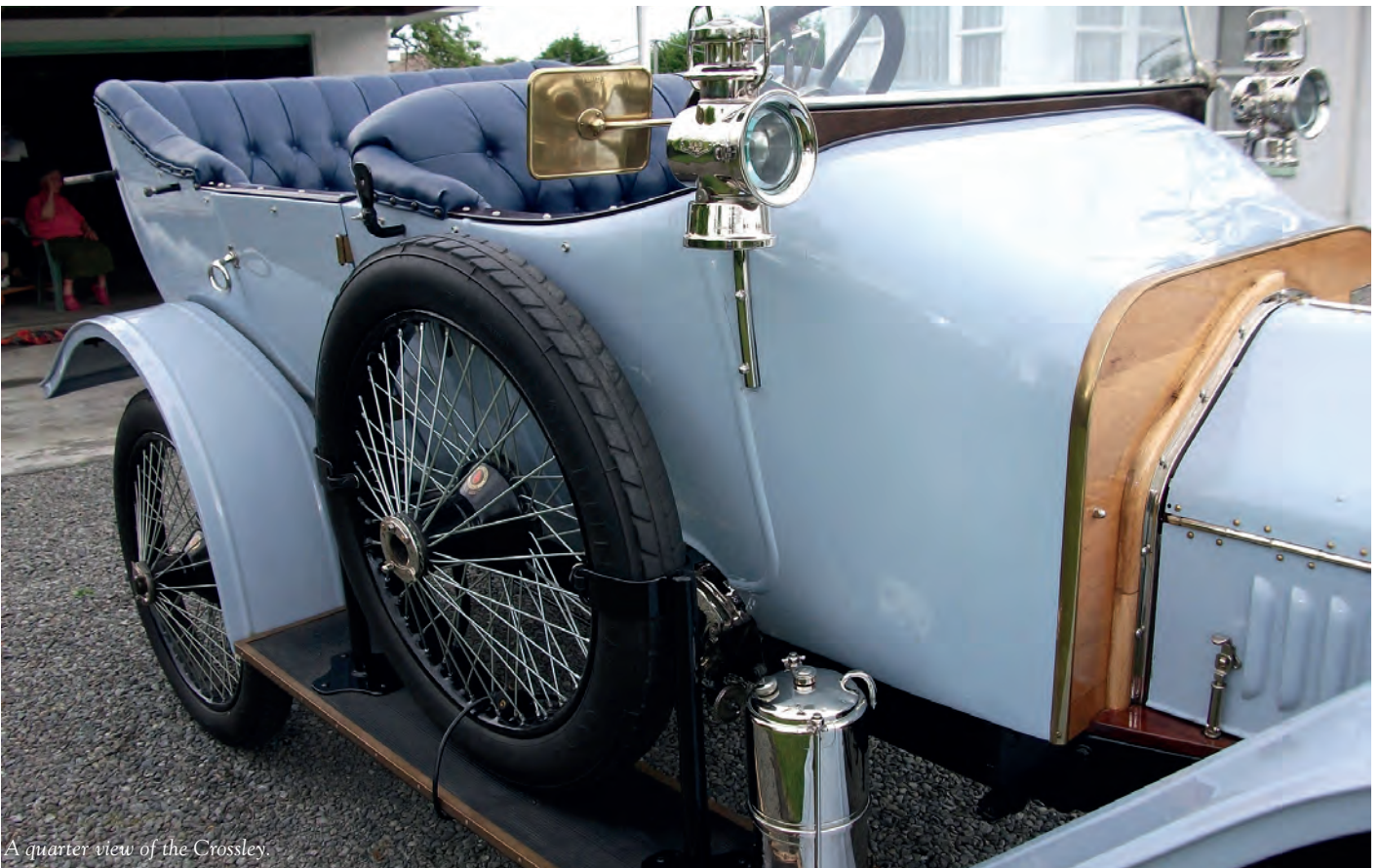




*Restorer Barry Gillum, of Masterton, with the only surviving 1911 Crossley 15.*

# 1911 CROSSLEY

*Words and photos Kevin Ball*



*A quarter view of the Crossley.*





Where it all began – the light given to a 14/15-year-old more than 60 years ago.



The highly-polished side lights.



Plush accommodation is a feature of the Crossley.



Driver's eye view.



Authentic transfers add an original touch.

More than 60 years ago a Timaru motor enthusiast and businessman gave a 14 or 15 year-old boy a very old car tail light. The youngster had been a regular visitor to the business, fascinated by the owner's Harley-Davidson combination and other vehicles.

Late last year that "youngster", Barry Gillum, now retired and living in Masterton, attached that very same light to the rear of a massive 25-year restoration project, a 1911 Crossley 15, the only example left in the world.

It's a remarkable story of application and perseverance as a rusty collection of parts from as far away as Australia were researched, sourced, collected, restored and reassembled.

"I always made a point of doing something each day, even during a spell when I was ill, and that's how we got to where we are," Barry said. Friends helped

where they could, but mostly he worked alone.

Barry started from cold. He has already restored a 1923 Crossley and has previously owned Veteran cars and bikes. But this project is the pinnacle, beautifully rebuilt and minutely detailed, it's a road-going work of art.

And it is the sole survivor.

A report in *Australian Classic Car* says brothers Frank and William Crossley founded their company in Manchester in 1866, building stationary gas engines. Deeply religious – the Coptic cross their cars bear is testimony to this – they concentrated on high quality workmanship.

In 1876 they acquired exclusive British rights to Dr Nicholas Otto's four-stroke gasoline engine. This they developed and fitted to the first Crossley car, which appeared in 1904. The firm concentrated

on bigger 20hp and 40hp cars until 1909, when 12hp and 15hp models were added to the line.

The new Crossleys used monobloc engines (2388cc in the 15) in unit with the gearboxes. They also came with optional four-wheel brakes; the front foot-operated and the rear by hand. Because the front and rear brakes were not coupled, front suspensions sometimes became overstressed and collapsed. The option was dropped in 1912, to return later with a coupled system spreading the load. Electric lighting became available in 1913, and the same year a more powerful sports model, the Shelsley, was introduced.

The Masterton car was sold new, probably in 1912, by dealer J R Perry in Feilding. It ended its days abandoned on the roadside near Ohakune, being towed to Raetihi, demolished and turned into a sawbench. In the process the gearbox,



steering box and bodywork were discarded. The rear axle was converted for use as a radial drill.

