

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 311 August/September 2011

\$6.95



Behind the Wheel of a
MOTO GUZZI baconslicer
STUTZ – the car that died twice
Club news from around New Zealand

Photographs and information collated by David McIvor

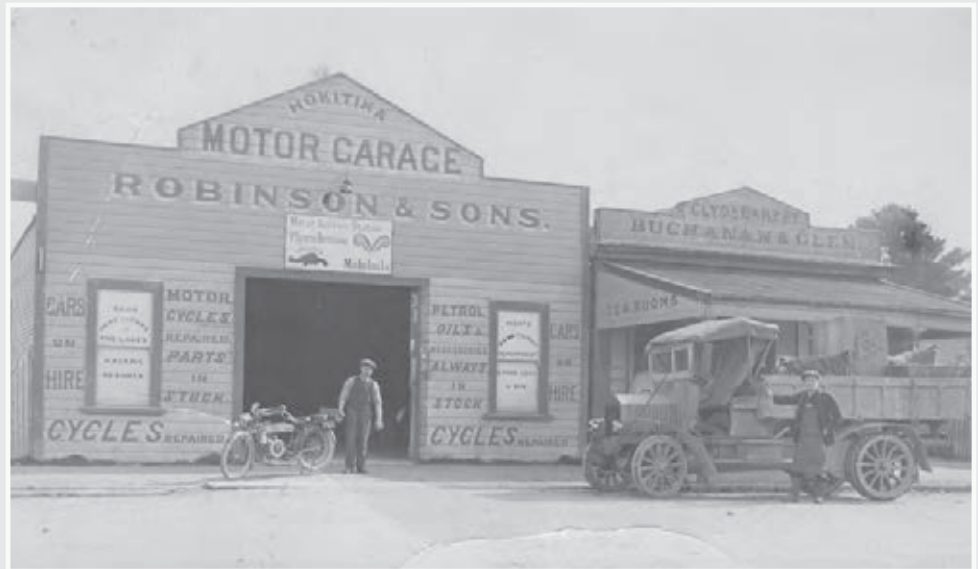
Top photograph of Robinson & Sons Garage, Hokitika.

Beside truck, Oliver Robinson. Unsure of truck make and date but assume it is post WWI and possibly a chain-driven Albion. In doorway with Douglas motorcycle is William (Bill) Robinson. Photo: Ann Robinson, Invercargill. Oliver Robinson is Ann's grandfather and William Robinson is her great uncle.

Bottom photograph of The Winton Record Southland – no electricity. Unique method used to drive the printing press.

Looking for information on people, place and date.

Photo: Russell McIvor, Invercargill.



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.

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Beaded Wheels

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Beaded Wheels is the voice of The Vintage Car
Club of New Zealand (Inc.) and its 35 branches
covering the length and breadth of the country.
The efforts of our members continue fostering
and ever widening the interest in this segment
of our country's history. 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 *Guff Sheet*.

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Beaded Wheels

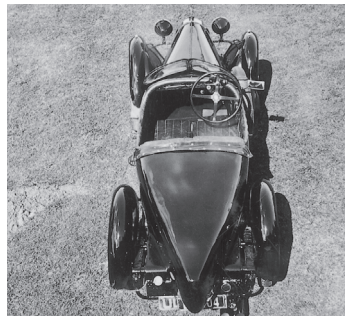
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1935 Dodge DU, page 12.



Roycroft Trophy, page 14



Branch news with *Idle Torque*, page 52.



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COVER

Bill Veitch on his 1952 Moto Guzzi Falcone 500cc OHV the Bacon
Slicer.
Photo Paul Spinoglio.



president's message

It is good to see the introduction of the *Captain's Log* on page 53 of this edition. This addition to the *Beaded Wheels* gives both Club Captains the opportunity to communicate directly with club members throughout the country, and will be a regular feature of this magazine. It is good to see John Foot back in the driver's seat after his recent ill health. Last issue I mentioned the landmark of Spencer Barnard turning 100 years old. You will find a brief article by Grant Hitchings on page nine.

It is that time of year when most branches have been holding their annual general meetings and members are elected to the branch committees. I am aware that some branches have had difficulty getting sufficient nominations to fill committee vacancies prior to their AGM's and that is a matter of concern, as without members willing to serve on branch committees, the ability to deliver a full programme of events is compromised. At the Canterbury branch AGM I was pleased to see Past President Leigh Craythorne elected to the position of Secretary and branch delegate, a position she held for a number of years prior to being elected President in 2000. If there are still vacant positions in your branch committee, I urge you to consider joining and having a say in how your branch is run. You may even enjoy the experience. Christine and I look forward to catching up with the newly elected chairmen and delegates at the National AGM in Nelson.

When visiting the national archives recently, I witnessed the arrival of a large collection of historic trophies which had been awarded during sixty-five years of motorcycling history with the Corsair Motorcycle Club (Inc.) between 1929 and 1994. There are more than thirty trophies included, and they have been in the custody of veteran Canterbury Branch member and motorcyclist Ray Shearman MNZM. Ray had been actively involved in the Corsair Club for most of his life and was Patron of the Club and entrusted with the care of the collection. Ray was given the authority to gift this collection to our archives for safekeeping. This unique collection includes the names of many well known motorcyclists and will be of interest to many of our two wheeled members. This is not the only

donation made by Ray in recent years. His well known love of Indian motorcycles is well represented in the books, photographs and memorabilia he has donated to our archives. Amongst this is his collection of Dunvegan Motorcycle rally badges mounted in a frame. There are forty-nine badges in total covering this rally from its beginning. Ray is something of a legend amongst our motorcycle fraternity, having attended every Dunvegan rally since the beginning, and despite being in his eighties he intends to be present again this year. Well done Ray. We appreciate your generosity and determination to achieve one of our principle objectives of this club, the preservation of motoring history in New Zealand.

Our Archives has suffered this year not only from the devastation of the earthquakes but also from the sad loss of one of its greatest supporters, Graham Wallace. With the appointment of Betty Wallace as Archivist a decade ago we were fortunate to get two for the price of one. Graham was Betty's "other half" in more ways than one. He worked tirelessly in assisting Betty over the years, and undertook a huge amount of research for the club, tracking down information and photographs and watching endless amounts of historic film and identifying people and vehicles from earlier years. Graham's contribution to our archives has been very important and has mostly gone unrecognised. You can read Grant Hitchings tribute to Graham on page 62 of this issue. To Betty and her family we offer our sincere condolences.

With the loss of Graham, and the threat from the building awaiting demolition opposite the archives, the usual Friday opening will be on hold for a while. If anyone needs access to archive material this can be arranged through the national office. Betty will need assistance in running the archives in future, and if anyone wishes to become involved in any way, please contact Julie at National Office. Any contribution of archive material can be left at the National Office.

A reminder to you all that entries to the 2012 Rally in Wanganui close at the end of August, so please make sure you don't miss this exciting event. Happy motoring.

John Coomber
National President



as we see it

Hopefully you will have noticed that over the past six issues we have been running a book prize promotion for the best letter in Mailbag each issue. This issue is the final one for this promotion. I trust the winners are enjoying their prizes and I hope that we have raised the profile of the Mailbag section of the magazine as a result. None of this would have been possible without the generous support of Christchurch motoring shop Fazazz and Gavin Bain who have donated the books for this initiative. Gavin has always been supportive of *Beaded Wheels* and the VCC, and his generosity is greatly appreciated. All of this, since September 2010, has taken place in the shadow of the Christchurch earthquakes and the consequent wrecking of his Fazazz premises. Thank you Gavin and Fazazz and we wish you all the best in setting up your business again in the near future.

January 2012 draws ever nearer and the organisation for the big event of the year is hotting up as preparations continue unabated in order to bring you the VCC Rally 2012 in Wanganui. This is promising to be a great event. I have just been advised that all entrants are now able to enter into the Pomeroy event at Manfeld where the winners will be decided by a formula which means that all vehicles compete on a level footing. While not really an all out speed event this promises to be a lot of fun and will make a great spectacle. I am looking forward to watching it and may even take part. After all, it's not about the winning but the participation! Look for the Rally Update on page 42 And if you haven't entered yet there is still time.

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

AUGUST

5-7 Nelson	National AGM
6 Canterbury	Around The Bays Motorcycle Run
6 Wellington	Gold Card Party
7 Wellington	Sunday Run
10 Hawke's Bay	AGM
12-14 Nth Otago	Pre - 39 Run
14 Canterbury	Run & High Tea
14 Hawke's Bay	Club Run
14 Marlborough	Marlborough Trial
14 Waikato	Motorcycle Run
14 Wairarapa	Club Run
16 Wellington	Club Night
17 Rotorua	Mid-weekers Orakei Koraka
20 Nth Otago	Dinner & Presentation of 50 Year Badges
20-21 Southland	Around the Taki's Run
20-21 West Coast	2-Day Club Run
21 North Shore	Triple Combined Rally
21 Otago	P60 Rally
21 Waikato	Ladies Rally
21 Wellington	Leprechaun Rally
24 Wellington	Kapiti Mid-week Run
24 Wellington	Motorcycle meeting
27 Ashburton	Garage Raid
27 Rotorua	Sulphur City Rally
28 Bay of Plenty	Monthly Run
28 Gisborne	Club Run
28 Marlborough	Garage Raid
28 Northland	Daffodil Run

SEPTEMBER

2-4 Waikato	Touring Long Weekend
3 Canterbury	Women Drivers Rally
3 Waimate	Swap Meet
3 Wellington	Upper Hutt Summer Festival
4 Wellington	Sunday Run
10 Banks Peninsula	Levels Speed Day

10 Canterbury	Annual Motorcycle Rally
10 Gisborne	Rally of Gisborne
11 Auckland	Post Vintage Rally
11 Canterbury	Motorcycle Rough Run, VIC Day
11 Horowhenua	Citroen & Horowhenua
11 Waikato	Kairangi Hill Climb
17 Canterbury	Annual Vintage Rally
17 Taranaki	Rubber Duckie M/C Rally
17 Wairarapa	Peter Smith Memorial Rally
18 Banks Peninsula	Opening Run
18 Manawatu	Vintage Only Rally
18 Rotorua	Club Run
20 Wellington	Club Night
21 Rotorua	Mid weekers Taupo track
23 Northland	BBQ and Night Rally
24 Canterbury	Annual Awards Dinner
24-25 Hawke's Bay	Hill Climb
24-25 North Shore	Spring Tour
24-25 Wellington	Toms Tour
24-26 Central Otago	Blossom Festival Rally
25 Bay of Plenty	Monthly Run
25 Gisborne	Navigator's Trophy Run
25 Marlborough	Shiny Parts Auction
25 West Coast	Branch Run
28 Wellington	Kapiti Mid-week Run
28 Wellington	Motorcycle Meeting

OCTOBER

1 Otago	Dunedin Auto Spectacular
1 Manawatu	Swapmeet
1 Waikato	Post Vintage Rally
2 Manawatu	Veteran Rally
1-2 Otago	40th Dunvegan Motorcycle Rally
2 Banks Peninsula	Day Run
7-8 Canterbury	Swap Meet
8-9 Waikato	Brits at the Beach
8 Northland	Matakohe Settler's Day

8 Otago	Dunedin Auto Spectacular
9 Wairarapa	Janice Groves Memorial Run
14-15 Gisborne	Annual A & P Show
15 Southland	Vintage P PV Rally
15-16 Canterbury	Girder Fork Motorcycle Rally
16 North Shore	Club Run
16 Bay of Plenty	Tauranga Swap Meet
16 Waikato	Motorcycle Run
16 Ashburton	Spring Rally
20 Banks Peninsula	Ruapuna Speed Day
21-23 Hawke's Bay	Safari
22-23 Auckland	Annual Hunua 100 Rally
29 Canterbury	Annual Veteran Rally
30 Banks Peninsula	Peninsula Run

NOVEMBER

4-6 Northland	Far North Tour
5-6 Banks Peninsula	Wigram Revival Speed Meeting
5 Waikato	Veteran Rally
5 Otago	Taieri Tour
5 Southland	Commercial Rally
11-13 E Bay of Plenty	Gisborne Visit
11-19 Wairarapa	Peter Chisholm Memorial Run
12-13 Southland	Arrowtown M/c Rally
12 Sth Otago	Clutha Rally
13 Horowhenua	Tararua Trundle Rally
20 Banks Peninsula	Hawkeswood Sprint
20 Southland	Hokonui Hill Climb
20 Waikato	Cambridge Swapmeet
20 Wairarapa	Invitation Rally & Gymkhana
26 Northland	Dunny Run
27 Banks Peninsula	Veteran Rally
27 Bay of Plenty	Monthly Run
27 Otago	Veteran & Commercial Rally

VCC National Events

2012
International Rally 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.

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national office news

Motorsport NZ & VCC of NZ Agreement

At the recent review meeting held between Motorsport NZ and the Vintage Car Club of NZ (inc.), some alterations to appendix one were made.

The cutoff date for circuit events remains at December 1960, however the authority to adjudicate on Post 1960 vehicles has been passed to the respective clerks of the course. The final decision will be endorsed or otherwise by the VCC National Speed Steward and the NZ Motorsport Historic and Classic Commission Chairman.

The full agreement has been forwarded to all branches, should you wish to view it. Below is the wording on Vintage Racing Vehicles:

As defined in the International Sporting Code (FIA) and the National Sporting Code of MSNZ, Vintage Racing Vehicles are those constructed prior to 31 December 1960. Recognition to be given to production overruns.

For cars which sit outside this criteria, recommendations will be made by the VCC and MSNZ Clerks of the Course to the VCC National Speed Steward and MSNZ Historic and Classic Commission Chairman at the close of entries as to whether or not these cars would be permitted to run in a VCC race at the meeting.

The decision which will be made within 24 hours of close of entries will be based on safety and speed differentials and will be made on a meeting by meeting basis.

National Annual General Meeting

The Club's Annual General Meeting and Executive Meeting takes place in Nelson 6 August 2011. The Executive, made up of each Branch Chairman, delegate plus the Management Committee, also met on 5/6 of August. Your delegates should be able to report to you as to the proceedings that took place. The minutes of the Executive Meeting are distributed to each Branch Secretary and all members will receive minutes of the Annual General Meeting, Branch Office details and Calendar of Events, as an insert, in the October/November issue of *Beaded Wheels*.

Important things to Note:

Please advise the National Office in writing if you have changed address or vehicle ownership.

VCC ID Card/Authenticity Statement Requirements

Vehicle Identity Card/Authenticity Statement applications must go to your branch who will deal with them. The only exception is a straight change of ownership with no alterations to a vehicle. In this case, ask your Branch Secretary for a VIC Change of Ownership form, complete it and return it to National Office.

All Applications for Vehicle Identity Cards and Authenticity Statements MUST include photos of the vehicle. Applications cannot be processed without these.

If you require a Lighting Endorsement for a vehicle, you must complete both the Vehicle Identity Card/Authenticity Statement application form and Lighting Endorsement form and return these to your Branch Secretary for processing.

Branch Transfer

Any wish to transfer between branches requires the completion of a transfer form. This can be obtained through your Branch Secretary and must be fully completed before being sent to the National Office.

VCC Speed Events

It is compulsory to hold a Vehicle Identity Card if you are entering a National Rally or any VCC Speed Event. Some branches may make it a condition to hold a VIC if they so choose.

It is compulsory for any member attending a VCC Speed Event to hold a current VCC Historic Racing Licence and VCC Log Book for the vehicle they are using.

If you currently hold a VCC Historic Racing Licence, please keep an eye on the expiry date and if it needs renewing, please forward it along with \$23 and a new one will be issued.

All application forms for the above are obtainable from your branch, the Club's website or the National Office.

mailbag

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

Calling all Detroiters

I have just commenced the restoration of a 1913 Detroit (sometimes called a Briggs Detroit or a Royal Detroit). I have had no luck tracking down other owners here in Australia. I am led to believe there are a couple in New Zealand. I would appreciate contact from any owners or anyone with information about these vehicles.

Evan Quarmby
Veteran Car Club Australia (NSW)
PO BOX 1509,
Goulburn, NSW 2580.
Australia
Email: rust2ruby@gmail.com

Any Takers?

After reading the excellent article in the *Beaded Wheels* last year on engine lubrication for around the third time, the thought occurred to me that a similar article regarding engine coolant would be equally interesting.

As a motor mechanic I understand the need for corrosion protection and heat exchanging performance in modern pressurised engines. However non-pressure with water pump and thermo circulation systems are quite different, especially when dealing with an engine block that has had little if any recommended protection for 60 odd years.

Unfortunately I don't have years of experience with engines of the '20s and '30s to know what sort of performance I can expect from the cooling system of my 1938 eight cylinder Packard 120. I have tried numerous additives with greatly differing results. There are many axes being ground on the subject of what works best in the way of corrosion protection as well as keeping temperature exchange stable in Vintage engines. So hopefully there is someone who will step up to the challenge and analyse our options and give a bit of "rule of thumb".

Nigel Coghlan

Family Photos

Recently I copied some photos and had them scanned to send to you which I thought may be of interest to your members. That same day at lunchtime I heard the tragic news about the devas-

Interested in joining the Vintage Car Club? Our website www.vcc.org.nz has membership application forms and your local branch contact details. You may also contact your local branch directly for application forms and details. See page 2.



tating earthquake that struck Christchurch and my thoughts have been continually with those who have suffered.

I visited Christchurch in the 1980s and I have distant family there. We are so sorry to see how many lives have been lost and the damage to people, homes and businesses.

One of my mother's family, John Burroughs, emigrated to New Zealand in the 1850s and eventually built a home, *Woodside*, at Tuamarina near Blenheim. Somehow we have continued the link since then with our now distant cousins. The house is now a very fine bed and breakfast home. I also have photos of the house shortly after it was built. In the early 20th century the Burroughs had a motorcar which the then elderly Mrs Burroughs used to refer to as the galloping bedstead.

The three photographs above were taken in Yorkshire in the early 20th century. One of my great grandfather's 1904 Talbot and one of the Jubb family in my great grandfather's Arrol Johnston, taken about 1914. My great grandfather John Jubb is in the driver's seat. My great grandmother Harriet Jubb is in the back with my grandfather (nearest) Jeffery Jubb and his brother Jack Jubb. The other photo was taken at a house called Primrose Villa, great grandfather is sitting in the driver's seat with the whiskey flask. I don't know who the others are, probably relatives, but the chap in the front looks like he is reaching for a gun.

My great grandfather John Jubb owned a gentlemen's outfitters in Leeds or

Dewsbury in the early 20th century. His two brothers owned a chain of grocers called Jubbs Grocers that were eventually bought out by Hillards. My great grandfather lived in Upper Batley in the early 1900s but the family originate from Kirk Bramwith, Sykehouse and Kirkhouse Green near Doncaster where they had been farmers for generations. I would love to see an Arrol Johnston of that date one day. I do not know if any of your members have an Arrol Johnston. The Arrol Johnston Company manufactured a car for Shackleton's 1907-09 Nimrod expedition to Antarctica and I understand that an Arrol Johnston was the first motor car to reach the Antarctic.

I send my thoughts and good wishes to you from Cornwall England.

I do hope that Christchurch will begin to recover from the dreadful earthquakes.

Robert Jubb
St Germans, Cornwall
England.



Talbot-Darracq Information

Maybe you can help me. I'm looking for more information of this 1920 Talbot-Darracq 8, serial No 33616. See photos below. The car was sold new in New Zealand and was imported back to Europe in the '80s by a British man, who then sold it to a French client.

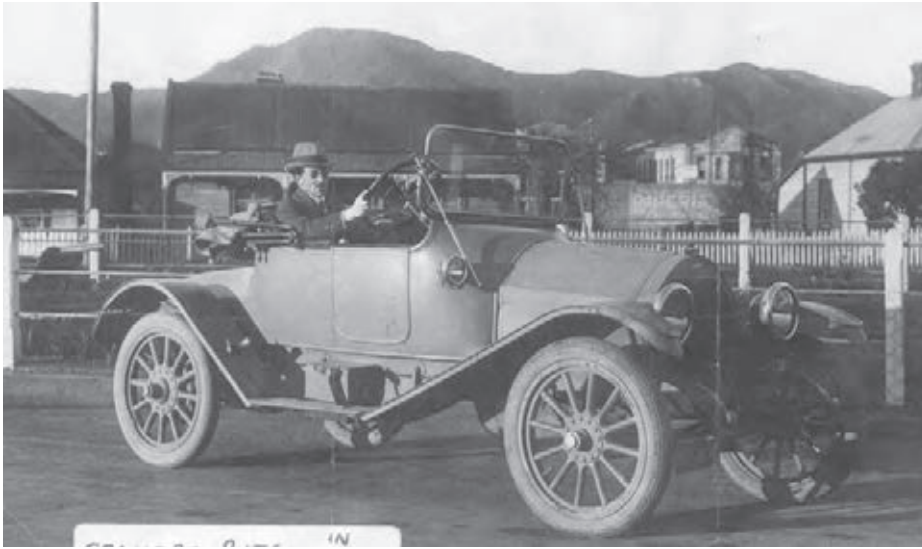
I am looking for the owner for some historical background. So far no luck and wonder if you could help or know someone who has any idea. I appreciate your help and look forward to replies.

Rick Nicolaas
Bernadottelaan 3
6865 BK Doorwerth
The Netherlands
Ph: +31 6 100 64 926 or +31 6 1345 180

Austin Seven Motorcycle

In answer to Mel R Tapp's letter in February/March *Beaded Wheels* regarding a motorcycle powered by an Austin Seven motor. I remember a bike in Nelson in





Grandpa Russell in his car.

the 1950s; the motor was mounted in line with an extended Army Indian frame and I think was chain drive. All very well done. I also remember an Austin Seven in a bike mounted across the frame somewhere else in New Zealand.

I would like to thank the Ashburton Branch for a much enjoyed National Veteran Rally. Well done.

John and Elva King
1915 Douglas M/C

Identification Needed

The picture above is from a good friend of mine who is keen to find out the make of car. I can only guess that it is a late Veteran.

By the number plate it would have been a Whangarei car, WR350. Probably in the old days of hand painted plates with the town or area designated and before the early plates made for New Zealand in the USA. Can anyone identify the make?

EG Music
702 Ngunguru Road,
3RD Whangarei 0173
or
S. Paul Cashmere,
PO Box 2, Whangarei
Phone 09 438 7919

Where are they now?

Sometime in the early 1970s while living in Henderson, West Auckland I sold three Model T Fords to a Mr Peter Burton.

A 1926 T tourer green/black, a 1927 T two-door sedan unrestored and weather beaten and a black 1914 T Tourer basket case, not complete.

I believe that the 1926 T had wire wheels fitted and was taken to Christchurch. The two-door was obviously sold in Auckland as I later re-purchased it still not restored. I again sold it from Stanmore Bay, Whangaparaoa late in 1980 or early 1981 before I moved to Brisbane. I would like to know where they are now and if the present owners are interested in their history as I knew it.

Alfred John Carpenter
67 Gilchrist Street
Te Aroha 3320
Phone 07 884 8837

Caught out

Two recent mistakes in your magazine have been the spelling of a popular British motorcycle Ariel (which has nothing to do with the apparatus connected to radio receivers and transmitters) and the Highway 85 situated in Otago, commonly referred to as The Pigroot. This highway was so named because the bullock wagons and stagecoaches used to travel via the Pigroot Creek. This was a gentler road than the old Mountain Track, also called

the Dunstan Track and far less prone to gale-force winds and savage snow storms which caused the most direct route from Dunedin to The Dunstan, now called Clyde to be abandoned, especially by the stage coaches in goldrush times.

Where Highway 85 crosses the Pigroot Creek there is a picnic spot complete with a fireplace erected to the memory of one of the families, the Freelands, who ran a hotel at that spot for many years. This was a common and popular overnight stop for wagons and coaches. A stop is worthwhile to look about and try to imagine the site with a hotel, wagons, and coaches. It was a staging post.

Highway 85 is sealed all the way from Palmerston to Alexandra. There is an option of travelling up the Ida Valley or the Manuherikia Valley, both sealed. It was not many years ago when an acquaintance of mine was not willing to travel via The Pigroot because he seemed to think that the last bullock wagon had travelled with mud up to the axles only a few weeks before.

Hec Browett

and the winner is...

Congratulations to Nigel Coghlan, winner of a copy of *Memories of the Bear, A Biography of Denny Hulme.*

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



Beaded Wheels

and

Fazazz

THE MOTORISTS

Rover Raffle



There wouldn't be a person in New Zealand who hasn't heard of or been affected by the Christchurch earthquake, but Ed Boyd, Chairman of the Wanganui Branch of the VCC saw for himself the devastation it caused when he visited the city.

"You've just got to be there to feel it," and all the way home he was considering what he could do to help. He'd seen and heard about the losses of some of the Christchurch and Canterbury Vintage Car Club members and came up with the bright idea of raffling a club eligible car. The total proceeds would go to Christchurch members and their various needs. After speaking with National President, John Coomber, the go ahead was given, with the proceeds of the raffle to be sent to John where he would be able to oversee the distribution. A 1972 Rover V8 was chosen and donated as the prize, and several keen members of the Wanganui branch set about restoring it to pristine condition. (panelwork, paintwork, mechanical, trimming, grooming). Then Ed set about printing and distributing 4000 tickets at \$5 each, far and wide throughout New Zealand. It was very encouraging to see how the various branches got behind the idea and did their part in selling these.