Woodville man Dr Gordon Knight bought the remains of the Crossley from Horopito Wreckers for \$150, with a view to restoring it, but ran into a dead end when trying to source the missing parts. His search extended to the Beaulieu Swap Meet in England.

In 1987 Barry Gillum acquired the remains, to some skepticism from other Vintage car owners, who reckoned it was too far gone to restore. That was the challenge he needed. He began intensive research, poring through official archives (involving many trips to Wellington) and built up a very extensive file and encyclopedic knowledge of the Crossley 15. On a trip to England in 1996 he spent an hour minutely examining an original and unrestored example in the Shuttleworth Museum. It is just one of 10 Crossley 15s left in the world (six are in Australia and three in New Zealand). At that time there were no surviving 1911 models.

A spare 1919 Crossley motor was swapped for a 15, and an Australian 1912 Crossley 15 owner provided a gearbox, chassis and steering box. (The parts cost the Masterton man "two bottles of Bundaberg rum; none of that Captain Morgan stuff") The chassis was stored under a house and was home to huge spiders.

The rear axle was eventually made up of a 1929 Chev crown wheel and matching pinion, 1930s Riley spider gear and modified Model T half shafts. A mid-1930s Ford V8 torque tube required little adaptation and a Model A drive shaft fitted the Chev pinion. With that, plus the original springs and rebuilt 26-inch Rudge-Whitworth wheels (70 spokes each, sourced locally from a Honda dealership), the restoration was well on the way.

The badly-battered radiator was repaired by Replicore Ltd, of Whangarei, and Barry spent many hours with long-nosed pliers, straightening the fins and cleaning out dust.

The engine was completely dismantled and each component checked before being carefully reassembled. Barry honed the bores himself, and the cast iron pistons, timing chain, sprockets and oil pump were all able to be used again. The crankshaft, drilled to carry oil at 15psi, was cleaned out and the bearing surfaces polished by Lambert Engineering of Masterton. The



*All business – the front of the Crossley.*



*Rear quarter view.*

*Right: The engine was in remarkably good order.*

white metal bearings were in excellent condition.

Vintage Car Club member Doug Banks overhauled the original, and very worn, Bosch magneto and a period Zenith carburettor replaced the missing Claudel Hobson updraught carb.

Australian Howard Kenward, who had drawn up tourer plans for his own Crossley 15, provided a copy of these to body man Ray Alderton, of Wanganui, and he made up the wooden framework. This was skinned by panelbeater Ian Chamberlain, who also made up the guards.

The upholstery was done by Ian McArthur, of Masterton and the blue-grey



paint applied by Ian Chamberlain Ltd in Wanganui







# VCC Rally 2012

RALLY UPDATE

Proudly Sponsored by Vero Consumer Insurance Specialists  
PO Box 2012, Wanganui 4540 info@rally2012.co.nz

"NO MURI PŪKENGĀ KŌMUA PŪAWAI"  
(From yesterday's resources burgeon tomorrow's future)

**RALLY DATES**  
**Monday 16 January -**  
**Friday 27 January 2012**

### Great News

It has been confirmed that the Wanganui High School will be operating a camping ground directly opposite the Rally Village in Wanganui. There will be powered sites for caravans, tents and trailers.

At the time that this was prepared the College was working through the details for charges and e-mail details for booking sites. Once these have been finalised they will be published in *Wobbly Wheels* which is able to be found on the website.

### Entries

At the beginning of March we had 82 finalised entries for the rally. From those we had seven entries from Canada, six from England, five from Australia, one ride along from Isle of Capri and the rest from New Zealand VCC members.

With those 82 entries 60% are competitive and 40% are non competitive.

### Registration of Entries:

If you are registering you are able to register online or have a friend download the registration form for you so that you can fill it out and post it into the Treasurer at PO Box 2012, Wanganui. Alternatively approach your branch secretary who has forms or you can ring the help line and we will post one out to you.

A payment plan for entering the rally is available if you wish to take the option up.

### Accommodation

For updates on the available accommodation refer to the *Wobbly Wheel* which is found online and lists where accommodation is still available. If you have accommodation problems please ring the help line with your queries or concerns.

### Model T Assembly Races – Can You Help?

Through *Wobbly Wheel* we have asked for branches to consider putting together the bones of a Model T to be used during the open day at the Rally. We wish to have races at putting together a basic Model Ts and then driving them over a finishing line. Teams will consist of five members. All details of what we require are in the latest edition of *Wobbly Wheel*. Can you help? For further information you can contact Gavin Harris at 06 8444 267 or gavinharris@xtra.co.nz

Bruce Hutton QSM FPSNZ  
Rally Director

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The above photo-images are all typically from the best-selling Excelsior tyres – ask for more details and current price of your preferred size (over 60 options in the entire range)

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# OBITUARIES

## Ron Anderson August 1924 – March 2011



Ron originated from Palmerston North and although he was not a founding member of the Manawatu Branch of the VCC NZ he was present at the “Inaugural meeting of the Manawatu sub branch” held on 19 July 1962. In fact Ron and the founding members travelled to Wanganui for a meeting to gather information to enable the formation of the Manawatu Branch. Years later Ron was made a life member of that Branch.

Ron’s first restoration was a 1924 Morris Bullnose, he was only 14 at the time and his father gave him a hand. He drove this around for a couple of years with no license of course. Then came a 1926 square nose Morris which he owned for about six months. Not all of Ron’s cars were Vintage when he owned them, but by today’s standard they are all some sort of Vintage.

Ron started work at his father’s garage, HB Clapham Ltd, in 1939 and remained there as service manager after his father sold the business and until he and Claire moved to Taupo in 1978.

Ron and Claire were quickly absorbed into the Taupo Branch as active members

although Ron has never appeared on our membership list. He was elected Patron in August 1996 to honour his commitment to our Branch. Ron had become known as ‘Mister Fix It’ as if it was a mechanical thing he could get it going whether it was done professionally or jerry rigged, at least it would work. His vast knowledge of motor vehicles and their workings definitely stood him in good stead and he provided terrific assistance to many members. Ron will be sadly missed by all Taupo members.

## Julian Bede Richards Loughnan 28 January 1929 – 18 February 2011



Julian Loughnan was born in January 1929 in Christchurch. In his early years he suffered from ill health which, by his determination, he overcame. After attending Christs College he completed an LLB degree at Canterbury University and followed his father, Bede, as third generation in the legal firm of Izard and Loughnan.

Ownership of a 1929 overhead camshaft Morris Minor sparked an interest in “antique machinery”. The previous owner of the Morris was a trustee in the estate of a certain Mr F C Archer. It was from this estate that the FN was later obtained. In the 1950s, after a resto-

ration period of about five years, it became a familiar sight at Club rallies.

In 1956, when the Vintage Car Club, Canterbury Branch, was formed, Julian became the first chairman. He was also the honorary branch solicitor for some years and National Club Registrar 1966-68. He chaired the Veteran Car Club of New Zealand from 1986 to 1991.

Julian owned several interesting vehicles during his lifetime including 1911 and 1914 FNs, a 1919 Sunbeam, 1922 Riley, 1926 Sunbeam 14/40 and a Mk VI Bentley. He also owned a LE Velocette motorcycle and will be remembered riding it to and from the office in Latimer Square.

Julian had a great sense of humour and was of a frugal nature. For some time, attached to the spare wheel on the FN was a brand new tyre, still in its paper wrapping. When asked why he did not unwrap the tyre, Julian commented that there was at least ten miles in the wrapping.

The FN is now owned by Tony Airs whose interest in antique machinery had been aroused in the early 1950s. While still at school he was taken to see an old motor car which was being restored in a very small single garage in Creyke Road, Christchurch, adjacent to Medbury school. It was sitting on blocks of firewood. The car was an early FN, the very same one that Julian obtained from Cave Archer.

On behalf of the Club, we extend our sincere sympathy to Jill and the Loughnan family.

*Banks Peninsula Branch*

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The 65 word limit includes contact details. Advertisers requiring ads longer than the standard 65 words, or who require typography or space, must apply display rates.

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

### Member of Vintage Car Club

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

### Non Member

\$21 for first 40 words or part thereof, thereafter 15 cents per word to a maximum of 65 words per advertisement.

### Text in a Boxed Ad

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Cheques Payable to *Beaded Wheels*.

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Phone 03 332 3531, Fax 03 332 3827.

## DISPLAY RATES

	Casual	3 Issues (per issue)
Full Page	\$900	\$720
Half Page	\$490	\$390
Horizontal Quarter Page	\$270	\$216

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

Deadline for copy 10th of month preceding publication.

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

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MEM

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MEM

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MEM

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MEM

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MEM

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RIC LARCOMBE [rickandsue@xtra.co.nz](mailto:rickandsue@xtra.co.nz)  
GRAEME MOOR [coopersbeach@paradise.net.nz](mailto:coopersbeach@paradise.net.nz)

All enquiries will be acknowledged. An example of the items purchased last month; new Reverse Idler Gear and 1st and Reverse sliding gear for a Austin A90 Atlantic. (Also suits A70 Austin).



**1927 DODGE BROTHERS DEPOT VAN.** Current reg, wof & vin. Good history, ex grocers van. Rebuilt with all original parts throughout. Good working condition, drives well. Rare model. \$30,000. For more details phone 09 436 3121, email [fmandejalison@slinghot.co.nz](mailto:fmandejalison@slinghot.co.nz) MEM



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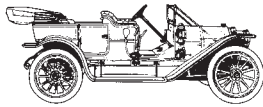


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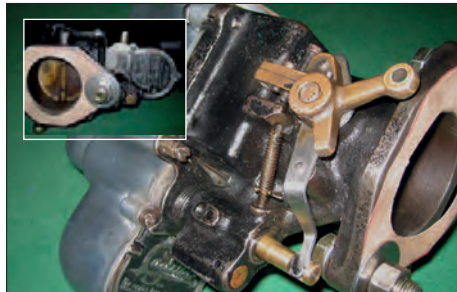
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**BUICK STANDARD 6 1925** Instruments-speedometer, Amp meter and oil pressure gauge, AC or Sterling manufacture, heat control including choke and heat control levers. Also any other parts, mechanical etc. Phone 03 488 3776 MEM

INSTRUMENTS WANTED. Large faced rev counter and speedo suitable for a 1930 British sports car. I am also interested in any other dash switches and gauges for the same car. Peter Lyttle email lyttle@xtra.co.nz or 03 693 9080 evenings.

MOTORCYCLE, ENGLISH, 500CC OHV, rigid frame. Any condition considered. Prefer running. Phone Paul 09 3781057 or 021 117 8353.

OLDSMOBILE CAR PARTS model 43a 1921/23 Delco instruments, horn, switch etc. Interested in any parts to assist restoration. Phone Murray, 326 6980

PA VAUXHALL PARTS WANTED Anything considered. Phone 027 244 4141 or email neiltroost@hotmail.com

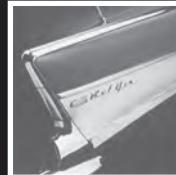
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# SWAP MEETS & RALLIES

**THE ROYCROFT TROPHY**

SATURDAY 23<sup>rd</sup> & SUNDAY 24<sup>th</sup> APRIL  
EASTER 2011

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## VCC National Events

2011

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National Easter Rally SI	Gore	22 - 25 April
National Easter Rally NI	Taranaki	22 - 25 April

2012

International Rally Rally 2012	Wanganui	16 - 27 Jan
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VCC NZ ASHBURTON BRANCH

# SWAPMEET

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Tinwald, Ashburton

Gates open 7.30am. No Dogs. Catering by the Lions Club.

Site Bookings: Anne Hart, 65 Oak Grove; Ashburton 7700  
Email: [annestuh@clear.net.nz](mailto:annestuh@clear.net.nz) Phone 03 308 5733

Branch Secretary: Rod Begbie, PO Box 382, Ashburton 7740  
[ashburton@vcc.org.nz](mailto:ashburton@vcc.org.nz)





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## Auckland

John Stokes

The branch extends condolences to the family of Graham Kelway. Graham was a quiet member who collected Willys and Hillman vehicles. He was of great assistance to the founding member Ernie Brickell's family in Ernie's time of need. We also extend our sympathies to those Canterbury and Banks Peninsula members who have suffered in the earthquake.

**Motorcycles:** Recent speakers at our motorcycle section meetings have been Richard Waugh, an aviation historian and his wife, actress Illona Rogers. A new motorcycle member is Merv Bullard with a 1970 Triumph Tiger TR6R and a '70 Triumph Bonneville. Several members attended the Burt Munro Challenge in Invercargill and all had a good trip. The New Years Day run attracted 65 bikes and 20 club eligible cars. Section members Clarrie Flutey and Bruce Webb have received their twenty-five year awards.