In Wanganui itself, Trafalgar Square shopping complex allowed the car prime space for tickets to be sold over the last couple of weeks prior to closing date. Once again, members happily volunteered to man the display and sell tickets. The eventual winner (ticket 4261) was Ron Casey, of Palmerston North. A very happy ending for a Rover fan, who spent \$40 in order to increase his chances. He and his wife Jan, both with smiling faces, claimed their treasured Rover and went back to Palmerston North, very happy people. Not a Vintage Car Club member, but "you never know, I could be". He is thinking seriously about it. BW

Spencer Barnard

Words Grant Hitchings



I was privileged to be invited to the birthday party for VCC member Spencer Barnard when he turned 100 on 10 June this year. It was nice to see John Coomber, Kevin Clarkson, Des Fowler and other VCC members on the guest list too. John and Kevin had produced a special plaque to mark the event and after a short speech this was presented to Spencer.

Readers may remember I compiled an article with Spencer as my subject that appeared in *Beaded Wheels* No. 297.

He had joined the Canterbury Branch of the Vintage Car Club in 1968 and is the longest serving Chairman ever of the *Beaded Wheels* Editorial Committee, serving the Club for 15 years in that capacity. John Coomber in his president's message in the previous issue of *Beaded Wheels* details Spencer's involvement with the magazine.

I have always regretted that for some obscure reason my original article gave little mention of the uncanny memory Spencer has. It could almost be described as photographic. For those of us entering the twilight zone, with every memory lapse seemingly a pointer to unwelcome things that may be just around the corner, Spencer is an inspiration. When I interviewed him in 2009 at age 98, he could reel off series of numbers such as his military number, bank number, drivers licence number and other rows of figures from memory, which I found bewildering.

I am sure this explains why he was so successful at his work in a stores office processing parts for aircraft and heading a team of airforce personnel assembling Tiger Moth aircraft during WWII. They were called The Moth Doctors.

In the September 2010 issue of the aeronautical magazine *Wings* there is a very comprehensive article giving details of the Tiger Moth assembly process, written by Spencer.

Spencer moved to a retirement home a year ago and although becoming more frail he is still astute and during the party recounted some of the more interesting events from his life.

Well done Spencer. BW

STOP PRESS: As we go to print we have just been advised of Spencer's death. Our sympathies go out to his friends and family at this time.



WIN

a limited edition
Beaded Wheels
cap!

The lucky winners of the Beaded Wheels caps for this issue are Ron Gilbert and Evan Dorrington. Congratulations and thanks for your contribution.

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

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

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

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

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

Kevin Clarkson, Chairman Beaded Wheels Editorial Committee

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

email kevin@vcc.org.nz



Words Grant Hitchings

the way we were

I was in Dunedin in May and joined Otago Branch for its P Group Rally. This was held in conjunction with the vehicle restoration competition. I enjoyed the run and saw a lot of Dunedin and its surroundings. The rally this year was well organised by Nicola Wilkinson and Joan Pearce – in fact I travelled with Colin Pearce, Joan’s husband who was backup. They contribute much to branch activity and are valued by the membership.

Both come from farming backgrounds, Colin being raised on a farm near Clinton (about 80 miles south of Dunedin on SH1). He attended Otago Boys High School. At this time he had already developed a liking for motorcycling, riding a 1927 AJS around while still at primary school. He left OBHS to begin working on the family farm *Dunvegan* with his brother Brian in 1951. The farm was the destination for a major motorcycle rally organised by Otago Branch in 1972. Now known as *The Dunvegan*, it is held annually and has become very popular.

At an early age, like most farmers in remote areas, Colin had to learn how to maintain his own farm machinery. This gave him an interest in things mechanical and motorable and also experience in their repair. The workshop skills gained proving of great benefit later when he began salvaging and rebuilding old vehicles.

Joan grew up on *Firgrove Farm*, also on SH1 about 12 miles to the north of Dunvegan. She attended Gore High School and after training in Dunedin worked as a kindergarten teacher in Gore



Colin and Joan Pearce in their 1912 Sunbeam 3 litre. The motor has a non-detachable cylinderhead which made removal of pistons and conrods in the seized motor very difficult.

in 1957 and 1958. The two were married in February 1959 with Joan leaving the kindergarten to join Colin on the farm.

Joan ruefully admits that before their marriage she was unaware of the depth of interest Colin had in old cars and motorcycles – and its implications. (A bit like butterfly collecting, needlework or maybe Morris dancing she thought.) It came as a bit of a shock to her then, when at most stops on their honeymoon Colin seemed to spend many hours rummaging about under roadside hedges and trees looking for bits of old vehicles. Always to no avail.

Joan’s first active involvement with the old car movement was during the January 1958 Dunedin to Brighton Veteran Rally. Colin was riding his oldest brother Allan’s single-gear 1911 Indian motorcycle and she found herself called on to help push Colin and the bike up one of the steep

hills. Colin subsequently bought the Indian from Allan and rode it in several Brighton and South Otago rallies, his last one being the National Motorcycle Rally in Dunedin in 1981. It is still in his possession.

After leaving high school Colin’s main interest was in riding motorcycles for sport and pleasure but when his brother Allan became the owner of an early Ford Model T Colin also developed an interest in old cars.

In 1959 Colin and Allan came across the remains of a 1911 Sunbeam car and although the bodywork was dilapidated the motor was still functioning, driving a sawbench. Colin bought it for £60 and began to restore it. Joan said that as a devoted wife she assumed it her duty to assist with the project, becoming involved at the upholstery stage. However her devotion to the cause came into question

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when at about 2 o'clock one morning Colin required some tacks and when these were not forthcoming he found his assistant sound asleep, sitting on a box.

The first outing for the car was the Dunedin to Brighton run in January 1965.

Joan had now become aware of the extent of Colin's obsession with the old car scene and decided the only way to preserve harmony was to show an interest in Vintage motoring as well, so in 1965 she decided to accompany Colin in the Sunbeam on the International Haast Rally, a decision that caused their neighbours and friends to wonder what they were taking on. Joan said that apart from a faulty seam in the radiator opened up by rough road works over the Kilmog Hill on the way to the start in Christchurch the car behaved faultlessly with only one puncture to mar their journey. Indirectly this was a god-send as a passer-by told them that he had an old vehicle gas headlight and generator in his shed which Colin was able to obtain later. He has continued trying to trace the rest of that vehicle since.

They have participated in rallies all over the country in the Sunbeam, even taking it across to Australia in 1978 for an international rally. Their two children, Carolyn and George, were with them occupying the dicky seat. They have clocked up about 55,000 miles in the car since its restoration.

In 1960 Colin located the remains of another Sunbeam car, this one a 1912 model. It was found on a Southland farm

where it had lain since the early 1930s. Apart from the chassis and motor, which was seized, gearbox and back axle there was very little else. When Colin located a radiator and front axle he decided a rebuild was feasible. Progress on its restoration was understandably slow as he tried to source parts from all over the country. In 1999 the car's restoration was complete and Joan and Colin drove it in the international Royal & Sun Alliance Rally 2000 in Hamilton. It has now covered over 17,000 miles during rallies and tours, mainly throughout the South Island.

While not an exact matching set the two Sunbeams certainly looked impressive together in the Pearce garage and I enjoyed a ride in the younger one with Colin. In deference to his age Colin has fitted electric starter motors to both.

Joan and Colin have participated in all International and Pan Pacific Rallies here since 1965 and have frequently joined in motoring events overseas, winning the Veteran Class Trophy in the 1978 International Rally in Australia. They have also taken part in 15 rallies in the United Kingdom, once being overall winner driving a borrowed 1911 Brasier.

Colin has now completed over 53 years of riding or driving old vehicles and has over 270 rally plaques magnificently mounted for display in his garage. His VCC 50 year award was presented in 2009. He also possesses an extensive library of motoring books and other relevant publications including a copy of *The Complete Motorist* dated 1904.

The Pearces have jointly been members of Southland, Gore and Otago Branches where their service and organising skills have always been most appreciated. Colin served as Veteran and Commercial Representative with Otago Branch before Joan took over that role. Joan is currently the representative for the Vintage and Post Vintage Section of Otago Branch.

To quote Branch Secretary Marion McConachie "If there is some club activity happening then Joan and Colin will always be involved, even if only in the background".

historical snippets
of motoring interest
from years gone by
Graeme Rice

timelines

100 YEARS AGO

1911 – Mr Stedman, Otago agent for Silent Knight Daimler, Minerva, Itala, Humber, Clement-Talbot and EMF 30s, drove a 10/15hp Clement-Bayard to Christchurch on 15 September, averaging 22mph to do 254 miles in 11 hours. Petrol consumption was 27.4mpg on the way up, (9¼ gallons) and 29mpg (8¾ gallons) heading south on 16 September. Water wasn't mentioned but just 3 pints of oil was used for the whole trip.

75 YEARS AGO

1936 – Citroën, now run by Pierre Michelin, set out parameters for a people's car in October 1935 – four seats, 80km/h and costing Fr5000. After surveying 10,000 Frenchmen the maximum speed was dropped to 60km/h and the fuel consumption target was 3 litres/100kms – 94mpg! As 90% of those interviewed didn't want to pay more than Fr1000 for their first new car, the design brief was "to get as close to four wheels under an umbrella as possible." That settled, the TPV – "Toute Petite Voiturette" project went ahead.

50 YEARS AGO

1961 – Final collapse of Dr Karl's empire meant empty stands at Frankfurt's Motor Show where his Borgward (est 1939), Lloyd (est 1906), Hansa (est 1906) and Goliath (est 1931) cars would have been. Especially lamented was the Big Six, their luxury 2.3 litre saloon described as "a refined 100mph six-seater with pneumatic all independent suspension." With a maximum of 99mph, a standing quarter time of 19.3 seconds and weighing 26cwt unladen, the Big Six and Mercedes Benz's 220S were almost equal point to point performers.

30 YEARS AGO

1981 – We got Toyota's crisply styled 100mph Cressida, described as having more equipment and civility than its rivals plus a new, silky smooth ohc four. Some argued the refined six cylinder version might have been an option for Triumph 2000/2500 owners abandoned by British Leyland had it arrived a couple of years earlier.

At \$18,500 with alloy wheels, the Cressida auto competed with the \$20,000 auto Falcons and Commodore SLs.

BW



1935 Dodge DU

Words and Photos LE & RI Stick



I purchased this 1935 Dodge about two years ago from the Duncan Rutherford Estate in Nelson.

The main reason I got interested in this was because my parents' first car was a 1935 Chrysler – an Invercargill car. Then they purchased a 1938 Chrysler in Oamaru and I was sent up on the express train to drive it home to Colac Bay, 50 kilometers west of Invercargill. At first its top speed was 40 mph, but after a while it went faster. The next car was a 1952 De Soto, followed by a very nice 1952 Plymouth Cranbrook car.

The '35 Dodge was bought over the internet based on a couple of photos. I took a punt on it and its condition was about what I expected. I drove from Wanganui to Nelson with a big trailer and brought it home. When we got home we put some petrol in it and a battery, and cleaned the points and plugs. We towed it a short distance to get the oil pressure up, then turned on the key and away it went. I understand this vehicle had been stored for many years without being run but the engine was turned over occasionally.

I believe the first owners were a firm of carriers that had a fleet of Bedfords in Christchurch, maybe Horton and Bidwell.

Next Mr Hobday of Hobday's Small Motors in Christchurch bought this car as a wedding present for his daughter Dorothy who was to marry Ike Gallagher. This was in 1956 when it had 32,000 miles on the speedometer.

The Gallaghers later shifted to Christchurch (where they still live today)

and bought Dorothy's parents' business of Hobday's Small Motors, lawnmowers and chainsaws. One of the first things they did was to pull out the back seat to use the car as a delivery vehicle around the city for a year or two. Then they had it cut down as a ute with a big wellside deck on it.

After many years of service it was retired to the back of the shed where Duncan Rutherford spotted it and was told it was not for sale. Duncan used to get his small engines repaired at Hobday's and he pestered them for the Dodge and eventually Ike sold it to him for \$100. Duncan used it on his large land holding near Culverden, known as Amuri Plains Farm. Ike Gallagher removed the ram's head emblem and the Dodge grille badge which

they still have today – the only piece of their wedding present.

Ike also put a set of rings in the motor while they owned it and the gearbox was a bit growly when Duncan bought it.

After a number of years Duncan retired to Nelson taking his collection with him. I believe he had about 300 vehicles, some fully restored, some as they were, and some as wrecks.

When we bought the Dodge, apart from a few scratches and dents around the well-side it was straight. It had a small dent in the right side of the grille surround, a crack in the top of the arch of each front mudguard and rotten door sills. However the job escalated to a complete strip down as I found heavy rust between





the cab frame and the main chassis. The sandblaster found a few more little holes in the floor and the bottom of the doors and that was it.

All I have done to the mechanics is a rebuild of the brake cylinders and a new clutch plate.

The panel, paint, upholstery and re-chroming were all done here in Whanganui.

The deck was too big for it so I made a new deck slightly smaller which has turned out well. I had a locker box made for each side between the deck and the running boards.

I managed to source a second hand grille and window parts from the USA. Some helpful members of the Chrysler



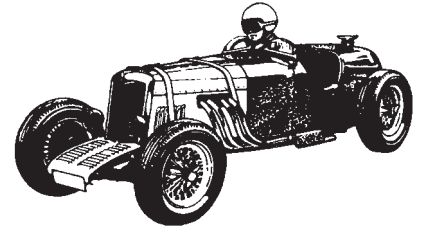
Club have provided me with the grille badge and ram's head mascot. I got a new wiring loom from Australia and scored a mint set of headlights in Nelson. I also scored a new set of tyres here in Whanganui off a Chevrolet. The Dodge is now complete and runs very sweetly, maybe a bit low geared but one day I might alter that. It now has 52,600 miles on the speedometer.

I was able to use the original black registration plates for the vehicle although they had been dead for many years. Apparently it is not widely known that you can do this without personalising them.

I had no paperwork/ownership papers, for this vehicle except the plates that were on it and half of a registration sticker on the old windscreen. All I had to do was take a photo of each plate and send the photo to the Team Leader at Land Transport Registry Office in Palmerston North. I also gave them a photo that showed one of the plates on the ute when we picked it up and gave them the history of the vehicle as told to me by Ike Gallagher and that was it.

Palmerston North phoned me about three days later and said that I could use those plates providing the vehicle testing officer was satisfied that the vehicle had been registered in New Zealand before with those plates. The test was passed, a new VIN plate fitted and hey presto all was legal.

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THE ROYCROFT TROPHY

HAMPTON DOWNS EASTER 2011 MEETING



Written by Norm Holloway Photos: Keith Humphreys, Mike Woods, Peter Altmann, John Hancock, and Brendan Lamain

Readers will remember that in the February/March issue of *Beaded Wheels* we reported on the Vintage racing which took place at the Taupo December Picnic meetings of 2009/10 hosted by the Historic Racing and Sports Car Club. The final page of the article was devoted to the proposed reciprocal VCC event to be held at Hampton Downs (near Auckland) during Easter. We are happy to report the two day event went ahead, not quite as planned but a resounding success nevertheless. The initial concept was that the circuit operators would host a wine and food festival with the VCC and friends (HRSCC and Classic Motorcycles) providing the on track entertainment.

As the event neared, the emphasis changed, with the motor racing taking prominence. Our estimate of 50-60 cars plus 40-50 motorcycles was hastily revised upwards. Kiwi racers are notoriously slow in posting entries. VCC members, as we now know, are no different! The real crisis came on the Monday before the event, when the Classic Motor Cycle Register was obliged to pull out due to an accumulation of mishaps which reduced their entry to a bare dozen. Strenuous last minute efforts by the Waitemata team and HRSCC coordinator Nigel Russell saved the day by

increasing the overall car entry to just on 100. Then yet another miracle. Ken MacIntosh, renowned Norton exponent, promised a field of exotic bikes, some too valuable to race, (such as the Brough Superior) for high speed track demonstrations. Things were beginning to look up.

This event was always planned to be a salute to the premier family of New Zealand motoring enthusiasts, the Roycrofts. Terry and his sister Deanne generously donated the Ryal Bush Cup which had been awarded to their father Ron for being the first New Zealander home with the Bugatti-Jaguar in the 1956 race. This has now become The Roycroft Trophy. The recipient to be selected would be the person who most demonstrated the true spirit of Vintage motor racing.

We were all praying for fine weather and it paid off. A steady stream of competitors began arriving from about 7.30am. The preliminaries were soon over and the pre 1945 cars headed out for practice. This was by far the largest grid with 29 competitors. We noted some quite interesting lines through the corners as drivers tried to find their way round. Considering the number of complete novices at circuit racing it was quite remarkable how quickly everyone settled down into the groove. Watching the cars come back to the pits, the sun seemed quite eclipsed by the combined beaming smiles of those intrepid drivers. This has to be said for every grid.

The variety of cars was quite astounding. A baker's dozen of Austin Sevens pitted against six MGs (most with their superchargers whining aggressively), two Rileys, Fords A and Ten. Then the exotics, Anne Thomson's 1906 GP Darracq, which is the oldest grand prix car in the world, Danny Ryan's beautiful Lancia Kappa (as featured in the last *Beaded Wheels*) and probably the most important for this event, the Roycroft T35 Bugatti piloted by Terry himself. Other notables were Ryan McDonald's Grasshopper Chevrolet 490 (acquired from the Roycroft collection); what a lovely rasping exhaust! Then there was the delectable SS100 replica of Alan Blundell, which was giving constant battle at the front to the only supercharged Austin Seven, that of Steve



Stig makes an appearance.

This event was always planned to be a salute to the premier family of New Zealand motoring enthusiasts, the Roycrofts.



Terry Roycroft Bugatti at speed.



Ian Williams along with sister Deanne and brother and Terry.

Aldersley. What an eclectic mix and all on one grid. How's that for excitement?

The pre-60 grid fielded ten Bucklers of various configurations, and there was a special reason for such a prolific turnout. A world record was at stake. Previously, it was thought that the most Bucklers ever seen at an event was eight and then not all on the track at the same time. All ten made it to practice but there the attrition started; a burnt piston, a blown head gasket, all took their toll. However they had made it, all on the track together. Congratulations to everyone for such a fantastic effort. Three entrants came from the South Island (together with Kelvin Brown, the man who wrote the Buckler bible) but the biggest bonus of all, was the appearance of Ivy Stephenson, who campaigned the unique ex works Buckler DD1 for ten years which included entries into nine New Zealand GPs. Bruce Ellwood, the current owner of the car was ecstatic, especially when Ivy loaned him her precious log book detailing the history of her ownership. A special mention must be made of Craig Laing, who masterminded the gathering.

Other pre-60 cars included the historic Northland Special, the GCS, and thanks to the generosity of owner Roger Herrick, the A40 special, driven by Peter Benbrook. There were two Cooper 500s, a Jowett Jupiter, Jaguars and even a Citroen Light Fifteen driven by the ever ebullient Harry Currell. On the Sunday the front engined Formula Juniors joined the pre-60 ranks (FJs had their own grid on Saturday), with some fierce challenges from the very quick Bucklers.

General Historics had an assortment of highly competitive cars ranging from post-60 single seaters to clubman's sports racers which were mainly based on the U2 configuration. Formula Fords featured in their own races on Sunday with the rear engined FJs taking over their Saturday spot. The classic bikes put on spectacular displays which were very much appreciated.

This was not just about Vintage racing, although that was the original objective of the event's chief architect, A7 racer Ian Williams. His initial tentative enquiry for the cost of hiring the circuit for a day's club racing met with such an enthusiastic response from the Hampton Downs team that it became obvious this was a



VCC style pace car, Keith Humphreys' SP250.



Danny Ryan Lancia.



Lawrie Poolman (MG C type) and Barry Howard (Stanford Special).



The Buckler drivers pose with the legendary racer Ivy Stephenson.



Fast Austin 7s, Ian Williams battles Steve Aldersley's supercharged Austin 7.



Allan Blundell Jaguar SS 100 replica of 'Old Number 8'.

magnificent opportunity to showcase the kind of nostalgia that the Vintage movement is all about. On the Saturday, displays of steam and stationary engines were featured, together with spectator cars of the correct period. (Moderns were discouraged from parking in the infield). Vintage competitors were handed a bottle containing Essence of Roycroft evoking the aroma of pre-60 motor racing. Alas, most kept them unopened as souvenirs. The organisers were hoping that had it been added to the fuel, everyone would have experienced that wonderful smell of burnt castor oil. Sunday's feature included the Posh Picnic crowd, who put on a display of elegance and refinement not often seen today. Their cars were quite breathtaking too. A superb jazz band played in the Hamptons marquee at lunchtime and Alan Woolf fired up the Ralph Watson rotary aircraft engine (rotary, not radial!). Peter Benbrook, and a relay of volunteers, cranked his Rover gas turbine into life adding more thrilling sounds to the mix.

Both days featured a fascinating display in the marquee, including examples of an Austin Seven Wasp (an Australian variant), a Ford Model T Raceabout, Cooper JAP 1100cc racer, Lancia Lambda, Lotus Six, a replica supercharged Brough Superior Brooklands record breaking bike, together with an Alfa Romeo Monza in the making and Ron Roycroft's last racer, the partly restored RJR (it will be racing next year). Besides the Bugatti, Terry had brought along the Marlborough Thomas complete with storyboards depicting its notable history. No event celebrating the Roycroft family would be complete without the Vintage speedway midgets. AJ introduced them into New Zealand. Ron learned his craft in them and Terry maintained the tradition. Despite their unsuitability on tar seal, or for negotiating right hand corners, enthusiastic demonstrations were seen on both days.

Another great attraction was the lunchtime parades where anyone with a suitably Vintage car could follow a (moderately quick) pace car around the track for three laps with passengers also allowed.

Competitors were issued with cardboard armbands for driver or mechanic just as in the '50s. Everyone not racing was encouraged to dress up in period costume. It was gratifying to see how much effort people put in to get it right. A nice touch here. Bruce Ellwood has Ron's old cap amongst his memorabilia, which he brought along for Terry to wear throughout the event. The enthusiasm shown by everyone involved was absolutely astounding. Old friends and now new friends, they all made it worthwhile.

Who won the trophy? That was a tough choice. In the end it came down to a great example of sheer, bloody minded determination. During the pre-45 practice Richard McWhannell experienced the misfortune of running a big end. He laboured all through Saturday and right up to the Sunday lunchtime to get going again. He was able to take part in the parade but the damage was too severe for him to continue racing. Nevertheless, a splendid effort which deserved reward. Congratulations Richard and also to young Keith Cooper, who was presented with one of Richard's stunning posters and a bag of Easter eggs for the most improved driver. Thanks also to his dad Martin, who sacrificed his own chance of a drive.

All competitors were given chocolate fish at documentation and reminded at the drivers briefing that that was the only prize they would get. They were only there to have fun and not to be champions, and it obviously worked. Hampton Downs owners Tony Roberts and Chris Watson were so enthused that they want their venue to be "The Home of Vintage Motor Racing". That just about says it all doesn't it? So we at Waitemata hope to see you all again next year. Bring along your friends!



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1916 Madison 6/40

Words: Brian Jacobsen Photos: Owner, Robert Winwood-Smith

The excellent feature in *Beaded Wheels No. 305* on the 1918 Westcott reminded me of just how prolific and optimistic the American motor industry was during the early years and how so many makes were alike in specification and style. So many hopeful manufacturers fell by the wayside after only a few years in business.

Many relied on proprietary components to get their brainchild onto the market and Madison was another of these transient makes. The featured car is rare indeed as extensive enquiries have failed to locate another similar model Madison anywhere in the world. This may be the sole survivor.

The Madison Motor Company

Not a great deal is known about the company which commenced production in 1915 but only survived as a car manufacturer until 1919.

Established in Anderson, Indiana, USA as The Madison Motor Company, they offered a roadster and five and seven passenger tourers with six cylinder engines. There is a suggestion that a V8 engine was available, but no information on this has been found.

Cars were originally branded Dolly Madison, with the Dolly name appearing to apply to the Roadster. Dolly was dropped from 1917 onwards.

In October 1916 the Company was renamed Madison Motors Corporation. Henry Nyberg appeared to be the originator of the Madison car and was soon joined by Cecil Gibson as president.

Gibson appears to have had extensive involvement in the motor industry as a dealer in many well known makes. He began as a bicycle repairman and was linked with the Indianapolis Speedway with Carl Fisher, being in business together as Fisher Gibson handling Overland cars. Cecil Gibson was also associated with Empire cars.

How many Madison cars were produced during the five years that the Company existed is not known.

The featured car

Madison cars were imported into New South Wales by the sole agent, John Stewart of Sydney. Two cars were displayed at the 1916 Royal Easter Show from where both were sold.

One car was purchased by E W Jenson of Liechhardt, Sydney, but appears to have been destroyed in a bush fire years later.

The other car (the car featured here) was sold to Mr W Woods of Moree in Western NSW and registered NSW15802.

This car was found in a shed in 1977 on the Woods' property in Moree with the original registration plate still attached.

Although requiring a full restoration it was remarkably complete except for one headlight that had been removed in 1931 for use on a tractor for night ploughing. The speedometer read 12,000 miles and with an unworn, but rock hard, original spare tyre still in place, it is likely this mileage was accurate.

The Madison 6/40 is a well equipped car and was assembled using mostly proprietary components. These include the six



cylinder 3458cc 40hp engine by Rutenber with a bore of 3" and a stroke of 5". Rayfield supplied the carburettor, Remy starting, lighting and ignition, Detroit Gear & Manufacturing Co, the three speed transmission and clutch; Warner steering; American Gear & Machine Company, axles; National, springs; Stewart horn and speedometer; and 34x4 tyres by Firestone or Goodyear. Upholstery was "genuine Spanish leather" and various colour options were offered including Golden Brown, Richelieu Blue and Grey. Radiator surrounds were body coloured and guards black.

Equipment was comprehensive and included electric head and tail lights, dash light with inspection socket on the dash, a one man "Neverleek" top with side curtains, robe rail, foot rest and a set of tools with tyre repair kit, pump and jack.