**Veteran:** The Coast-to-Coast run attracted about ten starters all with well-known vehicles. This run was the hard test for the newly rebored branch Renault charabanc, which passed with flying colours. The branch Veteran Rally attracted only eight entrants, a long way down on the fields of the 'seventies and 'eighties.. Octogenarian Bill Shears won the long route in the 1917 Moon, while Price and Stokes won overall in the 1915 Renault charabanc. Yogi Schollitt has sold his 1914 Saxon to Mark Ball. Mark has his ex Les Keys ex Ralph Blyde 1917 Studebaker on the market. Alan Price is still hard at work on the 1912 Clement Bayard. The body is being skinned and the clutch mechanism is being sorted, slowly.

The Barry Robert single cylinder Rover and the George Mihaljevich 1912 Hudson made their public debut at MOTAT'S Galaxy of Cars. The Hudson was awarded fourth place at the prestigious Ellerslie concours.

**PV PWV P60V:** New members in this category include John Robertson with a '37 Austin Seven Ruby and Jim Drummond with a 1936 Hudson Eight. David Goryl has bought a '39 De Soto with factory overdrive. Brian Teutenberg has also acquired a 1978 1.8 ltr Morris Marina, an incredibly original one-owner car. Gary Langstone is progressing his 1936 Morgan 4/4 prototype. Coventry Climax powered, this car has significant racing history at Brooklands, Monaco and Nurburgring.

**Commercial:** Four Aucklanders attended the commercial campout at Paparoa. John Campbell's Mighty Mite taking best new restoration. Ian Jenner has bought a jigger



Auckland: Veteran Rally



based on a Commer chassis powered by a Chevrolet engine.

**General:** About forty members saw a film on the demise of General Motors' successful EV1 electric prototypes of the mid 'nineties at our last clubnight.

## Banks Peninsula

Paul Taylor

Prior to writing this article I glanced over our February newsletter *Dripfeed*. Our cornerstone member George Calder is also a talented cartoonist and his latest cartoon depicts a Bentley creating havoc to houses and a church as it drives along a street. The caption reads: "Darling I think we need to get our flywheel balanced". Little did George know his cartoon was a prophecy for 22 February.

There is a parallel between this event and our own activity. When you think of the fabulous cars of the past that have been trashed and chopped up, we have still managed to restore many to retain their beauty and engineering genius. Following the devastating quake, the buildings of Christchurch are in the same situation. If we can keep as many samples as possible, we will have also a living history as well. To those who have had vehicles and garages damaged in the quake, may they rise again.

Past events seem to pale in significance but we did enjoy our New Year's Day picnic at Little River as a day to run and display. We had a great weekend at the Skope Classic meeting in early February and had the company of Peter Giddings' beautiful 250F Maserati. Racing continued at the Levels track the next weekend.

## Bay of Plenty

David Joblin

The most important rally on our calendar, the Anniversary Weekend Rally was held at the end of January. The rally was skilfully organised by Kerry Elton and her team, and planned by Clive Taylor. Some straight line navigation was involved in the morning section. As always some silent checks were elusive and one had to think outside the square to answer questions. After morning tea we took part in a timed section to Kahoroa School in the hills north of Rotorua with a circuitous

return to the Clubrooms. Owen and Jan Smith from BOP branch were awarded first prize overall. For the statisticians, 49% of entrants were pre-war and 12% of the total were Model As.

Our first February Sunday Run saw us join members from Wellington, Rotorua and Eastern Bay of Plenty branches for lunch at Lake Okataina.

At Club night in February we were treated to a very interesting talk and slide show by Bob and Lynne Douglas who drove their 1947 MG TC from Tierra del Feugo to Prudhoe Bay in Alaska, a distance of 31,500 miles. We look forward to hearing about their next adventure. Our Wednesday run is an annual event and saw a small but happy turnout at Carter House in Te Puke. The elderly residents enjoyed the cars.

A long-standing member, Mary Smith, died in February. She and her late husband Harold drove their Austin Seven, for many years over some prodigious distances.

New members welcomed this month are Curly West 1936 Chevrolet coupe and Richard Durber 1958 Buckler Sports

## Canterbury

Tony Becker

Canterbury Branch members will forever remember 22/02/2011 with great sadness. February's deadly quake certainly had a far-reaching effect on life's priorities. The expensive road to recovery is destined to be difficult and long.

We extend sincere sympathy to those who suffered personal trauma and loss in February. The kinship and help of VCC members both local and further afield is most heartening. Offers of storage, cleanup and accommodation plus out of town breaks for frazzled families keep coming, even from overseas. No serious damage was caused to Canterbury Branch buildings, although the Library and Parts had some restacking to do once again.

Our usually busy Feb/March season became a period for some postponements and suspensions after 22 February. The Branch Annual Rally a week or so before the big quake attracted 118 entries. Based at the spacious Kaiapoi Blue Skies Scout Group grounds, a great venue for field tests





Canterbury: Annual Rally.

plus excellent motoring conditions made this a top event for Club Captain Graeme Sword. The Annual Motorcycle Rally was necessarily postponed, along with some other planned events. The Rear Wheel Brake Annual Rally went ahead, departing the Dame Ngaio Marsh residence for The Grange. The Annual Commercial Rally has been postponed. The rise and rise of fuel prices may hit American and large vehicle owners eventually, however Christchurch was given rare reprieve with prices held by most suppliers until the end of March. Future event options may keep costs in check with shorter runs, particularly in the case of large or commercial vehicles. The McLeans Island Vintage Fair is scheduled to repeat its biennial event at the end of March, involving Canterbury Branch together with Steam Scene, tractor, military and machinery clubs combining for a "big day out" country style!

#### Central Otago Lindsay Olsen

The Central Otago Club car-park was recently filled to capacity, with 50 Model Ts attending the NZMTFC Annual Rally

based in Wanaka. This was an impressive sight, and drew a good crowd of on-lookers.

Although the local motoring scene has been relatively quiet, many local members have travelled to other branch events, some enjoying success. Wendy Martin (1953 Phillips Gadabout) won the Moped section of Otago's Commercial and Veteran Rally; John Martin (1913 Royal Enfield) and Robert Duncan (1918 Twin Six Packard) took the major honours at the Otago Branch's Dunedin-Brighton Run.