While generally representing the style of American cars of this pre-1920s period the body has an unusual rear body tub section more in the style of the 1910/12 period.

On the road

While I was not able to test drive this fully restored car, the owner, who has had the Madison for 33 years and is only the third owner since 1916, tells me that its six cylinder motor performs well. With electric start it is a convenient and comfortable Veteran with the typically spacious American tourer body. Very few miles have been added to the original 12,000 during the last 33 years.

BW

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Words and photos Fenton Hamlin

ONE MAN AND HIS BUGATTI

My father, Selwyn Hamlin, was born in Auckland in 1905. His parents and grandparents both farmed the block of land between Mt Wellington and what is now the Southern Motorway leading out of Auckland at Hamlin's Hill.

It was a tumultuous era in which to grow up. My father was not interested in farming; too many early mornings catching the farm-horses for my grandfather before setting off for Penrose Railway Station and catching the train to Newmarket. He was one of the early pupils at Auckland Grammar's Mountain Road site.

Initially it was radio that fascinated him. At an early age he became one of the original old-timer ham radio operators with the call sign ZL1FK, a hobby he pursued until his death in 1963. Mechanical objects inevitably attracted

his attention and at the age of 17 he built a small steam trolley that worked well. On leaving school he signed on to do an electrician's apprenticeship with the Auckland Harbour Board. Also around this time, my grandparents purchased their first car, an early Chevrolet. My father was not impressed and soon convinced the family as to the merits of an 11-22 Wolseley. Some time around then, the early 1920s, my father purchased his first motorcycle, a 2½ hp Douglas. On his 21st birthday, in 1926 my grandmother gave him a 350cc Rudge Whitworth, "4 valves 4 speed". I think it must have been the thrill of owning such a beautifully engineered machine that swung my father's interests to mechanical rather than electrical technology.

Like many other young men of his time, the Muriwai Beach races and Hennings Speedway in Onehunga were favourite haunts. Naturally, the exploits of AJ Roycroft in the Brescia Bugatti made a deep impression, his technical mind absorbing every detail of the stripped-down race cars; the Sunbeams, the Stutz, the Miller Special and the Bugattis brought over from Australia. His thoughts must have crystallised on the well-engineered, high efficiency European

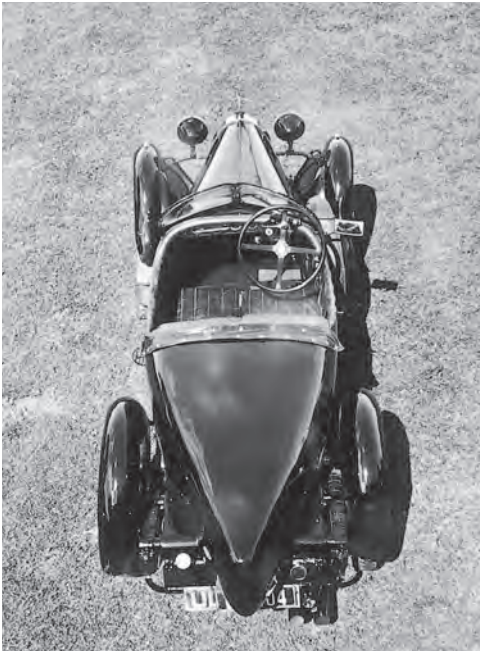
designs, a philosophical approach that stayed with him all his life.

About this time he purchased his first car, a burnt-out Fiat 501. Together with his friends, and working in my grandparents' backyard at Mount Wellington, he built a pretty two seater roadster body on the chassis, which by all accounts was a great success. Then the effects of the Great Depression started to be felt. With work prospects dim, he decided to travel to Europe, working his passage on one of the early "Rangi" boats, presumably in an electrical capacity. And of course he had a dream!

Early in 1930 or possibly '31, he spotted it. A gorgeous Type 23 Brescia Modifié Bugatti with a pointed tail aluminium body, similar in appearance to the classic Type 35, 37 and 51, painted jet black. I remember him telling me it was parked near St James Palace in London. He found the owner, Aubrey Esson-Scott and eventually bought it. Amongst my papers I have a letter from Ettore Bugatti Automobiles in London valuing the car at £15. While in Europe, my father visited the Bugatti works at Molsheim in France and although disappointed at not meeting Le Patron, who was away in Paris on business, he did in fact obtain Jean Bugatti's autograph (which I still have). A mechanical problem developed while touring in England which necessitated stripping the engine. Some problem with the cross shaft at the base of the vertical camshaft drive. Always a keen photographer, he recorded the



To my grandmother's horror, they set off on their honeymoon in the 12/6 Riley Kestrel, the engine of which my father had just finished rebuilding the night before his wedding!



situation and years later when studying for his Bachelor of Engineering (mechanical) degree at Auckland University, he used slides developed from these photos to illustrate an address he was required to give.

In 1933 it was back to New Zealand with the Bugatti, which created quite a sensation. Being something of a francophile and with a good working knowledge of the French language, my Dad was for many years involved with the Alliance Française in Auckland. In this capacity he received an invitation to a ball on a visiting French warship. Driving the Bugatti onto King's Wharf beside the warship, elicited a highly enthusiastic welcome from the French sailors lining the deck especially when my mother, (well prior to their eventual marriage), in a tight skirt, was obliged to clamber out of the doorless Bugatti.

I am a little hazy about the years leading up to the outbreak of WWII. At some stage he teamed up with Keith Cutten his future brother-in-law. Keith's wife, Meg and my mother were sisters. However, although alike in many respects, I suspect Keith and Dad's strong individual personalities made working together difficult. Keith went on to briefly become the Morgan agent in Auckland and my father established his own business, Electrical and Mechanical Crafts situated in Wakefield Street, Auckland. About this time my father bought a 3 litre Bentley from Keith. I think this was the very early model 3 litre that later sat for many years in the Roycroft collection at Glen Murray.

His interest in engineering kindled by his experiences with the Rudge and the Bugatti probably led my father to enrol at Auckland University studying part time for his Bachelor of Engineering. I believe that if WWII had not broken out shortly thereafter, he would have been the first graduate in this discipline from Auckland University. However, war did break out and he was recruited by the University to help with the design and manufacture of mechanisms for aiming the large guns that comprised our coastal defence.

My mother Judith, and my father were married at the end of the war. To my grandmother's horror, they set off on their honeymoon in the 12/6 Riley Kestrel, the engine of which my father had just finished rebuilding the night before his wedding! Needless to say her fears were unfounded. By this time my father's business was becoming well established in Wakefield Street. Interesting cars started appearing but our family car was the 12/6 Riley Kestrel with knock-ons and a prominent chrome torpedo covering the generator at the base of the radiator. This remained our family car for many years until it was replaced by a 15/6 Kestrel (now in roadster mode on the North Shore), which

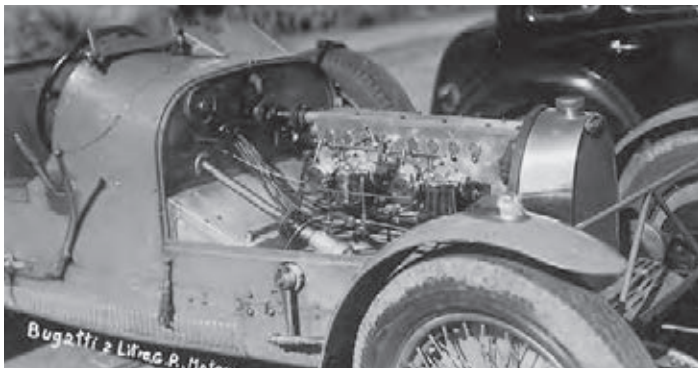
although a very nice car, never quite gained the affection we all felt for the 12/6 which we had christened Bambi.

One of my most treasured possessions is a photo album kept by my father showing many, if not all the cars that he either owned or worked on from that steam trolley in 1921 up until his death.

Nearby is the engine for a K3 MG and another for a 14hp Morris. From an early age, I loved spending time with him at "the works". Austins of all shapes and sizes, Rileys (particularly 9s) were common. Although not the official Riley agent, my father soon developed a sound reputation for his good work on these delightful cars. I don't know when he bought it, but for years my father owned the Riley 9 tourer now owned by Tom and John King. It was his shop hack and in regular use for running around Auckland picking up rebored cylinder blocks, ground crankshafts and other parts. We called it "the Lynx" but of course it wasn't! I remember it well. As a very small boy I can recall jacking

This early photo shows the writer standing on his workbench in Wakefield Street, dwarfed beside the engine of a D8 Delage he was working on.





Bugatti Type 35A engine.



Bentley 3 litre.



Ngaruawahia 12 June 1954. Family by the great Hispano-Suiza 7.9 litre 45hp convertible.



Left original Daimler wheel. Right a new wheel built on the Daimler RW 80 splined hub. Both same distance from camera.

up the front axle using my father's floor jack and "oiling the brakes"—i.e squirting oil into the brake drums. It probably made for some interesting moments coming down Wakefield Street!

I guess my father's reputation continued to grow in the late '40s and early '50s. Sometime in this period I think Ken Hemus must have imported the Type 35A Bugatti which Ron Roycroft subsequently bought. A photo in the album shows the car in the entrance to "the works" in Wakefield Street with the bonnet up to reveal the beautiful 8 cyl ohc engine. Some time later, after Ron had bought the car, and probably after he had fitted the Jaguar XK engine to it, he asked my father if he would be his mechanic at the various race meetings he had planned. My father declined, I think because he did not approve of the engine transplant Ron had performed. As a small child, I remember pictures of Nuvolari, Seaman and Malcolm Campbell adorning a cupboard door in the old family homestead, so my Dad was obviously interested in motor-racing. Despite this, he never drove his own Bugatti in any competition event.

After the war and with beaded edge tyres very difficult to obtain, my father re-spoked well-base rims onto original hubs for several car owners. I know that it seems sacrilegious in today's environment, but for many drivers this was the only way to keep their vehicles mobile in those difficult days when beaded edge tyres were extremely difficult to obtain. The Bug received the treatment, also a 1913 Daimler belonging to family

friends in Taranaki and I think a couple of big Sunbeams.

The 7.9 litre Hispano Suiza for many years owned by Alan Lake was another fascinating car to pass through my father's ownership. I recall it as a huge car, bigger even than the 20hp Rolls-Royce with which it shared floor space.

The aforementioned 1913 Daimler also graced the shop floor for many years. It had been bought new by a family friend on a sheep farm in Eltham. George was very fussy and refused to take it out of its garage if conditions (rain, sheep droppings on the drive etc), were not ideal. Eventually, in the early 50s, he bought another (new) Daimler Conquest and the old Daimler was put up on blocks. In 1954 old George decided he wanted to sell the 1913 model and offered it to my father who had always taken a keen interest in the car. He bought the car which at that time had travelled only 4,500 miles from new. We kept it for many years. It was the first car I ever drove, aged 9, but eventually sold it to a visiting American enthusiast.

All this time the Bug sat in "the works" together with the old Rudge. As a special birthday treat for my sisters or me, my dad would sometimes bring the Bug home and take us for rides. Occasionally, some extra keen enthusiast would persuade him to start it up in "the works", so after priming the oil pump and pumping up air pressure in the fuel tank, the walls would echo to the throaty roar, if not the sound of tearing calico, of the 2½" open exhaust as Dad blipped the throttle.

In the mid '50s my father was smitten with the Alvis bug and bought a 1953 3 litre drophead. It was a beautiful car and convinced father that he should become the Auckland agent for Alvis. Although beautifully engineered, he had difficulty in selling them due to their high price. By the early '60s I think they were about £3,000 compared to the great value offered by a Mk II Jaguar at almost half that.

In 1959 my father moved his business from Wakefield Street to Picton Street in Howick. The new Works was purpose built as a motor showroom and workshop. After all the years in the cold, old building in Wakefield Street, this was bliss. The cars kept coming from all over the country. XK Jaguars, Alvis, Austins, a few remaining Rileys and Daimlers. My mother's pretty little Austin 7 Opal adding to the general interest. I well remember the day when a big Dutchman walked in. I was helping in "the works" after school. He made a beeline for the Bug and soon had my father engaged in a technical discussion about the car. He left but came back 20mins later, confessing that he had really been casing my father about Bugattis and in fact owned one himself. This was the Type 57C now owned by the Southward Museum. It transpired that Bob Laming had just unloaded the Type 57 from a ship in Auckland and that the gear selectors had jammed and he couldn't move it. "Would my father please come and have a look at it?" Would he what! In the end, Laming asked him to hang on to the car and try to make it run better. The 8 cylinder,

3.3 litre twin ohc supercharged engine was possibly the ultimate Bugatti engine. What an opportunity for a Bugattiste! We did keep the car for a few weeks and did succeed in making it run better. I was even privileged enough to be allowed a short turn at the wheel.

So, the cars came and went. In June 1963 my father woke one morning with a splitting headache and died later that day due to a cerebral hemorrhage. My world seemed to collapse. It was a horrendous time for my mother, my sisters and me. Although very interested in cars by that time, I was too young to take on the specialised, one man business my father had established. We sold off the stock and closed the business, keeping the Bugatti, and the Rudge—which was later sold to Jim Webster in Howick.

I inherited the Bug in 1966 and drove it frequently. Sometimes on Riley Car Club outings and occasionally in Vintage Car Club events. It was great fun to drive once I had learnt to master the clutch. The torquey little 16 valve engine peaked at something like 3500rpm although Raymond Mays managed to persuade them to run at almost twice that speed and I believe lapped Brooklands at over 100mph. The close-ratio gearbox was a joy to use especially that quick forward thrust as one changed up into second gear.

By the mid 1970s I had a family and had been trying for several years to buy a farm. With an aching heart, I came to the sad realisation that it would be for the greater good of all concerned if I sold the Bug and put the money into a deposit for a farm. In 1977, after advertising it extensively around the world, I sold the Bug to my friend John Hearne and the rest is history.

My father played a key role in helping keep those interesting early cars on the road. He was a precision engineer of high integrity, highly respected in the community and valued by his many long-term clients. It is difficult in today's environment to appreciate the problems faced in those times by motor engineers such as my father. The First World War, The Great Depression, The Second War and New Zealand's geographical isolation from the rest of the world, all contributed to the difficulty of keeping those wonderful cars running. While it is true that the electrical and mechanical problems they faced were nowhere near as complex as those in today's cars, they still had to be very resourceful and very particular in their work. I think they did a wonderful job and were key players in preserving the high number of interesting cars that found their way to our shores.

BW



Words Alastair Jones
Bay of Plenty Branch

1908 Holsman memories

The Holsman story in *Beaded Wheels* 308 rekindled memories of the efforts which were made to prepare it to run in the Featherston Centenary parade. My fascination with old cars had been with me from an early age because the family business of HJ Jones had traded-in a 1914 Morris Oxford prior to WWII and there had been no success in re-selling it. The longest "sticker" they had ever had according to my father. When the decision was made to restore the Holsman so it could run in the many centennial parades that were popping up around the district, numerous little jobs which required hands to hold things for lengthy periods of time came my way. Holding the lovely P&H head-lamps for hours while my uncle eased out the dents was akin to holding the "Holy Grail".

Early in 1957, Ian Barton arrived at the HJ Jones Featherston branch with the Holsman with instructions to prepare it for the Featherston Centennial procession in February. I was captivated by its agricultural engineering; so ancient looking compared to the Morris. From memory very little needed to be done to most of the moving parts of the buggy; I hesitate to call it a motor-car. The engine received a bit more attention, and then the moment arrived for the highly anticipated start-up, which was commenced with the insertion of the crank-handle in the side of the buggy. I was holding my breath until some very rigorous cranking produced a couple of healthy firing strokes, and then with an almighty bang, the engine ran backwards and then stopped. At that moment the flywheel worked its way off the crank-shaft and dropped onto the work-shop floor with a loud thud. It had built up sufficient inertia to trundle the entire length of the building, not stopping until it hit the back wall under a mechanic's bench with another thud. It was a pleasure for me to roll it back and watch the mechanics reunite it with the crankshaft. I'd like to say the problem was quickly solved, but many hours later it was still doing the same thing, despite a lot of input from some of the old mechanics on the staff. I have no idea how such a flywheel can detach itself so easily, because it surely must have had a key.

Anyway, I spent most of the day chasing the flywheel and was only naive enough once to try to stop it enroute. Squashed fingers resulted. One other thing I learnt, from the look on Dad's face every time the flywheel came off; it was best to keep my desire to laugh my head off well under control! Ian Barton must have been disillusioned by the fiasco because my father got the job of steering it behind a tow-car in the Centennial procession at a pedestrian pace, with my efforts rewarded by a ride in the passenger seat. We hadn't travelled very far when a fellow popped out of the crowd lining the roadside and asked my father where he could get another one like it. I distinctly remember dad saying "Why would you want one, you could probably have this one free". He disappeared back into the crowd so I enquired who it was. "Oh, Len Southward." Not too long afterwards, Len phoned to say he had found another Holsman, so he had the last laugh. Primitive it may have been compared to the Morris Oxford, but it lit the fire to own a Veteran. The flames were kept going with outings to places of interest in the Wairarapa, courtesy of Wellington Branch members until we attended the 1961 Hawke's Bay Easter Rally. Whilst at the Rally, I told Bob Scott I would buy his Fiat 501S if he ever wanted to sell it, so he pulled a notebook out of his pocket and pencilled in my name, telling me he would call when the day came. Oh crass youth. At that point, my uncle who was talking to Bob, told me that I could forget the Fiat, and my searching was over, because he had found a Veteran for me, with the bonus of having my grandfather's little ivory dealer's plate still attached to the dashboard. Trouble was, the elderly owner was busy building maimais for duck-shooting, and the vehicle could not be uplifted until the end of May. My uncle had intended to wait a month or so before telling me, because he knew me well enough to know the waiting would be intolerable. That is the longest wait I have ever had to endure. Thanks for the ticket to a 50 year ride Mr Holsman. Like your first love, I wonder where the 1917 Grant Six is now?

BW



WHEELS TAKE WINGS AND FLY AGAIN

Words & Photos Scott Thomson

The internal combustion engine and flight developed side by side.

In our main story, a regular *Beaded Wheels* contributor finds new interest by linking Vintage cars and pioneer aviation.

Members attending VCC Rally 2012 can check out the World War One aircraft at their flying base, Hood Aerodrome, Masterton.

This private collection is normally open to the public at weekends from November through to April. Group tours can be arranged and air-show details checked by calling 06 3777 999.

Visit the extensive website, www.thevintageaviator.com for videos and background.

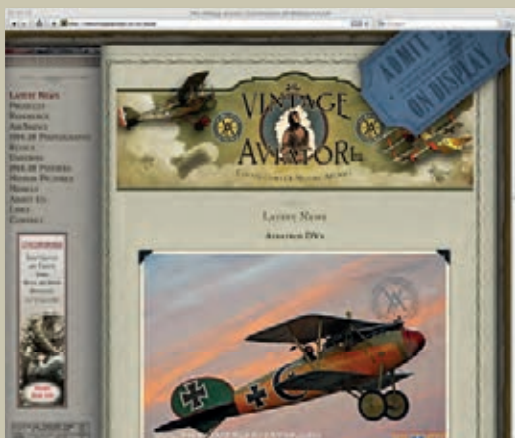
Towards the end of 1903, two brave brothers flipped a coin and Orville Wright flew the family "Flyer" into history. Not least of the Wright's achievement was their engine. Nothing was available. So they made it themselves.

Thanks to The Vintage Aviator Ltd – TVAL – New Zealand is enjoying the sight, sound and smell of pioneer aero-engines that are being restored or re-engineered to power aircraft of the 1914-18 Aviation Heritage Trust. This article is a brief sketch of how three famous car makers took to the air; Renault, Mercedes and Rolls-Royce. They were not typical in the new art of aviation, for even by 1914 aero-engines were highly specialised. Only a quarter of almost 60 firms offering power-for-flight were established car makers.

1903

The year 1903 was good for the Wrights, but less so for two brothers in France. Marcel and Louis Renault were respected leaders of the vigorous French motor industry. In the town-to-town motor races of the time, their cars were proven in the light car class, but their efficiency enabled Marcel to win outright in the big race of 1902. They were set for a repeat when Marcel crashed fatally in the 1903 Paris – Madrid.

Nor was 1903 plain sailing for Daimler. Their Mercedes brand equipped the German Gordon Bennett Trophy team – a sort of world cup. It took a borrowed road car, and a stand-in driver to give Mercedes and Germany their first major win, ahead of the French. That same year, FH Royce completed his first small 10hp car engine.





Air-Cooled: British development of the Renault V8 powers the only airworthy original BE2. This aircraft served with British and Norwegian forces during WW1.



Navy Wanted. One bank of the advanced twin cam Sunbeam V12 – note exhausts between the blocks. McNair Sunbeam.

Left: Silver Ghosts and Bristol Fighter.

Five Years

Five years was a long time in the heady technical progress of the twentieth century. By 1908 Glen Curtiss had been recognised as the first American to make a sustained flight in public. In other countries, bird-men were also making modest hops. It therefore came as a huge shock, when Wilbur Wright came to Europe. Before the year was out Wright flew for well over two hours, and for more than one hour carrying a passenger. Balloonist Charles Rolls was just one who lined up for a flight.

This was just the push European aviation needed.

France took the lead. The 1908 Paris Aviation Salon was crammed with hopeful flying machines, and engine makers keen to get them off the ground. Power, lightness and cooling were the objects, but there was no unanimity about how to achieve these. Anyone familiar with Veteran cars will recall the large radiators that decorate the front, and frequently the sides, of early water-cooled vehicles.

Renault knew about power and lightness. Among their racing rivals, Darracq had built a V8 sprint car, while FIAT attempted an air-cooled V8 aero-engine. Antoinette, motor boat specialists, produced a more satisfactory water cooled V8. So Renault wisely settled for the V8 configuration, hedging their bets between water and air-cooling.

But when it came to lightness, the car makers were well and truly trumped by an outsider. Gnome's rotary air-cooled engine was bolted solid to the airscrew and rotated with it. For the next ten years rotary engines set the power-to-weight benchmarks, while car makers struggled to add lightness to their own designs.

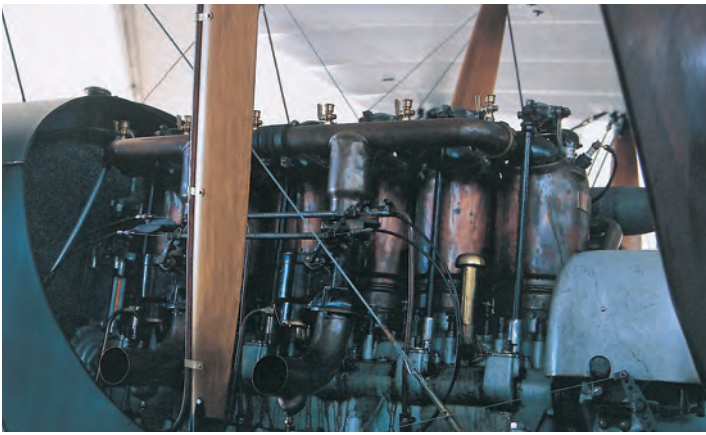
War

Rotary and fixed engines developed in parallel. By August 1914, France had a substantial force of slow but robust bombers, with Renault air-cooled engines predominating. When the Germans used poison gas in 1915, almost forty French aircraft launched a raid which caused serious damage and casualties around the gas-works.

German aviation had been led by Count Zeppelin's airships. In these enormous structures, even the first was as long as a Cook Strait ferry, weight did not matter so much. Big Daimler (Mercedes) engines powered the first, stretching for hundreds of horsepower, whereas the French heavier-than-air craft were scratching for another ten. Images of airship disasters linger, misleading historians. Up to the outbreak of war, Zeppelins gave over 30,000 people air-experience, without the loss of a single passenger.

By 1912, however, the Germans needed to catch up technically with engines for heavier-than-air craft. Twenty-six firms entered for a Kaiser's Prize, the 44 designs being almost equally divided between liquid-cooled, air-cooled and rotaries. The clever bit was the requirement that 'weight' include fuel for seven hours flight. The real 'winner' was the six cylinder 75/85 hp Mercedes that officially placed second.

The Mercedes in-line six set the basic pattern for virtually all successful water-cooled aero-engines used by the Central Powers in the war. Mercedes were soon in quantity production, powering many of the prolific families of Taube monoplanes and B-type military two-seat biplanes. By 1914 Mercedes had revised their ideas on cam and cylinder construction. They swept the car



The army got Beardmore's version of a big six Austro-Daimler. View from port shows separate cylinders, long pushrods, rockers and priming cups. Powerful, but frankly, a bit Edwardian!



Hispano's High: Two SE5a scouts patrol over the Wairarapa Front.

Grand Prix. and a Mercedes engined Albatros B type set a world record by staying aloft for over 24 hours.

Britain

Like the Germans, Britain needed to catch up.

The better British airframe designers were good, but when it came to engines, they simply imported French ones.

One key to the British part of our engine story was the establishment of the Royal Aircraft Factory, RAF, at Farnborough. The factory's charter was to modify existing aircraft and engines for the British armed services. New designs were expressly forbidden. This led to extremely wide interpretations of the word 'modify', and the designation of most RAF products as 'experimental'. De Havilland's BE2, biplane, for example, was notionally a 'modified' Bleriot monoplane, a 'Bleriot Experimental'. After all they both had the engine in front!

This charter was harder to dodge when it came to engines, and so the RAF began serious modification and production of the current Renault V8.

Comparison

It is now possible to compare these engines as TVAL in Masterton fly two BE 2 aircraft – a BE2c with original 1914/15 Renault, and an original BE2f with RAF engine produced in Wellington by the reverse casting process. There is also an RAF engine on a display stand for examination.