Monthly Sunday Club runs continue to be lightly attended, with a hard-core of enthusiasts turning up to most events. It is a pity that these are not better supported.

The parts shed continues to do good business with a continuing supply of both restorable cars and parts changing hands. The advantage of purchasing a car from the Central Otago area is not lost on many members visiting from out of the area. The very dry climate means that in many cases the metalwork is sound without extensive rust.

The restoration scene is very much alive, with several cars on track for completion. These include two very desirable 1934 roadsters. Robert Duncan's Ford V8 is nearing the paint/upholstery stage, while Roddy Maxwell is making very good progress on the running gear of his Chevrolet. On the Veteran scene George Page has three 1916 Hupmobile Model N Tourers on the go, with bodies 80% completed. One of these cars is very low mileage, and almost complete. Roger Healy has set a target date and a good challenge to have his Veteran 1916 Chevrolet completed. Alan Porter's 1924 Model 35 4 cylinder Buick has been certified and is ready for final paint and upholstery. This car has been in Central Otago for many years and it is good to see it finally close to roadworthy. A similar Buick is being restored by Keith Taylor in Hawea. Two pick-up projects are also progressing steadily – Ted Pope's 1947 Chevrolet and Trevor Tamblyn's Bonus Ford V8, while Blair Walter's Messerschmitt three wheeler is very close to completion.





**Central Otago:** Robert Duncan's 1934 Ford V8 Roadster in the latter stages of restoration.

**Eastern Bay of Plenty** Joy Growden

Our year started with our Rooster Run which 30 people attended. After breakfast we went to a farm in Pongakawa where a young man has rebuilt a 1938 plane which looks as good as new. Some of our members had visited a few years ago when the project was first started. It is now in the process of being tested by officials and has had a few hours up in the air. While we were there a Tiger Moth arrived from Tauranga which caused a lot of interest. It was Sandy's birthday so she was enticed to go for a flight in the Tiger Moth.

Our Annual East Coast rally was held early in February with 50 cars participating. It was the first time we had included a Touring section which attracted six cars.

Rob and Dale Watchorn were the local winners and of the Commercial Section, with Paul and Carol Fussy winning the Post 60 class and overall winners. A great day was had by all.

**Gisborne**

Rodney Clague.

Our reconditioned Morris Commercial club truck, faced its first test loaded to the hilt with camping gear including two kayaks for a weekend campout at Tolaga Bay. It performed well, and did several rounds of the camping ground on the Sunday morning giving little (and not so little) kids a ride. The campout itself was enjoyable with ten vehicles.

A new annual calendar event for Gisborne, the "Three Rivers Rally", was

**Gisborne:** Vintage section winner Brian Williams in his 1930 Nash Coupe on the Three Rivers Rally.



held on Saturday February 12. We were pleased to have the company of North Island Club Captain John Foot and Shirley for the weekend. After a toddle around the Poverty Bay Flats the run then headed through the Waimata Valley, stopping at the community hall for hot cross buns heated up in a small camp oven. It was then onwards towards Tolaga Bay, Hokoroa, Tauwhareparae, Fernside and Mata Roads to State Highway 35 at Tokomaru Bay. Some took the opportunity to visit the wharf and old freezing works at Waima before returning home.

On 18 February some members and their vehicles which included the Morris Commercial, the Webbers' Austin Healey and Trevor Jukes with the 1937 Ford V8 Pickup, joined the throng at the Gisborne railway station to welcome the Mainline Steam locomotive and Vintage carriages that had travelled up from Napier for the day in support of preserving the Napier-Gisborne line.

Gavin Bartlett has the motor out of his 1930 Ford Model A after some ominous noises were heard on the return trip from the Tolaga Bay campout.

Our thoughts and prayers are with all Cantabrians affected by the February earthquake, especially those working in our National Office and Canterbury Branch members.

**Gore Branch**

Jim McFadzien

Club Captain John Parish organised our P60V run on 7 November 2010. Fifteen cars left with instructions to go through Mandeville, the Waimea Valley, and over the Glenure Hill to our lunch break at Dipton. We then drove on to the White Hill Windfarm near Mossburn, where we marvelled at the impressive turbines with 128 foot long blades on towers 220 feet tall.

**Gore:** White Hill Windfarm.





Each of the 29 turbines generates 2 MW of electricity, enough for 30,000 homes.

Our annual Josephville Hill Climb was on 21 November with 16 cars competing. Good times were recorded on our practice run, but rain in the lunch break slowed times in the official runs. One entry, a 1936 Morgan 900cc, surprised everyone with wheel spin off the line. Mervyn Frew in his Porsche 911 took the winner's trophy.

Our Chairman Paul Corcoran welcomed the crews of 49 vehicles to our 44th Festival Rally. We had four cars from South Otago, and seven from Southland Branches, all eager to explore our patch. Our Rally included Diamond Peak, Kaiwera, Pukerau, Tapanui, Kelso, Waikaka, Knapdale and then Hamilton Park in Gore. Field tests including navigators throwing darts from an open car door was not conducive to accuracy. The overall winner of the Rally was Glenise and Paul Corcoran in a 1962 Vauxhall PAX.

### Hawke's Bay

Esther Smith

Last weekend the branch ran its annual Art Deco Rally and participated in the Street Parade in conjunction with the Napier Art Deco Trust. The Vintage cars always an integral part of the whole weekend and so important for setting the scene. They were out in force, particularly around the Soundshell on Marine Parade, which is the hub of the weekend's activities. The surrounding streets are blocked off

to all but Vintage cars from late afternoon on Friday until late Sunday when the Great Gadsby picnic is finished. Art Deco celebrations have gradually expanded over the years from a weekend to a whole week of events. With so much happening it is the time of the year when those of us with Vintage cars can really dress up and come out to play.

It then seemed quite surreal that just a couple of days after Hawke's Bay had been remembering the earthquake which struck their region 80 years ago, rereading the stories and looking at old photographs, that Christchurch should suffer such a devastating earthquake causing so much destruction and heartache. In my line of work of structural engineering we are often reminded that it was the Hawke's Bay earthquake that precipitated the introduction of national codes for building design. Hopefully the Christchurch quake will remind us that we need to continue to improve our national building stock.

Slow progress has been made on the new clubrooms proposal. We have a site and now a feasibility study has to be carried out to determine the parameters and cost of a new building. A financial sub committee will examine funding options. This information will then be put before the branch members for a decision to be made.

Meanwhile the good motoring weather continues with lots of runs and rallies planned both locally or at nearby branches.

**Horowhenua:** Left: Mark Morgan's Chevrolet Tourer body. Right: 1915 Veteran T crossing the old Skippers bridge which was opened for the event. Bottom: Registration gathering on Friday Wanaka.



**Nelson:** Vehicles lined up at Founders Park Club night when hosting Tahunanui Model Railway Society members.

### Horowhenua

Peter Nightingale

It was quiet over Christmas and New Year though Shona and I attended the Model T rally in Wanaka. This was a great trip. We left Levin and stayed the first night with Adrian and Erica Whiteman and family in Rangiora. Then it was on to Wanaka visiting Rob and Dianne Ross in Ashburton.

The event was centred at the Toy Museum with 53 entrants including a number from overseas. Over the weekend we visited a number of private collections of cars and motored over the Crown Range.

Mark Morgan's Chevrolet tourer body is away at the panel beaters and the restoration is making progress.

Our thoughts are with all our Christchurch friends in this time of great distress.

### Manawatu

Allan Hardacre

Our commiserations to all our colleagues and friends in Christchurch. Even from our armchairs it is a terrible thing to see all that damage inflicted on a city in such a short time. I expect that many of you have also suffered to some degree from the effects of the quake. I guess that if it was only the odd car that was damaged it might be repairable. Still, it's a blow and does not make the start of the year any better. On the plus side, once the shakes are over and a bit of work has been carried out the car might look better than ever, and I'm sure that Christchurch will emerge a safer more modern city in a few years. In the mean time stay positive, we're all thinking of you.

Club members have been variously having fun at the Art Deco weekend, supporting the Feilding Settlers Day and the Apiti centennial; plus heading off to the Ratana Pa for a visit organised by the Wanganui Branch. The weather was pretty ugly for the Ratana Pa visit and the Apiti centennial and your scribe chickened out and spent the time in the garage. Yes, I know that Rob and Pat Knight would have





**Northland:** Left: Picnic under 800 year old Pohutukawas. Right: The toilet roll race.



**Rotorua:** Jack Miller's Series E Morris.

done the lot with the top down in the Buick and enjoyed most minutes of it.

**Nelson** Pat Kennedy

As I write this report Christchurch is trying to come to terms with the huge earthquake. Our thoughts are with all in this time of need.

It is with regret that we report the passing of Trevor Quinn of Takaka in Golden Bay. Jill and Trevor often rallied in their 1934 Vauxhall ASX.

Nelson Car Club and Nelson Branch combined to run a very successful Whanamoia Hill Climb. Joe Gillman drove a 1937 Ford V8 Special from Greymouth to Nelson and back home to take part in this event. Avon Hyde (Austin Special), Gordon Dacombe and Don Ammon (Daimler Social), Richard Topliss (Ford 10 Special), Dion Schwass (Austin 10), Gordon Routledge and Bob Thompson (Austin Seven Specials), and Murray Schwass (BSA Goldstar) all achieved good times and had a great day.

On 2 January Nelson members and Marlborough VCC members met for a combined picnic near Pelorus Bridge at Totara Flats.

9 February was our club night in which we hosted members of the Tahunanui Model Railway Society, taking them for a tiki tour through Nelson City in our old vehicles. A good turn out by Nelson members.

The Alan Moss Memorial Run to Motueka Airport was once again well patronised by our members with the Aero Club providing reasonably priced flights in the Club Cessna over the Motueka environs.

**North Otago:** Left: Selection of Chevrolets at Edendale.



**Northland** Terry Lambess

February 12 was our first event for the New Year with a visit by the North Shore Branch who were touring Northland on their Northern Raid. Despite the very wet conditions our visitors enjoyed the rally. The spares shed also had a good investigation.

Our Walk A Beach gymnic entailed a drive up the Russell Road to Bland Bay, a true Northland gem. We arrived at Roger and Kate Ballard's beach property to enjoy lunch, walk the beach, then compete in the gymnic. Having had over 300mls rain during the week we were concerned about road conditions and slips on the Russell Rd. The gymnic started with a mail run and paper delivery finishing with a toilet paper race, two cars at a time. If the paper broke before it ran out, you lost the race. In the final results no outright winner could be found. Throw The Dart resulted in Nancy and Graham Dawson being the winners.

**North Otago** J R and J A Miller

Club night in February saw a good crowd of members celebrate the anniversary of the start of our branch in Oamaru. In attendance, some of the original members and ex members. Mr and Mrs J O'Brien, Bill Mitchell, Rex Murray, Keith Perry, John Adamson, Royston Shirreffs, Ivan Main, and Wilson Spite who is our patron. Plenty of reminiscing, backed up by an excellent film taken and narrated by Bill Mitchell. Some of the conditions, cars and characters shown were quite rugged by today's standards.

Twelve North Otago members had vehicles in the Waimate Vintage Branch's Wallaby Rally. There were over 100 entries. The countryside was looking great. Prize

**Right:** 1934 Chevrolet Master delux five window coupe.



giving was held at the magnificent Te Kiteroa winery estate. A rally to remember and North Otago members also featured in the prize list.

A number of members attended the Edendale Crank Up weekend featuring 100 years of Chevrolet and of Allis Chalmers tractors. It was an impressive, and well run two days, with many parades and displays for the large crowds. Lee Orchard's Chevrolet Special was a feature car. Oldest cars were a 1923 Chevrolet 1 ton, a 1926 1 ton, a rare 1927 Capitol 4 door sedan, 1928 Chevrolet National 4 door sedan, 1929 coupe and roadsters. Also featured were a very rare 1930 4-door tourer and a mint 1934 five window Master deluxe coupe with working knee actions.

By closing date for *Beaded Wheels*, the National Motorcycle Rally will be starting in North Otago with 160 entries. I hope the participants will find North Otago an excellent venue to rally and tour in.

**Rotorua** Jackie Mowbray.

Our year got off to a flying start with a working bee to clear the walls of the clubhouse ready for the decorators. What was thought to be a day job was accomplished in a couple of hours, thanks to the willing hands. All is nearly back to normal again and I must say it is looking great.

Mid-weekers started the year with a gentle drive over some country roads to Te Puke, then home via Hamurana. The springs at Hamurana are crystal clear and flow directly into Lake Rotorua.

Twelve cars from Rotorua joined the Eastern Bay of Plenty Branch for their annual run. The hottest weekend for thirty years, so we were all ready to get out of the sun.