Lubrication and cooling were clearly big issues. The RAF V8 has a deeper sump. On both engines the push-rod valve gear is lubricated by fresh air, once the mechanic has gone round with an oil can. The RAF added a couple of copper vents, which come up from the sump like ventilators on a ship and distribute an oily mist over the push-rod valve gear and the aircraft in general. RAF also modified the Renault design to have detachable cylinder heads, either because the British distrusted gaskets, or for easier attention to the valves, or both.

VCC members may recall that Renault mounted their car radiators and fan behind the engine. The air cooled Renault aero engine was offered with a fan at the opposite end from the airscrew. RAF deleted this feature. BE2 series aircraft have a cooling air-scoop between the cylinder blocks.

On the ground, both V8s run with a pleasant musical hum, attended by the sound of all those exposed bits of valve gear dancing up and down. If held on the flight line for any time, TVAL's duty engineer checks the rising temperature in the rear cylinders of each bank.

In the air, the later aircraft, BE2f, is noticeably quieter, sounding to me as if the elastic band is running down! The explanation is

probably that the exhaust on this aircraft is taken up vertically, discharging above the upper wing. Was this in response to army fears that flying machines might frighten the horses?

The Navy Is Here

The Royal Aircraft Factory was to serve the Royal Flying Corps, the sharp end of all British military aviation. The army just wanted to see the other side of the hill and perhaps drop a small bomb. But the Royal Navy had to defend Britain and enjoyed a dynamic partnership with science and industry. Two months before war, the navy pulled out of the RFC and started the RNAS – Royal Naval Air Service. The navy was ready to have a scrap and asked for 'a bloody paralysing of an aeroplane' to do it. Winston Churchill, civil head of the navy, was interested in flying and adept at shuffling money so, unlike the RFC, the navy got more of what they wanted.

An adequate supply of home-grown engines was one requirement. The navy started negotiations with Sunbeam. Britain's leading racing car constructor should know about high performance engines. The navy also contracted Beardmore, a big Scots firm who built things like battleships. I have not established if a factor was Beardmore's interest in the Arrol-Johnson company – also famed for fine fast cars.

Beardmore licence-built a version of an Austro-Daimler, a hefty liquid-cooled straight six push-rod engine in the earlier Daimler/Mercedes manner. The discovery of a Beardmore motor in Uruguay, has enabled another bit of history to be recreated as the gangling FE2b pusher lifts its fifty foot span into the Wairarapa sky. The TVAL website is worth a visit for background and in-flight video of this amazing project.

The pushrod Beardmore looks frankly Edwardian, but the same cannot be said of the two Mercedes ohc sixes fitted by TVAL to their Albatros DVa fighter, and to a sister continuation aircraft just completed for an American collector.

Nippy rotary engine fighters and fearsome FE2bs had gained Allied air superiority before the Battle of the Somme. The first Albatros scouts recovered the initiative in the autumn of 1916, for the shark-like Albatros were strong enough to carry twin guns and make full use of the Mercedes six in a single-seat fighter.

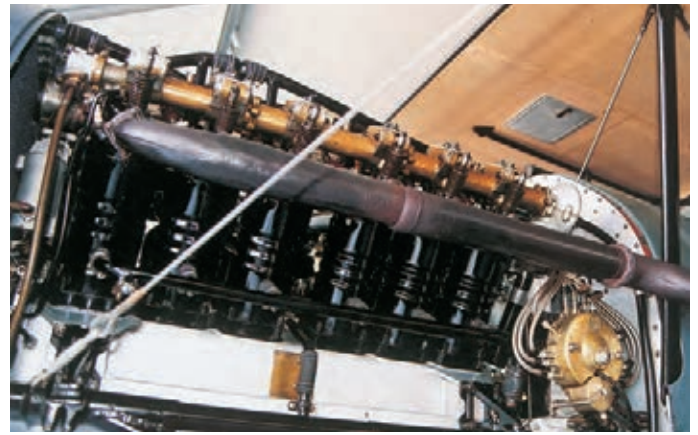
Rolls-Royce

The navy was used to dealing with several suppliers, and by August 1914, they wanted back-up for Sunbeam and Beardmore. They looked to Rolls-Royce.

A lot of research and speculation has gone into bridging the gap between the brief tragic flying career of Charles Rolls, and the decision by Henry Royce to design aero engines. Suffice to say



Mercedes Definition: Six separate cylinders and the single overhead cam practically defined the WWI German in-line engine. The upper pipe is to the wing-mounted radiator.



Royce Development: Falcon valve gear and separate cylinders are similar to the Mercedes, but it has twelve cylinders and many detailed differences. Being a V12, induction and Vickers machine gun can fit neatly between the cylinder banks. Plug position is different, and there are lots of smaller Royce bolts. Unlike the Sunbeam, exhausts are on the outer side of the vee.

here that once war was declared, Royce got off the mark remarkably quickly, immediately settling for liquid cooling. In not much more than a month, he finalised the design of the 21 litre Eagle, opting for the V12 layout. Sunbeam did have a side-valve 12, that established the DNA of nearly all the most successful high performance liquid cooled piston aero-engines to come.

TVAL's Bristol Fighter has the oldest Rolls-Royce engine still flying, one of six known survivors of the 14 litre Falcon used mainly in this type. The Falcon V12 makes an interesting comparison with the Mercedes 6 cylinder, being something like 75 kg heavier and giving around 75 more horsepower.

Both engines have welded water-jackets for individual cylinders, a feature retained by Mercedes right through to their 1954-5 racing cars.

Both employ similar single overhead camshafts. Rolls-Royce examined and tested Mercedes engines, including a 1914 Grand Prix racer taken from the Mercedes London showrooms by the head of the RNAS engine department and a certain WO Bentley. It is tempting to say Royce copied the Mercedes valve-gear. Eoin Young, *Beaded Wheels* 310, is undoubtedly correct in describing the tale that the Falcon was literally two banks of Mercedes GP engine as 'a legend'. To start with, that would have made it a V8!

I would prefer to say Royce 'chose' the single cam system, and seems to have consciously done so before he got his hands on the Mercedes bits. Royce had already access to the ancestor of all modern high-performance engines – a twin cam racing Peugeot. Sunbeam's Coatalen copied Peugeot's twin-cam in his racing cars

and soon in an aero-engine, as you can see in *Beaded Wheels* 310. Coatalen was famous for shrugging his shoulders up to his ears, remarking that 'it is a wise man who copies without altering'!

Progress And Production

A more 'modern' engine emerged in the Hispano-Suiza liquid cooled V8 with 4 cylinders cast 'en bloc.' Hispano and Peugeot were rivals in light car racing, so why Hispano played a bigger part than Peugeot – or Sunbeam – I do not know.

The Allies could not get enough Hispano engines. They were widely subcontracted, British orders alone were placed not only with Hispano, but also with Brasier, Delaunay-Belleville, DFP, Peugeot and Wolseley, as well as firms outside the car industry. Production later expanded to Wright in America. British and French authorities agreed that quality between suppliers was very uneven. Disagreement began when the British singled out the worst firm – which the French considered the best!

Rolls-Royce refused to allow other firms to build their engines, laying themselves open to charges that they were more interested in their shareholders than in the war. Perhaps they were right. Many a fine engine or airframe design was betrayed by bad workmanship.

Watching three SE5as take flight to the crackling sound of their Hispanos it's easy to forget that TVAL's superb fighters now enjoy care and skill seldom lavished on their originals. Pegged down in the open, stored in freezing damp canvas hangars, flown and serviced by youngsters of limited experience, the whole drama of the 'Knights of the Sky' was often close to chaos and nightmare.

Down To Earth

Car makers, Renault, Rolls-Royce and even Mercedes built engines that were generally more suitable for larger aircraft. If these lacked the glamour of the fighting scouts, they did do more significant military damage. The rotary engines shone brilliantly, reaching the limit of practical development as the war was ending. But that's another story.

A few surplus engines came down to earth, as in Sunbeam's record cars. Mercedes, Wolseley/Hispano and FIAT powered Brooklands favorites, like *Chitty Bang Bang* and *Viper*. 'Wizard' Smith's Eagle-powered ANZAC set comparable figures on Ninety Mile Beach.

The *Stanton Cropduster* is a Kiwi link with WWI days. The long lived de Havilland light engines derive from one bank of a Renault V8.

BW



Down To Earth. Is Morrie Stanton looking round for a hun in the sun? The de Havilland engine of Tiger Moth fame in the 'Cropduster' car was derived directly from one bank of a World War One Renault. A memory of 1959.

50 YEAR AWARDS



COLIN LYON

South Canterbury Branch

Colin joined the South Canterbury Branch in 1961 and served a term as club secretary. Back then he had a 1925 V8 Cadillac opera coupe which he had recovered from Awarua Bay in Southland. Unfortunately that car was destroyed by fire before being completed and he acquired a 1925 Hupmobile Model R tourer in good original shape and readied that for the forthcoming 1965 Haast International Rally. He still uses this car on club events.

Colin also has a 1953 Singer SM sports plus the bones of a V8 De Dion Bouton and a 1912 Flanders. Latterly Colin has also been seen in a Ford Mustang.

Some years ago Colin and his wife Brenda decided to put their energies into establishing a vineyard on their Opihi property and their hard work has resulted in their business, Opihi Vineyards, becoming South Canterbury's premier vineyard.

This, of course, has taken up much of their time and it is good to see that in more recent years they have had the time to participate in various Club events.

BILL TUCKER

Horowhenua Branch

Bill joined the Hawke's Bay Branch in January 1961. He was a foundation member of the Hawkes Bay Sports Car Club formed

in 1947. He was also a member of the National Executive of the Association of NZ Car Clubs.

When Bill joined the Vintage Car Club he had developed a strong interest in Austins and this was to become a life-long passion. The Austin Dealership in Hastings owned a 1924 Austin Chummy and had this car on permanent display in the showroom. They offered this to Bill for him to use in the 1961 National North Island Easter Rally.

In 1962 Bill moved to live in Wellington and consequently became a member of the Wellington Branch. Bill purchased a 1929 fabric body Austin 7 from the Townsend family in Palmerston North.

Bill soon realised that his expertise was in the administration area and not in the mechanical side of Vintage motoring. Gordon Routledge agreed to restore his 1929 Austin Tourer for him in exchange for many Austin goodies Bill had collected. A 1938 Austin Fourlite Big 7, 2-door sedan was soon added to the fleet. During the 1966 National North Island Easter Rally Bill assisted with the catering, a skill he had developed while providing the catering for the Hawke's Bay Speedway.

On retirement in 1987, Bill moved to Paraparaumu, and subsequently transferred his membership to the Horowhenua Branch of the VCC. Bill spent many years assisting in the Library at the Southward Museum.

Although Bill is now resident in a Retirement Village, he remains the proud owner of the 1929 Austin Tourer.

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40TH ANNIVERSARY CELEBRATIONS

South Otago Branch

Words John Cook, photos Ian McDonald

A fine but cool day for the branch's 40th celebrations saw 27 Vintage vehicles, several moderns, their drivers and passengers assemble at the clubrooms.

The afternoon started with a drive through Stirling, Balclutha, up the Clutha Valley Rd, Greenfield and on to Tuapeka Mouth.

We assembled at the Coronation Hall to look over each others' vehicles and catch up with old friends, some of whom had travelled quite a distance to celebrate with us. The South Otago Town and Country Club in Balclutha was the venue for the evening meal.

Guest speaker Alan Dick managed to arrive just in time to join us for the afternoon run and later that evening gave us an interesting talk about his life growing up in Brighton and being a motoring editor.

Neville King and Mel Tapp presented various film clips of the branch's first rally forty years ago (some members still owning those same vehicles today!) plus vehicles and members since.

Several people came forward to add to memories over the years.

NGAPARA COAL PIT HILLCLIMB

North Otago Branch

Sunday 27 March 2011

Words Wendy Hamilton Photos Kathleen Perry

The only day of the year I am allowed to drive the racecar is the Ngapara Hill Climb. This means no practice, no test run to see if the car handles differently after all the alterations and modifications during the year – just get in and go. At least the overalls still fitted.



South Otago: Back row from left: Allan Budge, Murray Gibb, Mel Tapp, Peter Ryan, Noel Willetts, Stuart Milne, Olly Latham. Front row: Tony Gold, Malcolm Thompson, Neville King.

Last year was my first and I was the slowest in the field. Well someone has to be! This year I was determined to beat the 1.37 from last year that was half a minute slower than the winners' time.

I was asked to be race secretary for the hill climb this year as well and stumbled my way through all the paperwork, entries and details associated with it. Hopefully not too bad a job.

We had a total of 38 entries for the climb, evenly split between the Otago Sports Car Club and VCC which gave us a really nice mix of cars for the spectators to enjoy. Even a three wheel Morgan.

The forecast for the day was not bright but the rain held off until around 3pm and then it teemed down. It was really heavy and as the road was becoming dangerous it was decided to call it quits for the day.

Most of the cars got three runs up the hill. I got four and was ten seconds faster than last year and not last.

VCC Results

1	Russell Greer	Stanton Corvette	1:01:42
2	Jim Bennett	Furi Impulse	1:04:57
3	Murray Frew	Escort	1:05:04

2011 VETERAN AND VINTAGE TOUR

Words and Photos Raweyn Fenn (abridged)

As an add-on to the Easter Rally based at Gore, 26 vehicles extended rallying round the south with a Veteran and Vintage tour.

Fords were there in force with 9 vehicles, four Dodges, two Buicks, two Austins and one each of Alvis, Bentley, Briscoe, Chevrolet, Chrysler, Essex, Graham Paige, Nash, Plymouth, Standard and Studebaker. All were pre-1931 requirement, except the 1935 Plymouth of Brenda and Ernest George that substituted at the last minute for their 1915 Overland, which had decided not to co-operate.

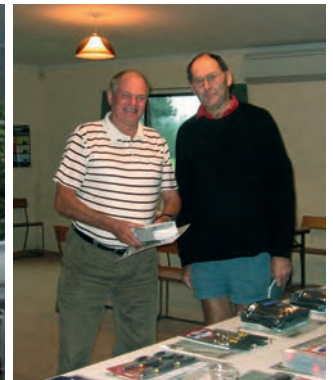
The tour headed for Invercargill and the Richardson Truck Museum then west to Riverton and Colac Bay before cutting back east to the Catlins region with three nights based at Owaka. One of the Model As blew a head gasket by this point, but the Owaka Garage was equal to the task of effecting repairs.



Neil McDonald, Munro Special.



Alan Bryce & Trevor Timms keeping dry!



Frank Renwick, National Speed Steward, accepting his prize for Best Presented Vehicle from Murray Frew at the prizegiving.



After Rally Tour: Vintage and Veteran Tour vehicles parked at Oamaru.



After Rally Tour: Touring VCC style.

On day six to Alexandra John and Janet Campbell were disturbed to have a wheel complete with axle, shoot out to one side. Fortunately the drama happened on a flat section, and on one of the few bits of tar seal for miles around. With all hands to the job, the Campbells were mobile again inside two hours.

The rest of the highly enjoyable tour rolled on through Galloway the Dunstan Trail, Ida Valley, and several routes through North Otago to Palmerston and Oamaru.

Day Nine saw the cars heading for Geraldine via backroads through Waimate and Pleasant Point, with the final leg on day ten to Methven and a final dinner.

NORTH ISLAND CLUB CAPTAIN'S TOUR

National Event

Words and photos Denis Burr

The Waikato Branch hosted a pre-tour dinner at their clubrooms in Cambridge. Although we were not meeting up with the tour proper until day three at Whangarei Pat and I attended and met up with 24 other entrants.

Next morning the tour left Cambridge and headed for the Kopuku mine. After lunch at the Hunua Falls it went to the Warbirds Museum at Ardmore Airport, overnighing at Papakura.

On Saturday it was off to the village of Puhoi then onto Warkworth for the night.

On Sunday the tour visited Goat Island reserve at Leigh and then travelled the coast to Marsden Point for a tour of the oil refinery. After lunch cars headed for

Whangarei with a two hour stop at Craw's Museum, which is full of cars, trucks, tractors, lawnmowers and motorcycles.

We arrived in Whangarei around 4 pm, a little ahead of the tour group.

On Monday we travelled through some beautiful countryside including the Hikurangi swamp area. Amazing how high the road is above the surrounding land. We arrived at the Jack Morgan Museum to be greeted by the man himself. This showcases a lot of memorabilia from the surrounding area. Well worth a visit. Back on the road to Kerikeri we used as many minor roads with gravel and dust as possible. Again this was through rural areas with some high ground giving good views. From Kerikeri we travelled to Adrian Garrett's property. Here Adrian and his beautiful big shire horses met us. After a talk on the breed we were all led to a shed where all the carts and buggies were. The horses were harnessed to a barrel delivery wagon and a



North Island Club Captain's Tour



Outside Jack Morgan's museum from left: Beth Wardell, Arnold and Dulcie Mortenson, Don Missen and Betty, Val and Stu Clotworthy



Te Waimate mission Church



1910 Sizaire Naudin.



Rolls-Royce.

demonstration given also in the shed were two Veteran Rolls-Royces and a Vintage Vauxhall. All three cars in beautiful condition and used often. The evening was spent at Pete's Place. What an interesting place this is for a meal. It is set up with a '50/'60s décor with a car museum in the next room. After the meal we were invited into other parts of the complex which was set up as a Vintage street with a 1910 Sizaire Naudin in the middle. This is one of only two known in the world. The other is owned by the Sizaire family. An amazing place to visit.

Tuesday and on the road again to Kaitaia using as many back roads as possible. We certainly got to see areas we would not normally drive through. On some of the higher points of the road we had tremendous views of the East Coast beaches. We stopped for a break at the glorious Te Ngaere Bay before going to Maunganui and soaking up the history there. After

lunch we travelled over some more rural roads with instructions to keep an eye out for stray horses. On this section of the trip we came to the Matthews Museum Vintage collection. A museum with a lot of local memorabilia, including plenty of cars and tractors.

Wednesday and Thursday we toured to Cape Reinga and Opononi with a walk to the Wairere boulders.

On Friday we headed for Dargaville, again via a circuitous route with a compulsory stop at the giant Kauri tree, *Tane Mahuta*. On to Trounson Park reserve for a picnic lunch and a walk through the reserve. On arriving in Dargaville we went to a maritime museum for a conducted tour and several of the engines were started for us.

On Saturday our destination was Warkworth with a stop at the Matakoho Museum on the way. This museum shows a history of the gum digging activities and

the clearing of land for farming. There are many displays here and it takes time to see all of them. This was the last museum for the trip and we enjoyed each one and their different emphases on our history. We were in Warkworth by 4:30 for a leisurely cruise down the river on the *Jane Gifford*, a wonderfully restored schooner.

On Sunday we were off to Pukekohe but not before climbing out of Warkworth, and I mean climb. Great views at the top and we could see both coasts. We entered Auckland from the west and as we got closer to the big smoke there was more seal. South of Auckland we turned off the motorway and travelled through the lifestyle blocks of this area. This was an easy and pretty drive to Pukekohe.

Pukekohe to Raglan on Monday was a good run, but wet. From Raglan we would end up in Te Kuiti but not before going around the coast to almost circumnavigate the Aotea harbour to arrive in Kawhia for lunch. Our final destination was Te Kuiti, this being our last night as a group.

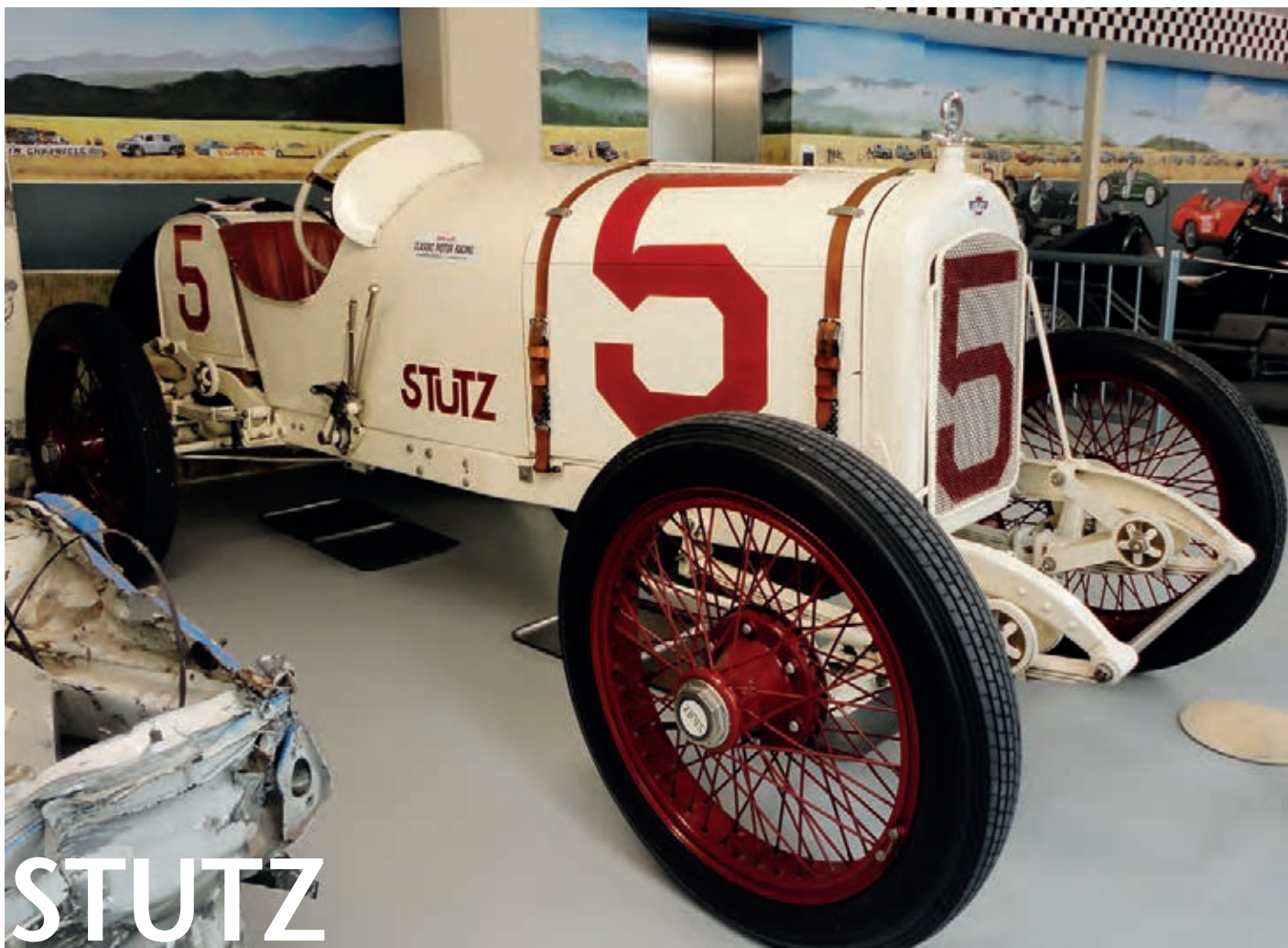
Wednesday 20 April the last day of tour and a long one, of 150 miles. We headed east to Ohura. Up past Mt Damper on a really steep road to arrive at Whangamomona for lunch. This is another area with plenty of history but with the rail no longer operating its population is decreasing. From here we travelled to New Plymouth.

We enjoyed the tour. Lovely scenery, good company, made new friends and supported the oil companies. Thank you everyone for the enjoyment of your company and a special thanks to John and Shirley Foot.

BW



Brian and Patricia Halcox's 1935 Chrysler, John and Shirley Foot's 1937 Buick, Tony and Judy Brierley's 54 Morris Oxford, Paul and Cath Collins' 1963 Humber 90, Dick and Beth Wardell's modern from North Otago Murray and Jan Burt's 1930 Ford, Colin and Pam Bell's 1948 Chev.



STUTZ

THE CAR THAT DIED TWICE

Words Graeme Rice
Photos courtesy Southward Museum

In January 1935 Stutz announced production was ceasing, but by November 1935 said there would be a new range for 1936. Nothing came of it. A combination of improved mass produced cars and the Depression had eroded the market for advanced, high quality, high performance cars, and for a second time in a decade Stutz had its back to the wall. This time there wouldn't be a reprieve.

In 1934 only six cars had been sold, 80 the year before, and 301 in 1932. Ironically Bentley, Stutz's most formidable opponent at Le Mans in 1928, '29 and '30, had met the same fate but was, for better or for worse, swallowed up to become a warmed over Rolls-Royce 20/25.

Stutzes remained Stutzes right to the end. They didn't become victims of badge engineering. Nor did they cheapen their image by trying to survive on the 1930s diet of bought out mechanicals, except for the short-lived 1929/30 Blackhawk. That's where the Stutz story has great sadness because as the going got tougher, the Stutz got better, and therefore deserved to succeed.

Stutz cars excelled across the board. Over a 25 year life they produced fine touring and luxury cars, set transcontinental records, won endurance tests, long distance races, sprints, and hillclimbs. Stutzes won at Brooklands, and almost at Le Mans. The Stutz Blackhawk name had been attached to a world speed record attempt.

It was *The Car which Made Good In A Day* in May 1911 by finishing 11th in the first Indianapolis 500. Harry Stutz began building his Indy Stutz in April 1911. Amazingly, the untested Stutz completed 500 miles in 445 minutes. That doesn't seem impressive now, but 100 years ago any car which ran for seven and a half hours at an average of 68mph without a breakdown was made of the right stuff. They might have done better if its transaxle (a three speed gearbox mounted on the rear axle) hadn't caused excessive tyre wear requiring the Stutz to pit 13 times.

In June 1911 Stutz began manufacturing replicas. July motoring magazines carried advertisements outlining the virtues of the Stutz; its design, construction, quality,

performance and results. Three models, a four or five seater and a roadster were available, all mechanically the same as the Indianapolis racer. Harry Stutz was profiled as the designer whose car had bettered cars from designers on two continents. So at \$2000 who could resist?