The February club run turned into a two-day event. On the Saturday evening a straight-line navigation tutorial was held for the new members to acquaint themselves with the mysteries of this skill. There was a very good attendance and most seemed to get something out of it. The run finished at Lake Okareka.

On the Sunday we picnicked at Lake Okataina where we met up with members from Tauranga, Whakatane and Wellington





**South Canterbury:** Top: John Foster's 1923 Delaunay-Belleville at the New Years parade at Fairlie along with his Daimler SP250 Dart and his Dodge Truck. Impressive line up. Middle: The winner of the Rosebowl at the New Year's Day Fairlie parade, Dick Edwards with his newly restored Austin A95 Westminster. Bottom: Impromptu stop at Eric and Tess Robins when they were caught mowing their lawn instead of being on the rally!

Branches. Six cars from Wellington had been touring in the area and were making their way to Napier for the Art Deco Rally.

New member, Jack Miller, is currently restoring a Morris 8 Series E. This car at first sight didn't look too bad though full of rubbish. Once this was removed the original leather seats were found; a little cracked but still restorable. The car underneath was in better condition than expected. The motor turned over and spluttered into life. Brakes and steering are still to be repaired. Some parts have been acquired through club members but Jack is still looking for an exhaust manifold and flange.

Jack hopes it will be finished later in 2011 for the Sulphur City Rally.



**South Otago:** Wayne Stevenson's nicely restored 1936 Ford Tudor.

### South Canterbury

Bill Weir

The annual Fairlie New Year's Day Parade was held on a very pleasant day and was as usual very well supported by club members. An impressive vehicle on show for the first time since restoration was John Foster's 1923 Delaunay-Belleville. New member Robert Bray arrived from the North Island having just purchased a 1929 Chevrolet tourer.

Ten South Canterbury Branch members presented cars covering the period 1910 to 2010, one for each decade. They carried bathing beauty models to the Caroline Bay Soundshell. The models were dressed in swimming costumes covering the 100 year period and helped the Caroline Bay Association celebrate 100 years of concerts on the Bay.

The annual Chairman's and Ladies rally on 23 January organised by Chairman John Campbell took us through Taiko then back down Smart Munro Road to the lunch destination at the West End Croquet Club. Teams were organised by John's wife Janet and fellow croquet players Linda Yates and Jan Good. Some members were even accused of cheating while others reckoned the mallets would be more useful for driving in stakes.

Another new purchase on the rally was Barry Yates' Rover 95; a very tidy, original car.

### South Otago

John Cook

Some members of our branch have had success at rallies around the district and beyond.

Six of our members, including the scribe and wife Jan travelled to Waimate to attend their branch's 30th Anniversary Rally. This was a most enjoyable and relaxed day out for us all.

January saw five members and their mopeds travel to Winton for a Moped and Scooter rally. Included was a tour of an automated milking shed followed by a visit to Dion King's museum and machinery display.

On the home front, "Battman" and Bob organised a mystery run which took many of the 14 cars that attended over a few otherwise unknown roads to end up at Lake Waiholo Domain for a picnic lunch.

Graham and Liz Steel have been working on their 1952 Austin A90 Atlantic Sports, so we will be watching the progress with interest.

### Taranaki

Colin Johnston

Our thoughts are with everyone in Christchurch again after the second devastating earthquake; especially our kindred members and families and staff in the National Office. The earthquake marks the beginning of a long and challenging journey for everyone.

Ian Bleakley from Hawera driving a 1936 Morris 8 sports car won the 38th Waitara Mini Vin Tour held in February.

Entries are coming in for the North Island Easter Rally and the Taranaki Maunga Moana Rally, both to be held Easter Weekend 23-25 April 2011. Entry forms are available from your branch secretary.

It is with regret that I advise of the passing of our last member of the founding branch committee, Batch Collins. An inaugural meeting was held 50 years ago on 15 September 1961 and Batch was elected Chairman, a position that he held for the first two years of our branch operation. We extend our deepest sympathy to all the family.





**Wairarapa:** Top: Mary Buick, left, with runners-up Pat Dutton and Peter Groves and Kevin and Val Ball, rally winners. Top Right: Last year's winners, Allan and Mary Buick, Remembrance Day. Bottom Left: Paul and Judy Lamb with their 1927 Star. Bottom Right: Noel Groves is beside Peter and Pat's crew, Jill Kernahan and Frances.

Also members have been saddened by the passing of Bruce Simkin who was well known throughout our movement. Married to Ruth they owned the Auto Lodge Hotel complex in New Plymouth and supported our branch on many occasions with accommodation and help from the restaurant. Bruce was a regular at the swap meets and attended the Art Deco Rallies. Club members enjoyed many visits to his workshop to view work in progress on three Rolls-Royce, Essex and Studebaker cars that Bruce and his team of top class tradesmen were restoring. Our branch has benefited from his generosity on many occasions, including a large quantity of comfortable chairs for our clubrooms. Bruce has always been an enthusiastic member of our branch and our condolences go to Ruth and the family.

**Waitemata:** Left: cars at the start of the Short Day Run to Terry Stringer's Zealandia. Right: Waitemata'ites and sculptures amongst the bush at Terry Stringers Zealandia.



**Wairarapa**

Kevin Ball

The branch is fizzing over the planned Easter Rally in Wairarapa in 2013. That seems a long way off but a lot has been happening. We have booked venues and appointed people to key positions, and the organising committee has met twice. We even have a web page under way.

Our most recent outing was the Remembrance Day Rally on Waitangi Day. This was to acknowledge members who have died and to limit the number of memorial trophies.

Mary and Allen Buick provided an interesting run with a twist. We first had to team up with another car, but were issued different instructions. At some stage of the run we would pass our partner going the other way. We selected an appropriate speed and recorded this, our name and our partner's name on the entry sheet. (Some people entered their spouse's name under "partner" which confused the issue.)

Congratulations to Kevin and Val Ball (Morris 8 Sports) who were the overall winners. Pat Dutton, Frances Gerard and Jill Kernahan and team-mates Peter and Nola Groves (both Morris Minors), were the runners-up.

**Waitemata**

Di Humphreys

A superb day of Vintage motoring on Sunday 13 February was organised by Richard McWhannell. This was the first Waitemata event for 2011 and it proved to be an interesting day.