None of this happened by chance. Harry Stutz was born into the car generation. When he was ten Karl Benz's Motor Wagen patent was granted. He was 16 when Emile Levassor stuck the engine up front driving the rear wheels and 20 when Henry Ford built his first quadricycle. At 22 he built his own car after a spell as a precision machinist and repairing bicycles. By 1898 he'd formed the Stutz Manufacturing Company building gas engines and by 1909 had designed the American Tourist Underslung and the Marion range. More significantly, he toured England, France, Germany and Belgium in 1910 to see what was happening in Europe.

In 1912 the Bear Cat was launched and was so successful there was a Bearcat in the range for much of Stutzes history, the name being revived for the last model –

the DV-32 Super Bearcat. The Series A Bear Cat was powered by a 389.9 cu.in (6.2 litre) 60bhp, 4cyl, T head, Wisconsin motor driving through the 3 speed rear axle mounted gearbox. It would get from 0 to 60mph in 29.2 seconds and top 80mph. Early Bear cats were built on a 120" wheelbase, 10" shorter than the standard tourers. Prices started at \$2000, a good \$500 to \$750 cheaper than some of their competitors.

Racing victories piled up in the early years. Bear Cats won 25 of the 30 races they entered during 1912, and sales boomed. In 1915 the White Squadron, a team of three racing Stutzes was formed and the winning carried on, one finishing fifth in the Indianapolis 500. Out of 16 starts, Stutz cars finished first or second no fewer than 15 times. Retirements were rare. In an unlikely twist one of the White Squadron cars was shipped to New Zealand for the 1923 racing season and is now displayed at Southward Motor Museum.

In 1916 Harry Stutz built a 360ci (5.9 litre), 4 cylinder, 16 valve, 80bhp engine for his cars. To fund this his company was listed on the New York Stock Exchange resulting in Stutz losing control to investor Allen Ryan. In spite of this things looked good. Sales rose from 266 in 1912 to 1079 in 1915 and 2207 by 1917. With around 8500 sales in 1919, Stutz's future seemed bright, but as quickly as sales increased, they declined. Harry Stutz left to build the HCS and Allen Ryan went bankrupt. Worse, people had tired of the speedster. Customers wanted something aloof from the world of dust, oil and speed.

The 1920/21 depression forced big makers to reduce prices, while small firms like Stutz were close to the edge.

By 1922 things were desperate. Living on past glories doesn't last long and something new was needed. Without a new range Stutz was facing closure, along with firms such as Haynes, Crane-Simplex, National, Mercer, Winton and Templar, all of which closed up shop in 1924.

Stutz didn't die. Instead it entered a new era under control of steel magnate Charles Schwab, and his Hungarian engineer Frederick Moskovics. Moskovics had worked for Daimler, Franklin and Marmon, and believed discerning drivers would buy a car that could conceal its sporting character and act like a refined luxury carriage when the occasion demanded.

Enthusiasts crowded the Stutz stand at the 1926 New York Motor Show to catch a glimpse of the new Safety Stutz. Standing just 70 inches tall it was five

inches lower than most other cars, thanks to a worm gear differential. It was crammed with technical novelties. Its 289ci (4.7litre) straight eight motor had a double-chain driven overhead camshaft, and developed 92bhp @ 3200rpm - more than the contemporary 314ci (5.1 litre) Cadillacs, and the 358ci (5.8 litre) Lincolns and Packards. It featured dual ignition, a dual Zenith carburettor and two separate exhaust manifolds.

Initially the brakes were operated by a 50/50 mix of water and alcohol. Reputedly effective, they were expensive, so Lockheed hydraulics were used from 1927.

At Indianapolis a fully equipped saloon topped 74mph, a lightweight Weymann bodied car weighing 500lbs less almost hit 80mph, and a stripped chassis 87mph. The standard car would accelerate from 5 to 25mph in 6½ seconds in top gear. Getting from 10 to 40mph took 10.6 seconds. Most 1926 cars wheezed up to 60 – 65mph, speeds at which the Stutz just cruised.

1926 sales hit 5000, but that was the best year for the new model.



No wonder Moskovics's intention to make the Stutz a refined town car fell by the wayside and he soon had record attempts and a racing programme organised.

In 1927 he entered cars in all but one of the AAA races with Stutz winning all but one. The next goal was the Stevens Challenge Trophy for the fastest production car over 24 hours. Three cars ran. A standard sedan averaged 68.44mph to win the trophy, while a Weymann saloon averaged 67.17mph and a stripped Black Hawk 71.35mph.

Moskovics was typical of those who liked winning, but not wanting to upset the upper crust by appearing speed crazed. Sporting successes were not to be used in advertising, but only for research and development. He saw racing and record breaking as necessary to find and rectify weaknesses.

It was about to come to an end. In mid April 1928 Moskovics lost a \$25,000 bet with Charles Weymann that a 4.7

litre Stutz would beat Weymann's 8 litre Hispano-Suiza over 24 hours, only to withdraw in the 18th hour with a broken valve spring. Even though a second Stutz beat the Hispano over a 3½ hour duel, the win was small compensation.

Also in April Frank Lockhart, a talented young engineer who had worked alongside Moskovics on racing programmes, was killed in the Stutz Black Hawk 3 litre going for the World Land Speed Record at Daytona Beach. Doing around 225mph on his return run a new record seemed certain, when a rear tyre, damaged by a sea shell on the first run, blew out, demolishing the car and killing Lockhart instantly. Again, even though this was the highest speed for a 3 litre car, Moskovics wasn't consoled, nor did the publicity help Stutz.

Charles Weymann, impressed by the Stutz's performance bought a Blackhawk to challenge the Bentleys at Le Mans. Driven by Bloch and Brisson this car gave fans one of the closest races ever seen at the Sarthe circuit. On the second lap Woolf Barnato's 4.5 litre Bentley averaged 74mph to the Stutz's 76.2mph. Once more fate wasn't smiling on Stutz. At 2.30pm the Stutz lost top gear and Barnato coaxed his Bentley ahead in spite of a cracked chassis and overheating problems to win by a mere 7.1 miles out of 1658.6 miles run. In its June edition *Motor Sport* described the race as "Truly a battle of the Titans!"

In 1929 Stutz tried again at Le Mans with three supercharged 5300cc cars developing 155bhp. One car survived to finish fifth. Quoted as "the only car on the track that kept pace with the 6½ litre Bentleys."

Even performances like 10th place at the 1930 Indianapolis 500 with a stripped Torpedo Speedster which qualified at 94.3mph and averaged 85.3mph didn't help sales.

Stutz had one more card up its sleeve and in 1931 launched the DV32. Historian Michael Sedgewick, said: "Bodies were gorgeous and anyone who raves over Bugattis should take a look at one."

In spite of the advanced specification of twin overhead camshafts, four valves per cylinder, hemispherical combustion chambers, 156bhp @ 3500rpm and 100mph maximum (106mph for the 116" wheelbase Super Bearcat) it wasn't going to save the firm. Chassis cost \$3500, and the finished car could cost another \$1500. Across in the UK the SV16 and DV32 cost £1100 or more, as much as a Rolls-Royce.

By contrast a 1932 Chrysler 8 developed 100bhp and cost just \$1475.

Sadly, that says it all.



Frank Metcalfe

two wheels and other things

Sometimes, quite by chance, one stumbles across items, things or information which pique the interest and lead to exciting and intriguing personal discoveries. So it is with a motorcycle engine which I think is, proven to be the only one in the world, and which resides in this country.

Lots of unusual and rare items turn up in this country and I for one am often left wondering how or why such a rarity is here, how it got here and why. Not just motor vehicles, but things such as enormously valuable pianos or pieces of beautiful furniture that were shipped here in the 19th century, that somehow survived months at sea and ended up in a country home miles from anywhere. It really is hard to imagine the efforts that were made to remove such treasures from England, or anywhere else in the northern hemisphere, and transport them safely to far off New Zealand. And so it is with this unique motorcycle engine. A one-off, a piece of engineering history that was sent to New Zealand more than 60 years ago, that is still here. This is the story, as I have been able to piece it together, with the help of previous owners, of the Cadwell engine.

A few months ago in casual conversation with a good and knowledgeable motorcycle friend I was told that this thing called the Cadwell engine might be for sale if I was interested. My first question was "What is the Cadwell engine?"

As WWII drew to a close manufacturing industries began to turn their attentions to a post war economy. In England, Associated Motor Cycles (AMC), the makers at that time of AJS, Matchless and one or two less well known makes, gave some thought to the post-war market and determined that competition wins might be the way to capture buyer attention. The popular and proven reliable 350cc pushrod motor was chosen as the development project and quietly through 1946 the potential of the engine was developed by way of destructive testing. An engine was tested to destruction then improved and tested again. By early 1947 progress had been made and an engine that could produce close on 40hp had



been developed; a far cry from the 15 or so HP that the standard 350 could make. In March of that year the untried motor was quietly mounted in a rigid AMC frame and entered in a competition day at Cadwell Park, entrusted to the care of Les Graham. On its very first outing that machine took a hat trick of wins in the 500cc class and thereafter the power plant was dubbed the Cadwell engine. The date of the meet was 11 March 1947 and the crankcase of that motor was stamped CAD 11037.

We might have expected such success to be followed by much publicity, production plans and the like, but oddly this didn't happen. What did happen is that the fabulous AJS 7R emerged and its emergence was reputedly the result of the Cadwell development. The 7R was an ohc engine but it owed its bottom end to the Cadwell. The push rod engine had gone about as far as it could go but the work done on the Cadwell, combined with the ohc technology, opened the door for the 7R. The Cadwell slipped from view and as best I can establish it rested under a work bench for some time while the 7R was collecting the accolades and the trophies. However this one off didn't die or disappear. It was handed to John Dale who held the NZ AMC agency, with the request that he take it to New Zealand and 'create a bit of a stir.'

CAD 11037 did create something of a stir in New Zealand. The motor was mounted in a swing arm frame and over the ensuing year such two wheel luminaries as Paul Fahey (before he got the four wheel racing bug), Dick Whittle, Kevin and Tom McCleary and Murray Butler demonstrated, the speed of the Cadwell. In the hands of those various owners that motor notched up an impressive record of competition wins. Come the 1960s 11037 was a tired engine and it ended up in the hands of Jim Brown who not only carried out a rejuvenation but also built a light weight scrambler Metisse style frame for it. It wasn't used a lot for a number of years but in the 1980s Jim dusted 11037 off and undertook a very thorough rebuild that gave the motor a whole new lease on life. In his hands 11037 proved that more than 40 years on it was still a force to be reckoned with. As proof of the pudding Jim told me that he entered 11037 in the marvellous Ardmore reunion race meet that was held on the old Ardmore track in January 1989. I was there, pedalling in those days, a reasonably quick 2 litre Alfa GTV. I don't recall the motorcycle races but Jim tells me that the machine, looking for all the world like a dirt bike with road tyres, was fast enough to be passing the Manx Nortons on the straights. That is impressive for a 40 year old pushrod engine.



The engine has always been a full alloy barrel and head with a pressed cast iron liner. Apparently a manufacturing first, and modern technology has allowed the original 350cc capacity to be stretched to around 460cc. The cams and followers are radical with the followers being radiused. The whole assembly will rev to somewhere around 8000rpm which I am told, equates to something approaching 115mph.

Five years ago Malcolm Coles who runs Brit Bikes and Engineering in Whakatane succumbed to the classic racing bug and ended up purchasing 11037 from Jim Brown. Malcolm mounted the motor in an AMC frame with a few mods and a Triumph gearbox and went racing. Malcolm still has 11037 but he has new projects in mind and earlier on this year he offered the bike and motor for sale.

What will happen to this unique piece of motorcycling history? I really don't know but I do believe that the Cadwell motor needs to be preserved and treasured. This is it: the only motor stamped CAD, a piece of engine development history. There were a few 500 versions made but they were not quite the same and were generally referred to as the Shelsley Walsh machines. My understanding is that they were built for torque while CAD 11037 was built for speed.

I suppose it can reasonably be argued that because the engine has been rebuilt and repaired over the years that it is no longer original. True I guess; but really how many Classic and Vintage vehicles are there on the roads to day that haven't been 're everythinged' during the course of their lives. Engines wear out and are remade with new bits. So it is with this survivor. Perhaps too we can say that the Cadwell was a dead-end development. There is some truth in that as it became clear that the pushrod engine had probably gone about as far as it could go. But from the development work done on the bottom end sprang the 7R.

It is probable that CAD11037 has finished its racing days but please let us not cast it aside. I have this personal fantasy of installing the motor in a standard road going AJS or Matchless single of the era and storming past cruising moderns at illegal pace with the megaphone pipe barking out the stirring, head-turning crackle that only an aged single under throttle can achieve. It all sounds a bit *Wind in the Willows* I guess and I haven't got the requisite dollars or engineering skills to achieve that. Pity.

I hope somebody will save CAD 11037.

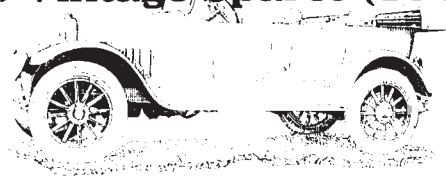
Thanks to: Malcolm Coles and Jim Brown for sharing their story and to *The Classic Motor Cycle*: April 2000.

You can contact Malcolm Coles at email: britbikesandengineering@xtra.co.nz



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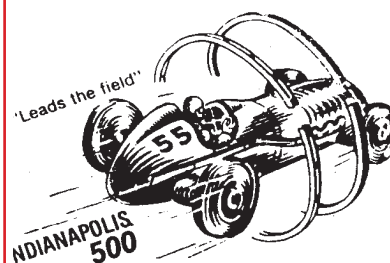


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1952 Moto Guzzi

Falcone 500cc OHV

Owner Bill Veitch Words Ron Gilbert
Photos Paul Spinoglio

And now for something completely different. A car person with little interest in motorcycles might perhaps say, "What's different about the Moto Guzzi Falcone? It has two wheels, a 500cc single cylinder motor. Just another 1950s motorbike."



To a motorcyclist brought up in the British-Japanese tradition, the Italian Falcone is very different. From its funny-looking front forks with bulges on them, through its horizontal engine with strange radial fins and external flywheel, to its rear suspension with no visible springs, but very obvious friction dampers, and many other unusual details in between. And of course, these unusual features together are what together make the Falcone the excellent functional machine that it is.

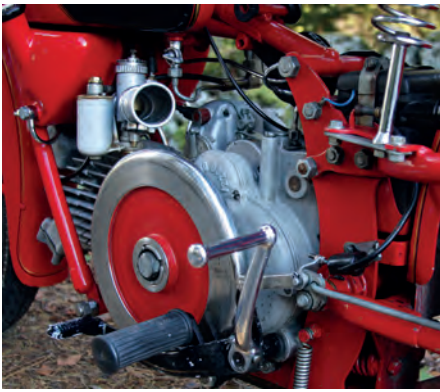
Start with those front forks. The trouble with telescopic forks is the large bearing area of the tubes and the resultant reluctance to react to small ripple bumps. The Falcone forks have a rotating bearing which gives a low-friction supple reaction to small bumps without compromising the advantages of telescopic forks. They just look a bit strange.

Then there's that horizontal engine which should mean a very long wheel base. But that is offset by the short-stroke engine (ultra short for 1920) and by a gear primary drive (again, unknown in 1920), together resulting in a 1498mm

wheel base, an average enough figure in 2011, and about a foot shorter than today's cruisers. So no excessive wheel base, but a very low centre of gravity with the handling advantages which that implies. The low centre of gravity is further enhanced by placing the springs for the rear suspension horizontally under the engine. The friction dampers of the rear suspension may look a little strange and archaic, but they work very well.

The 'bacon-slicer' external fly wheel on the left of the engine is another feature retained from Carlo Guzzi's original 1920 design and must be a big factor in the smooth running of the short stroke engine. The 88 x 82mm over-square engine dimensions were a visionary departure from the design conventions of 1920, and continued through the life of the engine into the 1970s and on into the 1000cc transverse V-twins which followed. Different maybe, but good sound engineering and proven over the half century of model life. Completely different, but competently excellent.

The Moto Guzzi brand is little known in New Zealand other than in race



reports of the 1950s, and in the highly regarded transverse V-twins of recent times. The brand was established after WWI by Carlo Guzzi as designer and Giorgio Parodi as financier and entrepreneur. As noted above, this 1952 Falcone is directly descended in all its essentials from Commendatore Carlo Guzzi's original 1920 prototype. Racing was important to Moto Guzzi from the start, and was a large factor in their success, until waning motorcycle sales in Italy in the mid 1960s forced withdrawal from road-racing. Their Grand Prix wins and World Championships were all achieved by their horizontal singles. Had they been able to continue racing, the fabulous 500cc V8 should have changed that, but it was not to be.

The 500cc Moto Guzzi Falcone was introduced to the public in 1950. Although based firmly on its highly regarded predecessors in a direct unbroken line from the 1920 500cc prototype, the Falcone was a complete update of the 498.4cc (88 x 82) horizontal single and offered substantial improvement in almost every respect. Proof of the commercial appeal of the design is provided by the

fact that the Falcone remained in production virtually unchanged for over 20 years. The Falcone was in turn superseded by an again updated model in 1970, cosmetically enhanced and with electric start and better brakes but still very much a successor to the 1920 prototype.

Bill Veitch's 1952 Falcone, the subject of this report, was sourced in Australia as a tidy, complete machine in running order. Although Bill has not done a complete restoration of the Falcone, he has had the engine and gearbox apart and has brought these back to top order. Recently, both wheels were stripped and rebuilt with new stainless spokes on repainted hubs and original alloy rims. As with any of Bill's motorcycles, every detail is correct for the model year, is correctly adjusted and lubricated, and is clean and well finished. The odometer shows just over 45,000km, but without that one might guess, at no more than four figures of careful riding.

When I arrived at the Veitch home in North Taieri on a beautiful day of autumn colours and a calm mid-twenties temperature, Bill backed the Falcone out while I donned helmet and gloves. One

lazy kick on the left side kickstart (more difference) and the engine responded with a steady reliable tick over. No temperamental race replica this. The heel-and-toe gear change, set rather high above the foot rest, required concentration and did not have the feel of being in touch with the gears which one gets with a British bike. But the changes were positive and I never missed a gear. All other controls were light and positive, and I soon found that 100kph was an easy cruising speed on the open empty roads of the Taieri Plain west of Dunedin. The lightly-damped suspension fore and aft, together with the sprung saddle, dealt easily with road bumps, including several railway crossings. When I got into the twists and turns of Three Mile Hill, an old favourite between the Taieri and Dunedin, I found the handling stable, neutral and pitch-free. The varied tight bends and open stretches of this road showed up the careful choice of gear ratios which matched perfectly the torquey low-revving motor.

On the downhill return, the brakes inspired confidence, the front needing a determined whole hand pull for full power.



SPECIFICATIONS

Engine 498.7cc 2 valve push rod OHV,
88 x 82mm
Compression 6.5:1, dry sump
23 bhp @ 4,500rpm.

Transmission
Helical gear primary drive.
Gearbox in unit, 4 speed.
Chain final drive.

Frame Duplex with rear pivoting fork.
Front telescopic forks with hydraulic
damping.

Wheels Front; 3.25 x 19, 8 inch brake,
finned drum
Rear; 3.50 x 19, 7 inch brake,
finned drum

Electrics
Marelli magneto ignition and
6v lights and horn.

Dimensions
Wheelbase 1498mm, dry weight 175kg

Fuel tank
18litre

No two finger squealing tyre here. But excellent controlled retardation for the sharper downhill bends. Back on the flat, I enjoyed the long-legged easy cruise with virtually no vibration, the comfortable riding position leaning nicely balanced into the 100kmh breeze with the motor giving its slow confident unfussed beat, and the excellent torque available at a twist of the throttle. It was very obvious why the Falcone is often Bill's choice from

all the beautiful machines in his shed. When I pulled up in the Veitch's yard with the engine back to its slow steady tick-over, Bill demonstrated yet another Falcone attribute, the no-strength roll-on centre stand.

In summary, the more than fifty year production run of Carlo Guzzi's 1920 design in all its essentials, was the real-world evidence of the soundness of Guzzi's understanding of the fundamentals of

motorcycle design, and of his genius in providing practical and innovative features such as the over-square engine and the geared primary drive, which were many, many years ahead of other designers.

Different perhaps, but always for good sound practical reasons, and often far ahead of the opposition. And the proof was in the riding.

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1909 Wolseley-Siddeley

The 1909 Wolseley-Siddeley 14/20hp restored many years ago by the late Ray Eunson from Southland has hit the road after an 11 year break. Ray's son Rob drove it on the South Island Easter Rally at Gore. In 1954 Ray along with his brothers-in-law, Colin and Tom McDonald, were looking for a restoration project and found the remains of an old Wolseley-Siddeley on a local property. The then owner had bought it at a clearing sale some years before and used it for transport around the farm until the pinion in the diff expired and the car remained languishing beneath a tree.

When the Eunson/McDonald trio bought it the car lay with the engine still in the chassis with the scuttle, while the back of the body lay under the trees. The plan was to have the car restored for the Southland Centennial in 1956. The front axle was missing and had to be replaced with one of roughly the same shape from a Renault while a missing wheel came from the local wrecking yard. An original axle was found and installed years later.

The wheels are unusual in that the spokes are dished so that on rounding

a corner the weight of the car pressing on the centre of the hub tightens the spokes preventing a wheel collapse, not an uncommon occurrence in an accident or sharp shock situation.

The radiator was original but many other parts required attention. The main bearings were plain bronze shells and nipping up, while rot in the aluminium sump was repaired with proprietary filler. Cast iron brake shoes were replaced with modern Ferodo and Ray spent a great deal of time completely rebuilding the Roi des Belges body using those panels he could salvage.

After a few years rallying Ray wished to re-restore the car so bought the McDonald brothers' share for the value of the tyres that had cost \$30 each. Restoration included reboring the motor and tidying up areas that had not been done the first time around.

Having a good turn of speed the Wolseley-Siddeley prevailed over the Lyons 1911 Ford T that was a nippy little beast in its own right during a spin along Oreti Beach. It also took part on the first Riverton Rally as well as many subsequent ones. It was also a regular competitor on early Dunedin to Brighton Rallies and in 1961 was the outright winner of the Dunedin City Council Festival Challenge Cup. One of the most testing events undertaken was the 1972 Nelson International Rally when it travelled from Invercargill via the Lindis Pass to Nelson. Unfortunately a grand performance was somewhat shattered when an axle broke in the Lindis Pass on the way home. By this time a hood had been fitted, a vast improvement to the flapping tarpaulin previously used to keep the crew dry.

It's interesting to note in a *NZ Motor and Cycle Journal* dated Feb 25 1910 that

"The Invercargill Cycle and Motor Co. have done a good deal in the way of popularising Wolseley-Siddeley cars in New Zealand and the latest made by this firm consists

of a 10/12hp model purchased by Mr W Macalister, Invercargill crown prosecutor, and an 18/24hp Wolseley-Siddeley delivered to Mr Christopher Coombes of Winton. Messrs Lewis of the Invercargill drapery firm have also lately purchased a 14/20hp. This car is fitted with a Roi des Belges phaeton body (side entrance) and has patent shock absorbers and the latest improvements."

Does anybody know what happened to an early Dodge car most likely 1917 that was owned by a man from Waipahi Southland who was killed in WWII. When he left to go to the war the car was put on blocks and was later sold about 1947, possibly to someone from North Otago. The person who gave me the details thinks it was cream with red wire wheels.

Could it be that Model T guru from Wanaka, Alon Mayhew, is tempted to become a boy racer? He is presently gathering bits for his latest project, a 1915 Ford T raceabout. A start has been made and the guards are done.

Restoration Updates

Greg Elder from Gore is progressing well with the 1917 Cadillac. His next challenge is the hood irons that require a rebuild. He's yet to start the motor.

Jim Baird from Taranaki is happy with his efforts building and skinning the colonial body for his 1916 Buick. He's still on the lookout for headlights and other small parts if anyone can help.

Roger Healy from Central Otago has found room in his shed to begin the restoration of the Veteran Chev he got from Don Jenks a couple of years ago.

Roy Sharman has embarked on an almost complete restoration of the mechanical parts of his 1901 Oldsmobile due to extensive wear and pitting. Many years ago it was retrieved from the bank of the Whanganui River. The chassis, step plates and original muffler ends were intact and re-used. The wire wheels and

1917 Cadillac



1917 Cadillac





1918 Mack 40, Richardson Truck Museum, Invercargill.

body had almost crumbled away and the front axle was missing. These 'bones' were purchased by the late John Benton to add to the collection of curved dash Oldsmobile parts he'd been gathering for some time. John had the car finished and running before his death, after which it went into storage for about 20 years until Roy became the new owner. At this stage Roy has a new crankshaft and conrod on the way from the UK. Contact with the Curved Dash Olds Club in USA has verified that this car is the second oldest car of its type known in the world.

John Chynoweth took his Veteran Buick south for the Gore Easter Rally followed by the Veteran and Vintage Tour. All went well until he tried to continue North with the tour after a couple of nights at home in Oamaru. It all became too much for the Buick which protested with a spectacular bang in what was at first diagnosed as the clutch but later found to be a disaster in the diff. This resulted in it being retired to the naughty corner of John's massive shed, while John and Sharon continued on in a Vintage Buick

sedan. All's well now and it is repaired and ready for whatever comes along next.