Our final destination after a short run was to visit Terry Stringer, a well known sculptor, and lunch in the superb grounds of Zealandia, where his sculptures were at their best on display.

Some of us also enjoyed a trip with the once a month group. This time it was a run north and a visit to some fantastic gardens in nearby Coatesville.

**Taupo**

Greg Natrass

Since Christmas the club has not had a lot of activities. We have been invited to different events to show our cars, but with the time of the year, the participation has been low. In January, Acacia Bay residents held a local picnic, a day for the residents to get together and enjoy a day out on Beasley Park. In early February the Turangi aero club had an open day. We were asked for cars to display at both events.

February club night saw the committee put on a barbeque. A great night of fellowship to get into the new year.

In February Lester Strawbridge held a workshop on how to fill out VIC certificates in preparation for our local rally, which is coming up in March. A helpful workshop for those who had achieved the required paperwork.





**Wellington:** Slip on the Motu Road.

Right: Picnic at Okataina with BOP, East BOP and Rotorua Branches.

A small number of Waitemata'ites enjoyed great weather and good times at the Hawke's Bay Art Deco weekend.

Again, another small group of members enjoyed a sunny Saturday amongst old aeroplanes at the North Shore Air Field Open Day.

Another group met with the Auckland chapter of the MG Car Club at their annual Otatau Hillclimb. This is a great hill situated near Pukekohe. In the early days there were only a few houses on this road, but as time has passed more homes have been built. We hope this will not make it hard in the future to use the road.

### **Wanganui** Fay Chamberlain

The New Year saw several of the branch members visit the annual Taihape Gumboot Rally. As this New Year's Day event has been running very successfully for quite a few years, it has been decided to make it a calendar event.

January's clubnight was held at the Bason Botanical Reserve. A nice drive into the countryside and free barbecues. A great attendance too.

Then came the annual Burma Rally at Anniversary weekend. This year was a little different incorporating a drive through the main street to celebrate Wanganui's Market Day. The entire management team of the VCC, plus 2012 International Vintage Car Club Rally Committee were present to enjoy the weekend too. The plan was to get a feel for next year's big event and check



out some of Wanganui's roads and venues. A bit of dressing up, High Tea added interest. Ratana Pa was visited, despite the atrocious wet day, and after the formal welcome. The visit to Jerusalem marae on the River Road had to be postponed, with rain causing slips.

At our next clubnight, Chairman Bruce Hutton will visit to inform members of on the 2012 Vero International Rally. No doubt there'll be plenty of questions and answers, as time is drawing nearer.

### **Wellington** Ray Betteridge

The Kapiti mid-week run completed a successful year with a Christmas lunch followed by a visit to Brian Ward's collection of Model Ts and his SS. These runs are very popular and well attended.

On 15 January 62 people lured by a seafood menu, set out to Ngawi in the South Wairarapa and a visit to Rob and Trish Mines' home.

In February six cars left under Kim and Sue Rose's leadership on a "Cape Caper"; Cape Egmont, Cape Colville, Cape Runaway, East Cape then home. With plenty of organised visits along the way,

good weather, good food, and plenty of swims, the group were well satisfied.

The Bay of Plenty Branch organised a picnic at Lake Okataina and we shared this with Eastern BOP and Rotorua branches – 40 cars. We then travelled up the Waioueka Gorge and down the Motu Road which requires patience and care, but the scenery is rewarding.

We returned through Napier with most stopping for the art deco events. A good number of our members joined them at Napier for yet another great weekend.

As this is being written on 22 February, Christchurch has been struck with yet another earthquake. Our thoughts and prayers are with all our members who have been affected by this devastation.

### **Wellsford/Warkworth**

Rita Jorgensen

At our social evening on 10 February Steve Cleverly of Light Speed explained how he uses laser branding on wood, metal and fabrics to create amazing designs. An impressive display of his work included wooden signs and memorial plaques. He can work on almost any material.

I accompanied Paul and Kathy Collins in my 1951 Chrysler Windsor on their North Shore Branch Summer Saunter to Okaihau to visit a fire engine museum. There were several fire appliances parked outside and an amazing display inside of fire fighting equipment. Especially interesting were photos of wrecked fire appliances being pulled from the wreckage of the 9/11 disaster. In Whangarei some of our branch members joined us at the Craw Collection at Maungatapere. Included are a





*West Coast: Above and right - members at the Maruia Falls!*

large number of Daimler cars, huge steam tractors, other vehicles and motorcycles.

Hard working committee member Doug Hamilton and his wife Anne have a property South of Warkworth near our clubrooms. In a large shed he has a well maintained collection including; 1924 Standard 14 Tourer, 1933 Wolseley Hornet sedan, 1935 Wolseley Hornet sedan for spares, 1934 Humber Snipe 80 sports saloon, 1962 Morris 6 sedan, 1972 Fiat 500 Bambina.

**West Coast Hemi Te Rakau**

January 2011 saw 12 cars of the West Coast Branch enjoy an over-nighter in Murchison. The weather was typically fine and clear, the roads were in good fettle for driving, and so were the owners and passengers. We took the inland route from Greymouth through the Grey Valley, Totara Flat and Ikamatua to Reefton. The only casualty on this first leg was, most unusually, a Model A with some electrical problems. However, we are fortunate in having an automotive electrical engineer



as our Club Captain and the matter was soon rectified. After a morning tea stop, the cavalcade continued over the Rahu Saddle to Springs Junction before continuing on the Lewis Pass Road to the Lake Daniels turn off for lunch. Suitably rested and refreshed, we turned and headed back through Springs Junction to take the Shenandoah Road through to the Buller River and on into Murchison for the night.

One member drove back though the Shenandoah Road, the Lewis Pass and on to Christchurch. The rest of us followed the Buller River through the Upper Gorge and out to Inangahua Landing where the road

junction saw some more of our members turn westwards to drive down the Lower Buller Gorge, out to the coast and on to Punakaiki. The remainder of us continued through to Reefton and Waimaunga, where we stopped at the home of John and Margaret Clayton. Members were able to view John's new "man cave" under construction behind the farm homestead. Then it was home to Greymouth and points south after a great weekend of cars and company.

*West Coast: Club convoy meets truck convoy.*



*West Coast: Brent & Marie Woolhouse's 1952 Hudson Wasp.*





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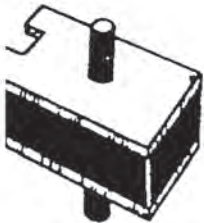
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