Whilst on the recent Veteran & Vintage Tour we took the opportunity to revisit the Richardson Truck Museum in Invercargill. Good to see some nice Veteran trucks among the extensive collection. One, a very nice 1918 Mack 40 hp AC 5½ Ton truck caught a few eyes. This truck was originally sold to the US army. After the WWI it was sold by the US Military and returned to one of the Mack truck factories and converted to a fire engine for the Baltimore Maryland Fire Department. When the truck was stripped for restoration at the Richardson Museum it showed very little wear in the mechanical parts which indicated that it had done very little work in the time it was in service. The truck was brought to New Zealand in July 2006 and the restoration completed in February 2008. **BW**

The South Otago Museum has given me a photo of the Winter's 1900 Wolseley taken at the opening of the bridge across the Clutha River in Balclutha in 1935. Can't identify the second car. Can anyone help?



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**Monday 16 January -
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As at the beginning of July, we have over 200 registered entrants. Interestingly, they are running about half competitive and half non-competitive. Entries have been received from the United Kingdom, Austria, Australia, Canada and United States of America. There is a noticeable increase in registrations from the start of the new financial year and we are expecting the bulk of registrations in July and August.

Accommodation

There are over 711 accommodation units already booked for the rally however there are still plenty of motel, hotel and hostel rooms and camping grounds sites available. If you wish to book accommodation, the *Wobbly Wheel* which is available on the website or from your Branch secretary, shows what motels and other accommodation are still available. Or alternatively, you can ring the 0800 number and we will advise you on the up-dated information.

Help Line

Remember if in doubt please ring for clarification 0800 822 7255. Mobile (cell) and International phone calls not accepted.

Veteran Short Hub Rally Route

The Organising Committee has received feedback regarding the Veteran Short Hub Rally Route. We have taken on-board your comments and have changed the format as follows.

This Route (which only gave the option of being non-competitive), has been changed to a Short Rally Route with a choice of competitive or non-competitive. This is available to all entrants.

The Short Route will now be going to the same destinations as the medium and long routes except for one rally day when an alternative destination is arranged. This means that all routes (short, medium and long) are now open to all entrants as either competitive or non-competitive.

If you have any questions regarding this or you require help with completing your entry form, please contact our 0800 help line on 0800 822 7255 (0800 VCC Rally).

Manfeild Pomeroy Event

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All Rally entrants, including those with post 1965 vehicles, are eligible. And you can enter a car other than your rally mount so long as it has a VIC. If your Pomeroy car is not road registered however, you will of course be precluded



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	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.

Marketplace advertising cancellations received in writing prior to advertising deadline will be refunded in full. Where possible **Beaded Wheels** will refund 70% of the advertisement cost for any cancellations received after the booking deadline.

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

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

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

FOR SALE

1929 AUSTIN 7 Needs tidy up and new paint. Excellent motor. Registration on hold. \$7,500 ono. Phone 06 374 0792.

1930 MARQUETTE DOORS X 4 and original covered rear seat. Phone Mike 09 820 5404 or email marquette@actrix.co.nz MEM

1945 NEWMAN TRACTOR in going order Manufactured by Coventry Victor Motor Co. UK. Crank start, good tyres, Original colour. This is an antique lovingly restored by an enthusiastic engineer in 1999. Offers, pics available Phone 09 425 5499 Lorraine36@vodafone.co.nz

1956/57 HILLMAN MINX COMPLETE suitable restoration or for parts. Location Taihape \$400. Phone Peter 021 059 0800 or Barry 06 388 1153 MEM

400X18 TYRES \$300 Five virtually unused as I now have the correct ones for my Wolseley Hornet. Phone 09 521 0357 Fax 09 528 5247 or email jcooke@clear.net.nz MEM

AC 1949 WITH VANGUARD ENGINE For spare parts or restoration Aluminium body/2litre/6cyl. Specs/photo/price phone 09 425 5499 lorraine36@vodafone.co.nz

ALFA ROMEO BERLINA PARTS FOR SALE 1750 engine, dismantled, suitable for reconditioning. Complete less clutch. New gaskets, new -.010 main and big end bearings, limited slip differential, 5 speed gearbox, driveshaft, front suspension parts, brakes and steering, gauges and switches. Prefer to sell as one lot. Price negotiable. Also Triumph Dolomite 4 speed gearbox (1970s model). Offers. email jim@ihug.co.nz or Phone 03 473 9807

BMW R80RT CLASSIC TOURING MOTORCYCLE 1986 ex NZ Ministry of Transport, silver, excellent order. Rego on hold. With MOT red and blue beacons MOT Panniers, dual or single seat full fairings and some spares. Would suit motorcycle museum or collection. \$4,500 ono. May consider swap for part cash and smaller suitable road bike or AMC single or Villiers parts. Phone David 06 323 8340 evenings MEM

BRAND NEW SIDECAR WOOD AND STEEL BODY never been on a bike. 55" long, 22" wide, 20" high with door and red upholstery \$600. Two brass headlamps 5"x5". No glass or burners \$50 pair. For 65 Viva Delux set of side window glass with locks, set of chrome roof mouldings. Various other pieces and boot mats, offers. Phone Bill Munro 04 563 6342 MEM

BUICK PISTONS Brand new set six semi finished being 120 thou oversize suit 1924 Buick. They are cast iron imported from USA. For details contact Mel Tapp, phone 03 426 1433 or 027 433 7298 MEM

BALANCING BALANCING BALANCING, We can balance most Vintage and single cylinder engines, fans, driveshafts etc. Work is carried out on a modern digital machine. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: mscoombesltd@clear.net.nz

CARBURETTOR RE-CONDITIONING — including Classic & Performance makes. 40 plus years trade experience. Free advice. Contact Graeme Tulloch, Tulmac Carburettor Specialists on 027 612 2312 or (Levin) 06 368 2202

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

DISTRIBUTOR PARTS AND SERVICE

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

All aspects of repair undertaken including

Vacuum Advance Units.

MECHANICAL FUEL PUMPS REPAIRED.

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

Contact Quality Rebuilds,

85 Polo Prince Dr, Manurewa, Manukau City, 2576.

Phone/fax Peter Collins 09 267 4700

email: peter@qualityrebuilds.com

www.qualityrebuilds.com

DRIVESHAFTS DRIVESHAFTS DRIVESHAFTS

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

BUMPERS \$15 EACH 1936 T/Plane F+R, 1937 Hudson F, 1938 Buick F. Doors \$35 each, 1938 Buick LHS F, 1938 Pontiac RHS F, 1939 Chev LHS F. Trunk lids \$20 each, 3x fit 1937-9 Chev plus Buick, Olds, Ponty. Phone 03 385 9472 after 10am MEM

FOR RESTORATION A.C. 1952 CLASSIC SPORTS SALOON Aluminium Body/Original AC motor. Unassembled plus \$2000 new parts. 2 litre, 4 seater/6 cyl. drivers manual. For specs/photo & price contact 09 425 5499, Lorraine36@vodafone.co.nz

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

HUNDREDS OF MOTORING AND MOTORCYCLING BOOKS FOR SALE

Marque histories, biographies, racing, manuals and much more. From Lamborghini to F5000, Bathurst to Corvettes, MGB electrical systems to Citroen in the UK, Alain Prost to Bill Lomas. Check out the current stock on our website: www.markview.co.nz

FORD T MAGNET COILS Come have a look for many other hard to find parts. Also 475/500x19 tyres. Phone 06 368 3472.

HOLDEN 6 CYL PISTON AND RING SETS: 90.49MM 85.725mm, 3.250in, 3inches FJ. All OS. 1 set BMC 2.8750in OS. \$250 per set. Phone 07 884 7127 evenings. Pick up only. MEM

INDIAN PRINCE GEARBOX in good condition or trade for AJS 500cc G8 1926 gearbox or parts. Phone 03 215 7961 MEM

KING-PIN KITS, TIE ROD ENDS,

Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gasket/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, for all makes and models, especially: Austin, Chevrolet, Chrysler, Essex, Ford, Hillman, Morris, Standard, Vauxhall. **Ronald Lever, 87 Tui Rd, Papatoetoe, Auckland 2025. Phone 09 278 3888 evenings.**

MAGNETOS, REWINDS, PARTS AND SERVICE,

all types. Contact Chris Slater, Coil Winding Services, Hupenui RD, Greytown, Wairarapa. Phone 06 304 9466.

PISTONS FOR VINTAGE AND CLASSIC ENGINES

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

PISTONS PISTONS PISTONS PISTONS

FOR VETERAN, VINTAGE, CLASSIC & ODDBALL ENGINES.

We can supply piston sets for most makes & models. All piston sets come complete with rings & gudgeons. We have over 700 listings at competitive prices.

M S Coombes Ltd
344 St Asaph St, Christchurch
PH 03 366 7463, FAX 03 366 7462

PENRITE ENGINE COOLANT

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

PENRITE OILS We carry a large range from Vintage to Modern engines. Gearbox, diff, S.U dash pot and water pump grease. M S Coombes Ltd, 344 St Asaph Street, Christchurch, Ph 03 366 7463, Fax 03 366 7462, Email: msoombesltd@clear.net.nz

GOT VIBRATION PROBLEMS?

The crankshaft pulley/balancer/damper may be the cause. Rubber perishes over time. John at **Harmonic Damper Rebuilds** can rebuild your pulley like new. He has a proven system to re-rubber and re-sleeve dampers. Most can be rebuilt as good as new and save you money and engine repairs. 027 666 3350 or 07 863 3350 damperdude@gmail.com

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

VINTAGE CAR REPAIRS

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

Phone 341 5100 Fax 341 5101

All Classic and Vintage Car restoration.

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

LATHE FOR SALE MK Harihar MB type 2 single phase, length overall 2 metres, height to centres 170mm, length of rails 1200mm, between centres 42 inches, geared to 30 second. Lathe used by Mike Brown to manufacture his 1901 White Stanhope Steamcar, photo on request Lorraine Brown Warkworth, Lorraine36@vodafone.co.nz, 09 425 5499

MORSE TIMING CHAIN new outside guide 46 links 15/16" wide \$85. Morse timing chain new outside guide 48 links 15/16" suit 38 Mopars upward \$85. Mopar pistons and pins 3 1/8 plus 0.30 thou new \$240. Starter solenoids new for all mid 1930s Mopars \$95. Phone Don 09 267 4837 or email: exclusiv@slingshot.co.nz MEM

ROOF OVERHEAD CONVERSION 16 VALVE Suitable for Model T Ford. New piston rings etc, twin carbs, oil pump, big end blocks, modified crankshaft, valve springs etc. Lots of spares. Offers. Phone 06 368 3472 MEM

SELL ON BEHALF VELOCETTE MAC MOV parts to 1947. Mudguards, tank, tool box, girder fork, crank case halves, cylinder head, gearbox casing, Amal carb bodies & parts, rear wheel, piston. Phone me for full list. Fiat 501 mint handbook \$30, Claudel Hobson Sales Brochure 1920s \$20. Veteran handlebars inverted levers molded on celluloid grips, Yummy Swallow side chair restoration. Phone Trevor 03 384 5211 Christchurch

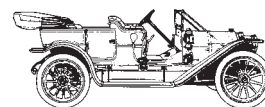
SUN GAS ANALYZER EPA75 Needs TLC. Offers. Phone 07 884 7127 evenings. Pick up only. MEM

TAIL LIGHT LENS NEW 1932-39 for all Chrysler family cars \$65 each. Delco lovejoy shocks 2 front and 2 rear good cond \$100. Phone Don 09 267 4837 or email: exclusiv@slingshot.co.nz MEM

VALVE REFACER WARREN AND BROWN 21200 inc seat cutting kit and spares. \$1,250 Phone 07 884 7127 evenings. Pick up only. MEM

WOODGRAINING; paint finish on metal window trims, dashboards and other interior fittings contact John Martin 03 445 0598 or 021 109 1309 or martin_jw@xtra.co.nz

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



AOTEAROA WOODEN WHEELS

Vern Jensen

Member of Manawatu V.C.C.
H.C.C.A. (NZ)

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

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



VCC Rally 2012

HOW TO ENTER

A printed entry form is included with this issue of Beaded Wheels for VCC members and also is available from your branch secretary.

For more information or to enter online to to www.vccrally2012.co.nz

If you have successfully completed registration through the website, you will have received instant confirmation that it has been accepted –if this has not happened, or you are unsure contact Neil on 06 343 628.

If you wish you can pay a deposit of \$100 now and pay balance of entry fee by instalments.



1926 BUICK STANDARD 6 TOURER Beautifully restored for the 1980 Rally and still looks as good today. Full leather interior with full torneau cover and side curtains. Motor and drive train quiet and smooth. Rego and WOF. \$38,000 ono. Phone Doug 06 753 3029 MEM



1933 HUMBER VICTORIA Salmon & Sons sports body with Tickford hood. Total rebuild with added electric overdrive. Restoration of the Year winner Canterbury 2010. Hood raised and lowered by a small crank handle. Full history of import to NZ. Must be driven to appreciate. Phone Bob Hayes 03 352 1449 or email bobandree@clear.net.nz MEM



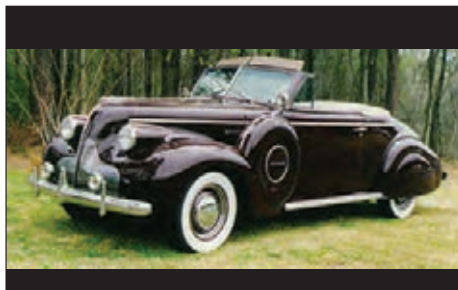
2 CADILLAC GEARBOXES ABOUT LATE 1920S Two bumper bars (70½") (63½"). One Cadillac radiator surround in good order. Offers. Phone 03 762 6031 jgboyes@minidata.co.nz MEM



1954 MG TF 1500. Original 35,000 miles. Not concourse but a nice patina of age. A very tight and together car on the road. American import, LHD. Photos by request on Email. \$39,000. Contact address. bentley6@xtra.co.nz Car in Cambridge NI.



1950 FORD PREFECT Older body off restoration, mech. rebuild and full interior. 100E motor, radio and heater. Current Reg & Wof. Mech. spares available also. \$5,500 ono South Island deliver possible. Phone Stan 03 439 5653 or email Solved@netspeed.net.nz



1939 BUICK COUPE CONVERTIBLE. Approx. 60% body off restoration. When completed will look like photograph, of this extremely rare 1 of only 2 originals ever imported into New Zealand in 1939. Believed to be 1 of 8 now left in the world. What offers above \$60,000 as is where is, in Christchurch. Email ftrust@slingshot.co.nz or phone 021 078 4755.



AUSTIN 16/6 1930. Excellent order, rebuilt motor (shell bearings), gearbox and diff. Registered and warranted. Many spares, including spare body. \$17,500. Phone 09 402 5965.



1947 CHEVROLET STYLEMASTER Continually registered, original plates. WOF. 3 owners. Cauty car all its life. Repainted original colours 30 years ago and upholstery redone, otherwise original tidy condition. \$16,000. View at Te Puke Vintage Autobarn. Contact Ray Singleton 07 573 6547

www.daviescoachworks.co.nz

RESTORATION WORK by qualified Coachbuilder. Woodwork, panel and fabrication work for all Vintage, Veteran and Classic cars and Motorbikes. For all your restoration requirements phone Davies Coachworks 03 310 6691 or 027 330 9581 or email daviescw@live.com



HEAVY DUTY BATTERY Made by Polaris, USA. 12 volt measurement 17"x7"x7". This is a modern version of a 1920s/30s battery. It has never been filled from new. Just needs filling and charging. Surplus to requirements. Reasonable offers. Please phone 06 377 3391 MEM



1975 VAUXHALL VIVA HC Reconditioned engine, new radiator and battery. Very tidy original condition. 90,000kms current reg and WOF. \$2,750 ono. Phone Robin 06 278 7335 MEM



1965 ROVER 3 LITRE MARK 2 C. White with red leather upholstery. Manual 4 speed, 6 cylinder with electric o/drive, power steering, 130,000 miles. In great condition, drives well and very well maintained. \$10,000 or consider a swap for an automatic. Phone Ewan 03 217 2831



1936 CHRYSLER CABRIOLET. Fully restored. WOF and Reg. Excellent upholstery, inc. rumble seat. An extremely rare model. Drives extremely well. More pictures on request. Priced at \$89,500 NZD. All inquiries to: vcics@xtra.co.nz or phone 03 312 4686 MEM



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



CHRYSLER 1938 P6 Deluxe. Full restoration twin tail lights and wipers. Overdrive. Original Registration papers. Phone Brian 07 576 6182

MEM



1937 STANDARD FLYING NINE Reg on hold, unrestored, very good condition. Shed stored last 14 years. Motor runs beautifully. Last rallied in 1992, 74,077 miles. Lady owner. Best offer. Phone 09 433 9962 evenings.

MEM



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



VINTAGE 1923 WOLSELEY TOURER A very rare opportunity to purchase an original 1923 Wolseley AC7 14hp tourer. It has a four cylinder side-valve engine of 2600cc. An older restoration but runs well. Genuine expressions of interest only. Phone Carol 03 332 4702 or email baleykate@hotmail.com

MEM



1972 HOLDEN TORANA LJ2850 Registered and WOF, drives well. Immaculate condition, 3 owners and very low kms. A sporty car that is a real pleasure to drive. Genuine expressions of interest only. Phone Carol 03 332 4702 or email baleykate@hotmail.com

MEM

FREE ADVERTISING*

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

It is easy — just email your advertisement to beadedwheels@vcc.org.nz or complete the form on this page and post to us at Marketplace Beaded Wheels, PO Box 13140, Christchurch 8141
Deadline for receipt of advertisements and payment for our August/September issue is 10 July 2011.

CONDITIONS OF FREE ADVERTISING

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

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

I wish to advertise in Beaded Wheels.

Payment where required must accompany your advert.

Name (block letters) _____

Phone _____

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

VCCNZ Membership number is _____ / _____

Text & colour photo.

\$56* Tick which column you require

WANTED FOR SALE

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

Text only advertisement.

\$24* Tick which column you require

WANTED FOR SALE

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

Advertisement copy to read (45 words) _____

Non-VCCNZ members Payment by

Cheque

Credit Card *Visa/Mastercard only (Amex & Diners not accepted)*

Card Expiry Date: ___ / ___ /

Name on Card: _____

Card Number

Cardholder Signature: _____

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



1956 DAIMLER CONQUEST CENTURY A Barn Find. Just 4818 examples were built of this model. Great example and drives beautifully. Car located in North Canterbury. For info/photos visit www.waimakclassiccars.co.nz. or contact Jesmond on 0274 990 020/03 310 6485 or email info@waimakclassiccars.co.nz. Price Firm at NZD8950



1925 CHRYSLER 58 ROADSTER, regrettably offered for sale due to ill-health. An older restoration in very sound and good motorable condition - delivery miles only after a full engine re-build. New WOF and will be sold registered. \$25,000. Phone 03 359 8737 for more details. MEM



1936 SINGER BANTAM BODY SHELL (possibly 1937). Good condition. Light surface rust only, due to shed storage. Suit restoration project where someone is wishing to replace poor bodywork with a solid shell. \$150ono (scrap value). Located at Te Horo, Kapiti Coast, Wellington. Phone David 06 364 3235 or david@stratcom.co.nz. MEM



1930 DESOTO BOAT TAILED CONVERTIBLE 2 seater speedster with an 8 cylinder inline 215cu. in side valve motor on original solid chassis. Steel bodied. Expressions of interest and enquiries around \$20,000 are invited to moneysworth@paradise.net.nz or phone 03 312 8844 MEM



1924 HARLEY DAVIDSON JE1000 Fully restored, new tyres, mikuni carburettor, original schebler goes with bike. Warranted and vinned, goes well. Located in Southland. \$25,500. Phone 03 201 6410 or email bev-harvey@xtra.co.nz MEM



1928 RUGBY 4 DR TOURER Ready for 2012 Rally. Genuine reason for selling. Rego and warranted. Very reliable car. Offers. Phone 07 377 3574 evenings MEM



BUICKS TWO 1938 SERIES 40. One with twin side mounts on road. Second car complete with head off. Reg on hold. Spare engines, gearboxes, diffs, body parts. \$35,000 ono. Phone 04 567 5979 MEM



1935 PLYMOUTH COUPE Baby boomers' special. Wanting something different for 2012 Wanganui Rally? This car will stand out in any lineup. Drive with confidence. Current Reg/Warrant/vehicle ID. Personalised plates DAD'35. Phone 027 602 4420 or 07 888 5768 MEM



1930 MODEL A FORD SPORTS COUPE Immaculately restored with new tyres. Runs well. Registered and warranted. Registered 4 seater. \$30,000. Phone Pat 03 323 7887 or 027 606 1413



SIDE CAR tube chassis, cable brake. Trailing arm suspension, 18 inch wheel. Steel body mounted on rubber blocks. Top of nose section slides forward for entry. \$950. Phone Brian 09 236 0691 MEM



1972 TRIUMPH GT6 MARK3 Red with black upholstery. 6 cylinder 1988cc. Reg and WOF, 129,671 miles. VCC Vin P60V04141. In good condition. Drives well. Has been very well maintained. Have owned for the last 9 years. \$8,000. Phone Colin 03 308 5151 Ashburton MEM



1929 VAUXHALL 20/60 R TYPE Original ownership papers. Workshop manual (copy) parts book, registration, WOF. Owner since 1964. Original car. Requires some maintenance. \$15,000 negotiable. Phone Alex 03 442 3393 or email a.m.casey@xtra.co.nz

WANTED TO BUY



1956 HILLMAN MINX OHV 1400cc Recent motor reco to plus 20. Rust removed. New paint. Original interior. All extras. Nice to drive. 84,000 miles. Comes with new WOF, Reg and battery. \$5,000. Phone Garland 06 344 2295 Wanganui
MEM



1983 MERCEDES 280GE GELANDEWAGEN Petrol. Auto, 2 door, Red. ODO 162,000. Personalised plates. Very sound. Current owner almost 18 years \$12,000 ono. Phone 09 528 5569 or email ed.worthington@xtra.co.nz

1928-29 MODEL A FORD RADIATOR in good condition. Phone 06 868 8058 or email butpetedol@clear.net.nz
MEM

1929 AUSTIN 12/4 GUARDS Also 20" Sankey wheel and spare wheel bracket. 1929 Nash Special 6 gearbox and good wheel rims. Phone Kevin Casey 03 453 0818 or email caseyleadlights@xtra.co.nz
MEM

1930 MODEL A COUPE BODY in good condition wanted to swap for 1930 roadster in good condition. Phone 027 251 7164
MEM

1934 CHEVROLET MASTER GLOVE BOX DOOR and lock, starter switch and knob. 1939 Chevrolet locking exterior door handle, headlamp lenses. Phone Chris 03 351 1084
MEM

1936-39 CHEVROLET 1/2 TON TRUCK REAR GUARDS. Anything considered, also 1938-39 Ford 1/2 ton truck rear guards. Anything considered. Phone Brian 07 548 0085
MEM

1950 TRIUMPH THUNDERBIRD COMPLETE FRAME, front guard, rear guard or rear 500mm of rear section, rear no plate bracket, petrol tank to repair bike damaged at National Motorcycle Rally at Oamaru. Pre swing arm Speed Twin or Tiger 100 parts suit. Consider rolling frame or parts bike. Phone Ian 03 418 0606 email ianwilma@ihug.co.nz

BITS NEEDED FOR AN 8 CYLINDER BUGATTI: Scintilla side lamp and bracket. Scintilla 8 cylinder distributor. Jaeger Paris instruments (black faced) including: 0-160+ kph speedo, 0-6000 tours (rpm), Huile (oil) pressure , Eau (water) temp. Phone Paul Hicks 09 425 7015 hicks.family@xtra.co.nz



SWALLOW COZZACK SIDE CHAIR in need of full restoration. Opening boot & scuttle. Remains of hood & hood mechanism. Leather cloth inside lining complete & VG condition. Wheel missing but brake still there. Rubber silentbloc type chair suspension. Selling on behalf. Best offer. Phone 03 3845 211 email trevor.wendyl@xtra.co.nz
MEM



MOTORCYCLE PARTS MADE TO ORDER. Tanks, carriers, levers, sidecars, cover panels etc. Presently we are fabricating a tank for a 1915 Rover motorcycle. Call us and see how we can help you. Davies Coachworks 03 310 6691, 027 330 9581, email daviescw@live.com Shaun Davies Qualified Coachbuilder.

BUICK, OLDSMOBILE, PONTIAC OR CHEV 1929 30 roadster or tourer hoodbows for small Buick Roadster restoration. Phone Peter 09 276 1605 Mobile 0272 816 050
MEM

EXHAUST FISHTAIL Phone James 09 428 1075
MEM

FOR 1936 ALVIS CRESTED EAGLE Luvax RMPT lever arm vane-type shock absorber, BTH JD6 magneto and Lucas C5H dynamo. Any condition or parts of these items would be welcome. Phone Charles 09 238 9430 or cpwarren@ps.gen.nz
MEM

FORD B4 WATER PUMP suitable to recondition. Just housing would do. Phone Ron 03 547 7469 or email ronandjan.johnson@gmail.com
MEM

HOLDEN EJ OR EH DOOR sill scuff plates, front and rear. Phone Maurie 07 345 6540

MAGNETO 2 CYLINDER CAR TYPE BOSCH DU2 or similar. Prefer complete and with clockwise rotation but all offers considered. Tel 021 053 4611 or kmaxwell@xtra.co.nz
MEM

MERCEDES-BENZ SL 350 (1972 MODEL) Left and right inner door panels in tan / brown upholstery. Must be complete and in very good condition. Phone 07 854 6660 Email to desandval@clear.net.nz
MEM

MOTO GUZZI GALLETTO AE PARTS and information needed desperately. Phone 03 545 2457 email pallas@ihug.co.nz. Mark
MEM

OLD MOTORCYCLE OR SCOOTER wanted for restoration project. anything considered. Phone Mark 03 545 2457. Email pallas@ihug.co.nz
MEM

PARTS SUITABLE FOR 1950 JAMES SUPERLUX AUTOCYCLE. 21 inch wheels chain guards, toolbox lid, handle bars and levers. Phone 03 385 6953
MEM



1947 MERCURY 4 door sedan. Original side valve V8. Beautiful paintwork. Nice tidy interior. Reluctant sale. \$29,000 ono. Phone Don or Doris bus 09 439 0475 ah 09 439 7992
MEM



1971 SUNBEAM RAPIERE New tyres, clutch, pressure plate, exhaust, rearshocks. Rebuilt brakes cyl head. P. Plate Rapiere spares. \$5,500. Phone 06 878 3989
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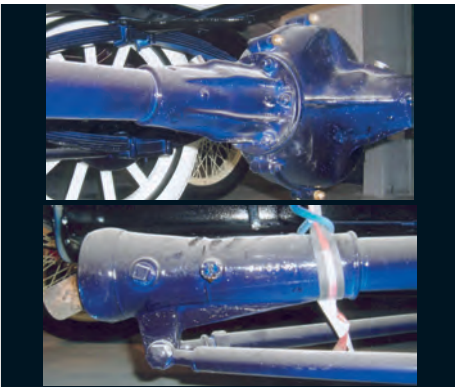


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EARLY AMERICAN WESTON MOTT DRIVE SHAFT HOUSING Also need full elliptic springs. Any leads appreciated. Interested in any Krit and Oakland parts, anywhere. Phone Brendon 06 362 6564 MEM

SINCLAIR GODDARD POWER PAK BICYCLE MOTOR In any reasonable condition. Wanted for nostalgic reasons. Phone Colin Jack 03 439 4565 or email cojak@xtra.co.nz

PONTIAC MODEL 6-27, the early two wheel brake type. I would like to hear from anyone who owns, or has owned, one of these cars or who knows of the whereabouts of any surviving parts for these. Also want a kingpin set for this model. The four cylinder Chevrolet uses the same kingpins. Mark Dawber, 678 Marshland Road, Christchurch 8083, Phone 323 9121. Email lmdawber@clear.net.nz.

STEERING HEAD/CONTROLS or complete steering column for Triumph Mayflower/TR2/TR3/TR3a. Phone Laurie 03 448 6438, 021 260 1227 txt ok, or email christchurch@caci.co.nz MEM

VETERAN TOOLBOX FOR MOUNTING ON RUNNING BOARD. Centre window for a Perfecta tonneau metal screen Pd. No. 717117 with or without fittings. Manual carburettor T type body No. 10-87 for Buick 1925 Master. McLaughlin-Buick type taillight with red stop lens as well, 1924-1926 era. Phone Neil 03 434 9470 MEM



1961 DODGE PIONEER Auto inverted-roll over fins model, four door sedan. Must be right hand drive and as original as possible in driveable condition. They also put this model out as a De Soto. Phone John 021 390 262 of Stewarts Classic Cars. I desperately need one for my museum and it will be well looked after.

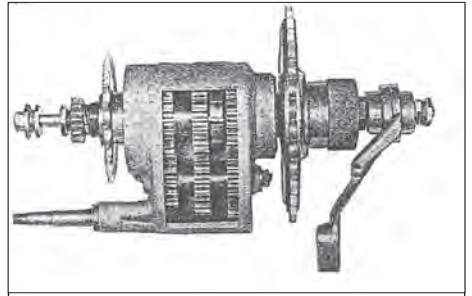


LOOKING TO BUY AN SU "SLOPING" CARB, No. RG4B. To fit on a 1925 Rover 14/45. Email to manning@nettel.net.nz or phone Steve on 07 577 9104. MEM

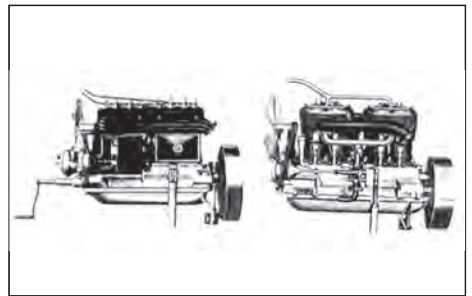
WANTED AJS 500CC G8 1926 GEARBOX OR GEARS. Have gearbox but worn out. Help or advice on replacement parts. Missing kickstarter parts and gear change. Phone 03 215 7961 MEM

WANTED FORD 32-34 COMMERCIAL HEADLIGHTS or headlight rims and lenses. Phone John 07 345 7973 or email livit2themax@hotmail.com MEM

WANTED FORD 33/34 COLONIAL CAB COWELL Phone John 07 3457973 or email livit2themax@hotmail.com MEM



LOOKING FOR TWO BOLT CROSS OVER GEARBOX for 1913 Alldays Matchless V twin motorcycle, and contact with other owners worldwide. Also still need BSA model K rear hub and Veteran Triumph parts. Phone Chris on 09 533 8050 email taylorhq@xtra.co.nz



WANTED EITHER OF THE ILLUSTRATED MOTORS in any condition. Also any parts for 1912 Cutting. Phone John 06 765 5554 MEM

WANTED TWO OVAL WINDOWS approx 12x6 inch for 1920s era soft top. Phone Brendon 06 362 6564 MEM

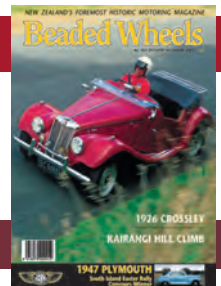
WANTED, ANY KNOWLEDGE OR WHEREABOUTS of a 1936 Chrysler one piece overdrive, complete or parts. Contact Don Huggins, phone 09 267 4837, email exclusiv@i4free.co.nz

WANTED, VILLIERS 197CC 6E ENGINE complete or dismantled. Parts considered, including basket case motorcycle. Please contact John on 04-567 9160 or goldenflash@clear.net.nz

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If you wish you can pay a deposit of \$100 now and pay balance of entry fee by instalments.

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A posh afternoon tea
Cavalcade of cars
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12-13 NOVEMBER 2011

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OTAGO BRANCH

40TH DUNVEGAN MOTORCYCLE RALLY 1-2 OCTOBER 2011

This years rally will be Dunedin based.

The Saturday run will include a visit to Dunvegan Station (south of Clinton)
and return to Dunedin for the evening meal and prize-giving.

Accommodation in Dunedin will be at a premium. The Rugby World Cup has
games planned for Sunday 2nd October so please, be in quick. Billeting will be
available as an option. Contact the Rally Secretary for further information.

Entry forms will be sent to all branch secretaries and can also be requested by
writing to "The Rally Secretary" P.O. Box 2547 Dunedin.



WAIKATO VINTAGE SWAPMEET

CAMBRIDGE RACEWAY, CAMBRIDGE
Sunday 20 November 2011

Gates open 7am

ORGANISED BY: Waikato Branch of Vintage Car Club and
Waikato Vintage Tractor and Machinery Club

FOR ENQUIRIES AND SITE INFORMATION CONTACT
Ph Les Webster 027 227 4954 or after 6pm 07 887 4954

WAIMATE VINTAGE CAR CLUB

SWAP MEET

Saturday 3 September 2011

Venue: Branch Club Rooms, 4 Harris St, Waimate
8am – 1:30pm

Entry \$2 – Food & drink available



For site info contact
Mark Thomas 03 689 6232

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John Foot
North Island Club Captain

captain's log

Welcome to this the first of the Club Captain's column. John Chynoweth and I will be contributing to this column in alternate issues of *Beaded Wheels* and I have the honour of writing the first contribution.

During April Shirley and I hosted the North Island Club Captain's Tour which covered 1375 miles from Cambridge to Cape Reinga and return to New Plymouth for the National North Island Easter Rally. Most daily routes were 100 miles or less with visits to places of interest along the way. Some of the entrants have already booked for the next one in 2014. Taranaki Branch hosted the North Island Easter Rally in conjunction with their annual Maunga Moana Rally. This was a good weekend of motoring over some very good roads.

The VCC Rally 2012 at Wanganui is drawing near at a very rapid rate now. The organising committee have been working extremely hard to bring you a memorable event so now they would like to see your entries come in thick and fast to make all their efforts worthwhile. The branches have also been putting a lot of effort into checking the Monte Carlo routes while still holding all their own events throughout the year. Thank you to those branches that have been involved for your time and efforts. It is much appreciated.



100 Year Vehicle Badges

There are 123 Veteran vehicles out there that qualify for these badges but to date there have only been 37 applied for. These badges come in an unfinished condition. They clean up to a very nice badge with a small amount of your time and a piece of scotch brite, allowing you to have the final finish you want, be it brass, chrome etc. The badges also come at no cost (except plating costs) to you the owners of these vehicles so why not send your application to National Office now and obtain one of these very nice badges for your pride and joy.

Winter is now upon us so maybe it is time to start on some of that maintenance on your vehicles so they are up to the normal high standard that you maintain your vehicles to. I need to fit a new set of king pins into the Buick as the testing station says they are getting a bit too loose.

Until next time please take care on the roads.

Ashburton

Peter Knight

The night trial held on 14 April saw a moderate turn out of members. After an interesting run David Oakley (driver) and Ngaire McKenzie (navigator) won the respective trophies.

Our annual swap meet was held on Saturday 7 May. With almost all sites occupied it promised to be a great day, but steady rains bought proceedings to an early finish. However rank and file members participated in our major fundraiser for the year. The weather cleared on Sunday and quite a few members took part in the local Rotary Club's Annual Classic, Vintage and Veteran car run.

Peter Lambie arranged a run mid week on 11 May to the Burnham Military Camp for the PV and PWV cars. Nineteen cars made the trip north. We were given a thorough tour of the camp. We learnt about the history of the Burnham district and the state of New Zealand Armed Forces.

The annual meeting was held recently with some long standing serving officers deciding to take a well-earned break. Among those retiring were Rod Begbie (secretary), Roger Hart (treasurer), Peter Lambie and Percy Ralston (committee). Peter Jacob is our new secretary with Ruth Shephard taking over as treasurer. Owen Wilson and Chris Shephard join the committee. Dianne Ross is our new National Executive delegate and *Beaded Wheels* scribe, while Allan Guillford is the new editor of our Branch magazine the *Blow Out*.

We welcome to the Branch Alan and Beverly Bennett with a 1955 De Soto truck, Marie and Gordon Allan with a 1937 Morris 8 sedan and John and Patricia Hood who have a 1930 Ford A truck (restored) and a 1955 Chev truck (unrestored).

Auckland

John Stokes

Motorcycles: We extend condolences to the families of Don Gordon and Alan Grout, both of whom were prominent in our motorcycle section. Graham Durbin's 1926 Twin Port AJS won the Cecil Light Memorial Trophy for restoration. Robin Foot's 1934 BSA, an original one-family bike, was also displayed. Ray Pratt of Auckland Motorcycles & Power Sports spoke at our May meeting. Ray had a lengthy career in speedway, chairs and BEARS racing as well as dealing in bikes. New section members include Stephen Green with two Ariel Red Hunters, a Vincent Rapide and a Norton Dominator and Julian Jones with two Triumph Bonneville's. He has cars as well. Alastair Moffat has two Matchless and a Velocette, Roy Norgrove a 1960 Triton and two Triumphs. Peter Williams has rejoined with a '29 BSA Sloper and a BSA B31. David Bryant won the Bert Cuthbertson Rally on



Four generations of the Oliver family at the National North Island Easter Rally at New Plymouth.



Eastern Bay of Plenty: Invitation Day

his 1953 Triumph Tiger. Graeme Crawley won the Eddie Sim rally on his 1938 Ariel.

Veteran: Wayne Welch has completed a 1915 Ford T roadster.

Vintage: We welcome Don and Carol Cresswell with a 1923 Rolls-Royce 20hp drophead coupe and Ron and Naomi Herholdt with a '26 Ford T, '28 Austin Chummy and a '31 Austin Seven Box saloon. Rod Simpson has joined with '28 and '29 Austin 16/6s. Dennis and Colleen Lowden have three '28/'29 Hupmobiles and a 1931 Reo Flying Cloud. Vintage owners did well at our Experts Rally with Russell and Jocelyn McAlpine winning in the 1930 Ford A and Owen and Jayne Hayward 3rd in the 1922 Paige Daytona. Shirley and Charlotte Bovis won Waikato's Double Fifty overall in their '28 Model A Ford. Norm and Pat Dewhurst had a good run with the ex Bob Clark 1925 Essex roadster.

PV PWV P60V: Jack Nazer has purchased David Oliver's 1934 Chrysler Airflow. Alan and Eileen Roberts won their class at the Taranaki Maunga Moana Rally, in their 1966 Hillman Super Minx. They have attended 45 out of 47 of these events. Owen and Jayne Hayward have bought a 1952 Dodge Coronet convertible from Australia. We welcome Caroline Bree with a 1937 Austin Ruby, and Gary and Liz Farquhar with a '51 Armstrong Siddeley Whitley. Don Strange has rejoined with a '59 Ford Galaxie. George Mihajevich has bought a 1954 Hudson Hornet coupe ex the USA.

General: Our library has received very significant donations of quality books from Bill Miller and Rod Welch. We welcome James and Colleen Begbie to our ranks. Auckland won the Auckland/Waikato trophy at the Double Fifty rally. Peter Crowther has stood down as Chairman and John Campbell has taken over. Merv Stowers and Jim Bell have received their 35

year awards and Rob Bovis, Wayne Roberts and Stephen and Tracey Winterbottom have their 25 year ones. Rodger and Val Ball won our points trophy, Peter and Lorraine Crowther the husband and wife award, George Mihajevich pride of ownership and Paul Carly the Triers Cup.

Banks Peninsula

Paul Tayler

On 12 May we held our AGM and saw a reasonable attendance of discerning members who returned the highly polished administration intact. The branch is in good heart.

At the invitation of the Nelson Branch two of our members travelled to the Sandy Bay Hillclimb on 15 May. We stayed as guests of Doug and Lyn Macdonald at the beautiful Old Macdonalds Farm. Geoff Owen drove his C type to the event, raced into third place and next day completed the 1,000km journey (open top all the way). I had the pleasure of winning the event with the hard driving Doug taking second. Tricky with a wet road but a very well run event co-run with the Nelson Car Club. Take the chance next year if you can.

Our Hadstock Park Gymkhana on 22 May was a great success with many entries and a pleasant day. It was pleasing to see entries from our young members and this we encourage for their enjoyment and increased skill base. The series of courses saw the lead change and navigation was at times less than Capt Cook's. George Kear again triumphed in the Mini Cooper, Geoff Owen in the Ford Special took second from Russell Yeats third, driving an MG B.

A busy May concluded with a Night Trial. Starting at the Belfast Pub carpark on a clear but moonless night 12 cars, drivers, navigators and 12 torches travelled with varying degrees of accuracy the 46 miles to the Ashley Pub with 16 questions to answer on the way. Champions of the evening were Doug and Jo Moody in a Mk 1 Cortina.

Bay of Plenty

David Joblin

The Branch held its Annual General Meeting in June. By popular choice Alastair Jones is our new Chairman. There were a few changes at committee level; one of the most important being that of editor for our *Klaxon* magazine. After five years of great service by Carole Lindsay, Bryce Strong has taken up the position. After five years, Chris Railton hands the Treasurer's role to Keith Perkins.

During the last two busy months we had a number of runs, starting with Martin Cary's Breakfast Run to the Solar Barn at Oropi. 25 cars took part and there was great interest shown in the complex as the owners are completely self-sufficient in electricity. They take nothing from the national grid, generating their own. Heating is by open fire.

Gideon De Lautour and John Carroll took us to Waihi for a Wednesday run where we visited the Gold Mining Museum. We saw a display of gold mining equipment from when Waihi was the largest gold mine in New Zealand and the Karangahake Gorge contained a thriving town with stamping batteries and cyanide baths. We marvelled at Phil Burke's four projects on the go, including a 1937 Hudson and the revamping of a railway engine.

In company with Rotorua Branch a visit was made to the Toyota factory in Thames. Pre-owned cars are given a comprehensive check and warranted before going to dealers. Watchorn's Truck and Motor Museum at Awakeri was visited in company with car clubs from around the region. A must-see for anyone interested in older trucks and cars in excellent running order.

Our intrepid travellers, Bob and Lynne Douglas in their MG TC have started from their base in Barnsley in the UK and are currently in Germany. They will be joined



The Rongo Mai Wahine marae at Mohaka, which was built from pit sawn timber in 1885.

by Mark and Sheila Masters in their MG TC and all are on their way to Beijing.

Murray Toms is in the process of assembling the complete body-off restoration of his 1956 XK 140 Jaguar and Bruce Hutchison has his 1913 Daimler back from having its body fabricated. It now only needs upholstery and painting.

New members welcomed are Allen Collect, 1966 Cortina; Bryce and Christine Strong, 1966 Daimler; Doug Wood, 1929 Morris Sport; 1969 and 1972 MG BGT, Doug and Louise Barn; 1960 Pontiac, Jessie McIndoe; Dean Muller, 1936 Plymouths (3); William and Lynley Sorrenson, 1938 MG TA, 1974 MG B T and Will and Jillian Peck, 1951 Bradford 1957 Daimler Conquest and a 1971 Viva coupe.

Canterbury

Tony Becker

Just when we thought the February shakes were consigned to history, along thunders another batch in June. Canterbury Branch buildings and facilities have suffered little additional damage, unlike some members' nerves!

AGM 2011 drew the largest attendance for years, every available seat being occupied. Perhaps added interest in the dual nominations for Chairman motivated this. Standing Chairman Marilyn McKinley, however, graciously congratulated Gary Genet on being successfully elected to the role. It was however, disappointing that the large attendance failed to fill all committee positions. Trophy time saw rally and restoration winners presented with awards for their

success. Bouquets and recognition time for outstanding service by Andrea Dellow, Graeme Sword and Ross Butler followed this. After 19 years producing branch monthly magazine, *The Hub* Heather and Mike Glenday were thanked for the role they have owned for almost two decades.

General business revolved around motoring and social programmes, swapmeet, parts-shed shelving and extension plans.

One of highlights of recent events was The Autumn Run of two days to Hanmer, which again proved popular. Club Captain Graeme Sword and family treated members to a well-planned highly enjoyable break. The annual Irishman Rally provided a break too for the 111 strong entry, the run included new territory was a really good event. A different June outing for the 9-90s members too; a walking tour through Christchurch Men's Prison at Paparua. All were left with a sobering determination to make it their last!

Eastern Bay of Plenty Joy Growden

We had two cars go to the Easter Rally in New Plymouth and one that ventured to the South Island where the McFarlands made the most of their, trip taking part in three car events.

In May we hosted an Invitation Day where we invited many different car clubs and people with specialised vehicles. We had over 70 vehicles on display from a 1915 Studebaker to a late model Holden Monaro racing car. It was a very successful day with lots of talking and a few members found.

Our AGM was held at the end of May and although the weather was terrible a good number turned out. The official positions all remain the same with a few new faces on the committee.

The local Presbyterian Church celebrated an open day at the end of May and invited us to display our cars and take people for rides.

Far North

Dave Duirs

The Bairds organised our Brian Parker Memorial Rally over 74 miles of scenic driving, mostly on gravel roads. Twenty cars took up the challenge over two separate routes using photos, silent checks and clues over Takahue saddle, Diggers Valley, and Kaingaroa areas. Club Captain Dave and Peg Hills took the trophy ahead of visitors the Jefferys and Parkers. It was a challenging day!

The Mothers Day/ Topp Trophy run, set by the Clarks, had twenty cars cover 50 km using "collection" clues. It travelled through the back-blocks of Peria and Fairburns. The MaKays and Ruth Reid continued their winning streak followed by the Wallaces.

One of our competitive rallies, the Molloy Trophy/End of Registration run showed the true spirit of VCC motoring. Starting from Kerikeri with four maps we had to plot our route from provided clues before setting off. First casualty was an Chrysler on a steep hill at Te Ngaire with fuel problems. A tow over the hill and away she went, leaving a BMW "helper" stranded with a dead battery. At Stony Creek, a Nash gave up with transmission problems. The passengers and crew were offloaded and a trailer organised. By the time we reached Mangonui/Taipa it was getting dark with menacing drizzle making clue reading difficult, but most were determined to continue!

The finish to a challenging day was enjoyed over a Mid Winter Christmas theme dinner at the clubrooms, to be interrupted by the BMW crew arriving on a transporter. The Duirs were the surprise winners followed by the Mackay team.

Our AGM was well attended with all positions organised for next year.

Gisborne

Rodney Clague

We had an interesting and informative speaker at our May club night. Caroline



Canterbury: According to participants Irishman 2011 live up to its reputation with yet another superb event.



Manawatu: Doug Dixons beautiful new restoration, the 1962 Alvis collected an impressive quantity of dust from the roads during the run.



Some of the entrants at the beach, The Porsche (Hoffmans), '61 Moggy (Corkins), '39 Chev pickup (Steve Bright) and '55 Zephyr (Chapmans) handled the gravel with enthusiasm.



Marlborough: Barry Hutchinson's garage. Stewart Johnson, Phil Taylor and Barry Hutchinson admiring Barry's collection of bikes.

Maclaren spoke on her visits to the Antarctic where she spent two stints of five months each at Scott Base.

The Neil Peterson Trophy run to Wairoa was run in glorious weather. We met at Wairoa and then travelled south through Raupunga before stopping at the Mohaka Bridge. From there we continued on the Old Mohaka Coach Road for 12 kilometres to Spring Hill Station. Our host's house was built on a small plateau and had a magnificent view across undulating country to the coast. Paradise! In the afternoon we returned to Wairoa, passing the Rongo Mai Wahine marae built out of pit sawn timber in 1885. The unusual feature of this building is that it is round rather than the normal rectangular shape, and it is thought that it was built that way to accommodate dancers rather than imitating Rua's round temple at Mangapohatu.

Our Annual General Meeting was held on June 15 and resulted in Mark Dunn retaining the chairmanship. Rodney Clague is the new secretary, Rosalie Douglas treasurer, club captain Graeme Revell, editor Rodney Clague, committee Phillip Cook, Ray Squires, Allan Douglas, Tony Bartlett and Dick Neill.

Allan Douglas has added a 1961 James motorcycle to his collection. We all look forward to him bringing it along on a club run once all the final paperwork is done.

Gore Branch Jim McFadzien

After a short briefing the annual Gore VCC Night Trial was under way on 21 May. Fourteen cars and crews followed instructions through Gore streets before heading into the country looking for signs and dates and business addresses, then over the Mataura River twice and back

to the clubrooms. However, we then were confronted with five objects to identify. One object which everyone thought was a butter dish, was in fact made for removing garlic skins. The thimble-like objects were for raising queen bees, and another which looked like a burglars tool was for lifting frames out of beehives. A roller was for making strip pastry. The crew of five in the Austin A40 Somerset belonging to Graham and Heather English, won the trial.

Tapanui's Vintage Musuem was our afternoon tea venue on our last run of the season. Eighteen Vintage and three modern cars left the clubrooms after a simple parking test won by Bill Sheddan in his Sunbeam Tiger. This test spaced the cars out nicely. The long route of some 70 miles took us through districts which reflected the pasture growth we are having with a long mild autumn. Tapanui's museum is a little gem, and a credit to the pioneers.

Since then we have had our Annual Meeting with only a couple of minor adjustments to the committee. An eventful year for the Gore branch.

Hawke's Bay

Even though we are getting into winter Vintage motoring continues. In mid May we had the Lady Drivers Run ably organised by Sharon Jenkinson and won by Barbara and Henry Wall. The June branch run was out to the country home of Bruce McDougall; a great site perched above the Ngaruroro River. Bruce gave a demonstration of rust repairs and panel work that might encourage some to get back into serious restoration of their cars.

Also in June the motorcycle boys took to the streets for what was promised to be a straightforward run and no unsealed roads,

Esther Smith

Then there was the "Do You Remember the '50s/'60s" night. Lots of great music and dancing and funnily enough we knew all the words.

The branch has not yet elected its new officers and committee due to the Annual General meeting having to be rescheduled for technical reasons. The branch AGM will now be held in August, so hopefully we will get a good turn out of members again.

A concept plan has been prepared for the new clubrooms and published in the Mag for member's comments and for discussion.

Work will still continue on the plans and on some preparatory siteworks. However building the clubrooms will not start in earnest until the existing clubrooms are sold.

Looking forward to spring and maybe a run out to see the daffodils. We have the annual safari at Labour weekend. This time it will be based at Rotorua. The Safari planners have had a few organisational problems as it clashes with the end of the Rugby World Cup.

Horowhenua

Peter Nightingale

The Kapiti coast mid-week run was in our patch this time and nine of our members joined them for lunch. Their afternoon included a short drive to the Blueberry Art Orchard north of Levin. The German owners demonstrated their skills of wool carding, felt making, wood carving, and print setting and printing.

The annual meeting saw the election of officers and presentation of awards. Special thanks to Club Captain Fred Foothead and magazine editor Bev Foothead who are stepping down after a long term in these positions.



Horowhenua



Northland: Stephen Green's 1937 Ariel Red Hunter. Not one but two Douglas Dragonflies, a rare sight indeed. Don Greens 1930 Rudge Ulster.

Our Sunday Run was to a large collection of tractors owned by Grahame Cottle, then later a garage raid.

Manawatu

Allan Hardacre

It's been wet in the Manawatu of late but not as wet as other parts of the country. However, all club events over the past two months have been held in dry or at least reasonably dry conditions. It is always a bit disappointing to the organisers when the weather for the night trial turns out not to be windy with cold rain or preferably snow or hail. However, as is usual around the shortest day thcole night was long and dark. The trial started at the Waterford café and it was then off into the darkness. After an inordinately long period of disorientation in the depths of the north eastern Manawatu, sanity reappeared with a good meal at the clubrooms.

The post run back in May explored the least obvious way of getting to the east coast beach resort of Akitio by driving on lots of gravel through thick cloud and a little rain before we arrived in almost summery conditions at the beach. After topping up on calories and then answering a bunch of obscure and possibly stupid questions that were vaguely related to motoring, a rally winner was decided. Peter Wilton from Hunterville (Ford Capri) who had the possibly unfair advantage of driving a grader on many of the roads that we covered during the run, won the question time and therefore the rally. Then the really tough country started. Bruce Lambie (Citroen) described it best by slightly mis-quoting Winston Churchill "When you are going through hell, keep going!" but then Bruce is a bit of a softy when it comes to gravel.

Marlborough

John White

We had a very successful AGM with a good attendance and the only office not elected, sadly, was the position of Editor, in my opinion one of the most important jobs in our organisation. Our newly elected chairperson Carol Wiblin, has served in this position for a number of years previously so is well equipped and able to service this branch's requirements. The other activity of note was our annual prize giving dinner, another well-attended occasion. Lots of awards to members notably two long service badges, one to Trevor Harris, branch secretary for many years and the other to John May for services to the branch. John organised the 24 hour road trial on the old Hawksbury motor race track near Renwick for the 13th International Vintage Car Rally based in Nelson in 1972. This particular type of event is not likely to be repeated in this country. The motorcycle enthusiasts had an enjoyable run up to Waihopai and back in May, and in June we

set out to raid a few motorcycle members' garage collections. The day started off with heavy rain so no one turned up on bikes. Just to prove the interest members have in each others' collections we had a great attendance and set off in a convoy of modern cars into clearing weather for the rest of the day. We enjoyed a short run to the coast where members were able to check their speedo's against a GPS unit on a straight stretch of road. I heard one or two muttering about how far out their speedos were.

Nelson

Pat Kennedy

15 May saw the Sandy Bay Hill Climb – an excellent venue near Kaiteriteri. This is a joint effort with Nelson Car Club and has become very successful. The weather cleared and a good day was had by most. Entries were equally divided with 12 from each club. Christchurch entries were down this year due to problems caused by the quake damage. Geoff Owen in his replica



Nelson: Sandy Bay Hill Climb. Lineup of cars waiting for their turn to go up the Hill. Don Amon (Daimler Special), Gordon Dankin (Daimler SP250), Joe Gillman (35 Ford V8), Dion Schwass (Austin 16 Special) and John Mills (XK Janguar).



Nelson: AJS Car with a Coventry climax motor. Lineup of Bradfords and Jowetts at Ray Win's Museum.



C type Jaguar, Paul Tayler in a Mistral and Joe Gillman from Greymouth in his trusty 1935 Ford V8 made up the out-of-town entrants. Also it was great to see Doug Macdonald in his lovely Alfa Romeo.

9 June and it was time for our Annual General Meeting with low attendance numbers and difficulty in filling some of the positions. John Hurley was elected as our new Chairman (the old campaigner back again). John has a busy year ahead of him which includes the National AGM being held in Nelson in August.

On 12 June we had the opportunity once again to visit Ray Win's great workshop and Museum. A good attendance and plenty there to absorb. Ray Win has a great collection of Bradfords, speedway bikes, Trekkas, electric vehicles, and a rare 1928 AJS car.

Northland Terry Lambess

April 10 saw us hosting the Club Captain's Tour for a pea/pie/pud dinner much enjoyed by all, followed by much discussion on the Vero Rally and routes to Wanganui. Hopefully fuel costs will have eased by then. May saw the AGM and Clark Cup Rally. The AGM went well but the torrential rain put paid to the Clark Cup as a lot of the rally required leaving your car to check out questions. It will be run at a later date. We decided to hold our Swap Meet in conjunction with the Classic Car Club/Hot Rod Car Club Show. Moving it to May for better weather thankfully paid off. The Mothers Day Run on 8 May was organised by Don and Doris Wakefield. It ran from Dargaville across to Whangarei then to McClouds Bay. All mothers received a gift supplied by Don and Doris.

May was certainly a busy month with the Northland Motorcycle Rally again organised by John Rummery. Murphy's law prevailed again. Despite last minute checking, the council decided to lay new seal on a stretch of our route. This led to a supplementary sheet of instructions for those who did not wish to seal their bikes. A visit to a local collection of bikes was declined at the last minute. Sometimes you just can't win.

This year there were 72 riders and as always some amazing restorations, a beautifully restored 1937 Red Hunter Ariel by Stephen Green; a 1930 Rudge Ulster restored by Don Green, also beautifully done. All topped off by the sight of not one Douglas Dragonfly but two. The rally ended with the prize-giving dinner. The overall winner of the Rally was Neville Olsen of Auckland, Stephen Green also of Auckland won the peoples' choice with his 1937 Ariel Red Hunter.

North Otago Juith Miller

The North Otago Branch of the Vintage Car Club has been very active this year. On 2 May the branch hosted the participants of the Veteran and Vintage Tour organised by Marilyn McKinley of Christchurch. The South Island Club Captain John Chynoweth had a spot of bother with the crown wheel and pinion in the 1918 Buick, but was able to swap it with his 1927 Buick sedan and continue the tour. Participants who had trouble on the tour, were able to overcome their problems with the help of VCC members throughout the South Island. Alvis wheels, Graham Paige timing and Model A gaskets, to mention a few.

Our members attended the Ashburton swap meet on 5 May. The crowd seemed to be of good numbers, but buying was a little restrained. The swap meet was rained off at about 1pm.

The Rotary run in Ashburton the following day was well attended, and had as usual a wide range of collectable cars, convertibles being featured this year. An Aston Martin Roadster, MGs, a pink 1956 Ford Thunderbird and a Citroen 2CV. Another contrast was two American coupes of the 1970s; one a Lincoln and the other a Cadillac Biarritz parked near a Reliant Robin 3 wheeler and a Mini. We

were taken on a pleasant run around the Mid Canterbury countryside, which looked a picture.

There has been a growing trend in the Vintage car movement of members acquiring later model 30 year old cars in good original order. Well used roughish Ford and Holdens are climbing in prices. This maybe where our younger members will come from. Present members should encourage these people as new VCC members.

Otago Arthur Bennett

Commiserations to our friends in Christchurch for their continued quake troubles.

Our Restoration and PV, PWV Rally attracted 25 vehicles and three cars were entered in the restoration side of things. Mark and Nicola Wilkinson produced their 1962 Austin Mini Cooper, Peter and Beth Daniell their 1938 DX Vauxhall Touring Sedan, and the winner Doug and Marilyn Wither with their 1964 Mark III Zephyr. The car's first owner was Doug's father in 1981. It was shed stored for 20 odd years before restoration began early this century. Also the Vauxhall had been shed stored at Tai Tapu, but the previous owner could not remember the exact date. So cars are still coming out of the gloom of earlier years.

For our AGM 65 people signed the attendance sheet. Everybody kept their position and we welcome Stu Campion as the Club Captain.

A new addition for the branch a 1928 Model A catering van. Members Alan and Trevor Wilson went to Turangi and bought the van off Fraser and Kathy Lake who had used it in Hamilton for the past 16 years as a catering vehicle, and on club runs. The Wilsons left Turangi 25 May and arrived in Dunedin on 28 May covering 1,000 trouble-free miles.

We now have a new editor for our club magazine and thanks to Leonie Young for her very professional editing and assembly over the past years. As all scribes know, everybody has news but they never tell the reporter.

Welcome to new members John Anderton, 1926 Ford, 52 Dodge, 1927 Chrysler Light Delivery and Doug Leggett 1934 Austin 7.



Otago: Peter & Beth Daniell's 1938 DX Vauxhall Touring Sedan.

Below: Alan Wilson accepting the keys from Fraser Lake at Turangi.



Doug & Marilyn Wither's 1964 Mark III Zephyr.



Mark and Nicola Wilkinson's 1962 Austin Mini Cooper 997 MKI.



Wairarapa: Tony Lane drives through Eketahuna in his 1929 Willys.



Neville and Beth Taylor at the wind farm in their MG B.

Taranaki

Colin Johnston

Our Branch will be celebrating 50 years on 11 September this year and we will be having a party. Because the Rugby World Cup is happening right on our birthday and continuing through to October, we will be putting our celebrations on hold until November and have decided to have a road rally. A cavalcade of entrants' cars/motorcycles ahead of a celebration dinner. These celebrations are set for the weekend of 12-13 November. More details will follow.

At our branch AGM we had a change of officers and the new Chairman is Colin Johnston. The new Secretary is Bill Durling with Veronica Oliver as Treasurer and branch delegate. Phil Frank has retained the position of Club Captain.

At the North Island Easter Rally held recently in New Plymouth the Oliver family had an historical lineup entered as there were four generations participating on the rally.

Dave Ranson from Urenui is making very steady progress on his 1935 MG TA and has had a new wood body frame made of American ash by Neville Rhodes in Marton. This work is of the highest standard and Neville certainly is a master craftsman. The rolling chassis and gearbox and motor are all completed.

New member Kevin Smith, New Plymouth, has joined our branch with an interesting number of cars. A 1962 Morris, 1974 Triumph, 1947 Standard 14 drop-head and a 1946 Morris. Also Ron Hyatt with a 1952 Riley has become a member and Lloyd Gleeson has rejoined owning a 1965 Panhard. We warmly welcome them to our branch.

Taupo

Greg Natrass

Our branch AGM was held in May. This year chairman Norman Pointon stood down. This position has not been filled at this stage, but we are hoping it won't be vacant for too long. Also standing down from the committee has been Laurie Tyler and Janice Maxwell, with the election

of Bruce and Trish Jefferies and Brent Davidson. Our magazine editor Lester Strawbridge also has called it a day, so currently we do not have an editor. Lester has left quite a legacy for the next editor to fill. A great, entertaining magazine was produced for our branch.

Our branch run was our Navigators run. Due to bad weather the turnout was down to eight cars. New members Rob and Jane Sacklyn, along with Bob Severne and Ray Perry (in separate cars) taking out first place in the run.

We have also welcomed more new members Allan Hosking with a Series 1 Land Rover, Colin and Annaka Davis with a Fordson Thames truck, and Bob Taylor, who has transferred from Auckland.

June was our mid-winter potluck dinner. Our June Brass Monkey run was postponed at the last minute due to unforeseen circumstances, but is due to be held in the near future.

Rotorua

Evan Dorrington

Recent outings included a visit to Watchorn's Truck and Car Museum, near Whakatane, where the Eastern Bay of Plenty Branch is based, a visit to Wingspan where New Zealand Falcon are trained to protect grape plantations and a show of cars to celebrate 97 years of the Whakamarama Country School.

Those with time on their hands travelled through the picturesque Karangahape

Gorge and the Coromandel Goldfields for a two night stay in Thames.

This trip featured a guided tour of the Toyota Signature car plant. Toyota management staff welcomed us, before dividing our group into parties of ten, for conducted tours.

Originally the factory, with a staff in excess of 500 assembled new cars, but closed for economic reasons in 1998. The last car built at Thames is on display at the factory.

Nowadays the plant restores near new vehicles for sale to approved dealers. A staff of 66 restore around 17 vehicles each day.

This Japanese owned company is managed and staffed entirely by New Zealanders.

The tour did not stop with Toyota. Maurie Crowe had organised visits to a colourful butterfly enclosure, a display of ancient and restored bicycles of the push variety and a stop at Yesterday's Barn in Netherton. The barn was a new discovery housing old trucks, tractors and machinery in various stages of restoration. A popular tour, with plenty of variety.

Southland

Malcolm Hodgkinson

With the mild winter weather we have been experiencing in the south, there has been no excuse for not working on the garage projects needing attention.

Our June mid-week run was well attended with 20 cars and 45 people taking



Wairarapa: Time for a hot drink and warm food at the end of the run.



Glen Bull with the Reading Standard with which he won the motorcycle reliability trial.



Waitemata



part. The excursion ventured to Western Southland.

On 21 May we had our PW/P60V Rally which saw 51 cars lining up at the start. The rally took in the lovely roads of Northern Southland to Mossburn. Rally goers had the opportunity to visit Duncan McGregor's Museum containing Army vehicles, GMCs, Chevs, tracked vehicles, jeeps and fire trucks. A truly amazing line up of vehicles and machines in original condition.

After much planning and hard work by several dedicated branch members, our kitchen area has had its makeover and with new vinyl to be added, we will have a modern up-to-date facility.

The AGM saw a significant change of office bearers with an enthusiastic group of new people. The branch certainly seems to be in good hands.

South Otago

John Cook.

April's branch meeting was held in Barry Delaney's workshop in Milton instead of our clubrooms. What an interesting evening followed after all the formalities were over. We began with a visit to his neighbour Bill Kearons who is presently restoring a Fiat Topolino for a client and to view his "rotisserie" set up for restoring cars, door panels and inserting windows into buses and railway carriages. Our next port of call was to Milton Panel and Paint

to see how Peter Ryan was progressing with his 1948 Ford Truck.

Our Annual Night Trial was held in May also, and this year was run by David and Kathy Renton. An added surprise to the evening was the arrival of the South Island Club Captain John Cheynoworth and partner Sharon Chambers in their 1928 Buick. Our evening route had us travel to Finegand, Warepa, Taumata, Te Houka then returning to the clubrooms.

At one part of the trial I was travelling behind the Buick and as it travelled along in the dark all I could see was the single right-hand tail light. After I passed all that could be seen were those close together yellow headlights. Quite impressive on a crisp, winters night! The winners for the evening were Bill and Gaynor Falconer in their 1971 Rover 3500 V8.

And last but not least there has been a whisper that Gary and Sue Beaumont have themselves a 1949 MG TC, and Ian Mossman has completed his restoration of an early '50s Karrier truck and is planning a trip to the North Island in it.

Waikato

Jeremy Brook

The club continues to run well. At the election the existing executive committee was returned with Eric Rogers putting his hand up for Club Captain and being accepted with alacrity, and Colin Storey joining the committee.

Our big event of the year, the Double Fifty with 115 cars, enjoyed sunny weather and a well-planned route taking in the Hauraki Plains with a winding dirt section well-suited the old cars. The public were invited to view the start and the *Waikato Times* supported the event with full page coverage. First placed Waikato entrant was Katherine Parsons.

Terry Pidduck organised a commercial day in May with 20 vehicles turning up, ranging from Diamond T trucks to Land Rovers and tractors. This was the first in what we hope will be the start of a succession of enjoyable commercial days.

The annual prize-giving included the presentation of 25 year badges to Graeme Cook, Mike Arthur, Jan Dearlove and Gordon Dearlove. Peter Spiller certainly deserved his award as Clubman of the Year.

The night rally was a great run, well organised by Don Missen. However the drizzly night was further dampened by the Braddock's Daimler being hit by a non-ralliest. Luckily they escaped injury; not so the car. Winners were the Bruntletts.

The motorcycle section ended up at Mike Arthur's home in Tirau to view his collection of bikes which he has recently moved down from Auckland. 25 people had a great day out.

Wairarapa

Kevin Ball

Wairarapa is getting good at fluking fine weather for its monthly runs, the latest being from Clareville to the wind farm over the Manawatu Gorge, an hour's drive north. Much of the travel was on SH2, with a few scenic kilometres of sealed back roads. The turbines were awesome up close, but the wind that drives them had a touch of the South Pole about it and few lingered, retreating to Woodville to stock up on warm food. The run, organised by Gary and Barbara Lang, attracted around 20 vehicles.

Another hardy bunch, 15 of them, turned out for the two-day winter motorcycle reliability trial in May. Day one was marred by an absolute downpour, but after that conditions were pleasant. Winner of the trial was Glen Bull, astride his 1913 Reading Standard, a bike he bought 46 years ago but which had been off the road for 13 years. It rates at 1200cc, cruises at 50mph and is good for 80mph, Glen reckons. Stopping is another matter, a one-inch-wide contracting band on the rear wheel providing barely-adequate braking in perfect conditions and virtually none in the wet.

With all the attention on bikes in May, member Gary Hickling decided to organise an informal car run. Armed with a membership list, he got on the phone and was astonished when 28 cars and around 60 people turned up. A short run over familiar



Wanganui: Left: Des and Phyllis Cornwall's Graham Paige, taken coming up our lane for lunch. Right: I took this while navigating inside the Buick (who said ladies can't multi task?).

country roads was followed by lunch in Greytown. Another club attraction is games afternoons at the clubrooms on the first and third Thursday of each month. These are organised by Myrna Lane and Evelyn Chisholm.

Waitemata

Di Humphreys

Waitemata'ites are still on a Roycroft Trophy High! We have already secured a date for 2012, April 14-15, and our spies tell us that there is fettling happening in garages all over New Zealand as members anticipate having their suitable Vintage ready for next April.

In the meantime our annual Springhill event was cancelled by the Springhill property owners. The grass areas down both sides of the the private airstrip had become very wet and only the week before our event date another car club had caused considerable damage to the grass. We hope to run this event again but we'll try for next summertime.

Another annual event, Ryders Drive, Dine, and Movie, was held in May with the starting line-up for the drive not being very well patronised. We did feel a bit sorry for John Gairdner, the organiser, but with members and friends of the branch turning up at the Ryders venue under their own steam we actually finished up with a full house. The roast meal is just like Mamma used to make and the movie, organised by Ian Goldingham, is always good with a Vintage motoring type theme. *Genevieve* was the choice this year.

The Annual General Meeting gets a good turnout with the free meal before the serious stuff being a drawcard. The 'old' committee got themselves re-elected before their brains had time to connect with horizontal shaking, and the 'young' Steve Sharp had the nous to speak very quickly and get himself off the committee before the re-election! We do have another young Waitemata'ite on board and welcome Craig Laing. Craig came to his first committee meeting and surely went home with a fuzzing brain.

Our next event is our annual R'OilCan and with the Goldingham team at the helm we should get to see some interesting parts of the country. Although entries have not closed I know organisers already have a good entry list including some from other branches.

Wanganui

Fay Chamberlain

Lots happening lately! One of our new members, Kevin Grieg has produced two Sunday Runs, with another breakfast version coming up. For someone who has only been in the branch a matter of months, that's awesome.

What a delight it was to see so many members turn up for the Annual General Meeting of the branch on 1 June. Sixty folks made a very full room, with a lot of interest shown in the change of committee. Our long term (five year) Chairman Ed Boyd stood down, and is replaced by Keith Turner. Club Captain Dick Mottram also stood down, with his position being taken by Mike Marshall. Great to have volunteers, no voting required, and everyone happy with the result. Chairman Ed has been responsible for great progress in the branch, in particular with scrap metal collections, raising funds to enable the branch to have a large, new parts shed. His five years have been busy ones, and we are very grateful to him for his time and efforts.

The Christchurch Rover car raffle was organised by Ed, well supported by branches throughout New Zealand, and resulted in the winner, a keen Rover bloke Ron Casey from Manawatu, joining the Manawatu Branch.

Our Annual June rally went well. Through Papaiti, and on through the wop-wops via a narrow, corrugated, slippery road, for more than two hours. Great scenery. For some entrants it was a first, with many not knowing where the end of it would be (actually Kai Iwi). Club Captain Dick organised a scavenger hunt for the afternoon section, which proved a lighthearted fun way to get back to the clubrooms. The overall winners this year were Ian and Fay Chamberlain in their 1917 Buick tourer. Not often a Veteran with no speedo gets the privilege.

Many members are now entering for the 2012 International Rally. As time moves on, interest is growing!

Wellington

Ray Betteridge

Our AGM was held in May and Chairman Aaron was pleased with the brevity of the whole thing. Less than 20 minutes with no contention and a positive outlook for the new year. The workshop extension was formally opened thanks to a huge effort by a good number of our members.

On 22 May with sunny weather a good number of ladies turned out for a pleasant run north to Mangaroa Valley and back. Joanna Buck was victorious in spite of her navigator husband Kevin. The men's baking competition was cleaned up again by Colin White. Its getting a bit monotonous, so come on guys let's knock him out next year!

Owen Archer and his team organised a Model A run for Queens Birthday weekend

and with a number of out of town visitors. Twenty-two Model As were treated to a city lights tour up Mount Victoria to see our beautiful city in its true lights. On Sunday we toured north to the Rimutaka incline, then travelled to Khandallah to enjoy Fred Hamer's eclectic collection of lovely vehicles. The weekend was topped off with a visit to Weta Workshop's public display.

On June clubnight we were entertained by Graeme Berry. Having spent his working life with hot rods, Cobra replicas and dragsters he has retired to making 1:12 scale model cars. He has a small lathe and a drill press and a tonne of patience. His precision and attention to detail are awe inspiring. A Bugatti wheel in brass, and door handles that work. Graeme has a two year waiting list.

Wellsford/Warkworth

Rita Jorgensen

The last midweekers outing for the year was held at Chris and Joanie Fields' property. The ladies admired Joanie's grand garden while the men disappeared into the garage. Parked up were a 1964 Rolls-Royce Silver Cloud, Joanie's 1954 Daimler Conquest and a 1979 BMW 635(csi).

On Sunday 17 April entrants in the North Shore Branch Northern Raid Rally stopped off at our clubrooms for their lunch break. What a great asset to have our own clubrooms.

James Welch has donated photo frames so we will soon have a good display of our cars on the wall.

Three branch vehicles were entered in the National North Island Rally in New Plymouth as a team. Harry and Margaret Heaven and Linda, Morris Minor; Doug and Anne Hamilton, Morris 6; Leon and Brenda Salt, 1928 Model A Ford, placed third.

On their lifestyle block near Warkworth Jamie and Julie Thompson have an extensive collection of memorabilia, old vehicles and garden sculptures, including a Viva estate backed off a jetty into a dam and an old Chev 4x4, back broken by a load of logs. They also have a SPCA shop shelter for strays. Plenty for members to see on a visit in May.

At our AGM Leon Salt, Chairman, was re-elected with Brenda Salt, Secretary, Michael Guffogg, Club Captain, and two new committee members. After the meeting Christine and Patrick Monaghan explained their work in transferring photos to DVD.

West Coast

Hemi Te Rakau

18 June 2011 saw the Annual Rosco Trials held at Reefton. The number of entries was less than previous years, especially from Christchurch in the aftermath of the 'quakes. But the enthusiasm was still there in buckets full. Regulars from former years' events returned again to



Wellington: Photos – courtesy of Stan Garmonsway.



West Coast: John remarks casually to Roger "Is that a Ford?"



Club Captain Roger looking for an Austin 7 that he swears drove in here!



Oh no, what a disappointment, he's pulled up a Morris!



Roger finally found his missing Austin 7 with Des Plummer & Bob Plummer still in it!



Like Wildebeest gathered on the savannah.

pit their machines against the obstacles and the terrain of the course. Typically for Reefton and the West Coast, the weather was fine for the day's events. So fine in fact, that some of the course had to be changed from previous years because of the lack of mud and water to challenge the skills of the competitors! The Inangahua River had moved to another part of its bed taking the water with it and so that part of the course had to be re-designed to provide a format that would see many entrants battling to stay on the course and complete the challenges without the deeper water courses

and spray. Austins, Morris and of course Fords were the base vehicles of choice by their builders. As usual the rivalry between Morris and Ford led to much heckling from knowledgeable bystanders. Whilst the verbal exchanges were going on around the course the Austin 7s quietly showed what they were capable of, especially in the tight forest courses where the longer wheel based cars came to grief. As in previous years, the camaraderie of contestants and hosts came to the fore and made the annual event the success it has become on the national calendar. The branch would like to thank

all the entrants for coming to the West Coast and showing us what their cars can do. However, most of all we would like to thank Rosco for allowing us again to use his farm and yards to put on such a great and enjoyable event. It is notable that this year Rosco himself took on a driving role for many of the events in a borrowed car of Morris origins.

Results:-

- 1st Short Wheelbase, Des Plummer (Austin 7)
- 1st Trials, Richard Topliss (Ford)
- 1st Lady, Marion Edwin (Austin 7).

OBITUARY

Graham Wallace Canterbury Branch 6 June 2011



I first met Graham Wallace in early 2000. Wife Betty had just been appointed Archivist and I had been asked to help her. I found that while Betty managed the Archive, Graham provided her with technical knowledge, especially when the VIC registrations started and the Archive was called on to verify all sorts of submitted vehicle information. He was very supportive of Betty in her work and always accompanied her to

the many VCC meetings and functions she was called on to attend.

When the National office and the Archive was relocated to its present site in 2001, Graham spent much time and effort in fitting out the new Archive; painting, hanging pictures, and erecting the shelving and cabinets.

He and Betty were both raised in Hawke's Bay, marrying there in 1961 before transferring to Christchurch when Graham began work as a fireman initially with the Air Force and with the then Christchurch Municipal Fire Brigade. Later he managed service stations and drove trucks for various firms.

They became joint members of the VCC Canterbury Branch and became heavily involved in branch and national activities. He owned two Holden Toranas, a WWII Jeep and a lovely 1923 Wolseley tourer which they rallied extensively around

the country. Many times he and the Jeep were called on as backup, especially for the famed Irishman Rally. He also became involved for a time with members of the Bentley fraternity in their rallying.

In 2001 Graham fell ill and was diagnosed as having a degenerative bone condition. That he survived for so much longer than is usual for those with this ailment is largely due to the care and attention given him by Betty.

I visited Graham and Betty regularly and was always surprised at his dogged determination to keep his Club activities and interests going even though his frequent visits to the hospital and his medication must have been draining. I do not ever remember him complaining about his condition.

He was a good friend and will be missed.
Grant Hitchings

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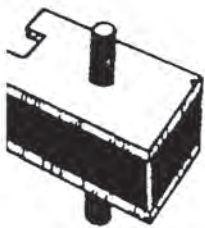
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