

NEW ZEALAND'S FOREMOST HISTORICAL MOTORING MAGAZINE

Beaded Wheels

No. 325 December 2013/January 2014

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Behind the Wheel of La Petite Royale

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These two images are part of a collection submitted by RM Sharman in 2008. The photos feature both Jonathan and Christina Sharman posing with their brand new 1929 Chevrolet. The photos were taken in Pukehuia where Jonathan was a locomotive driver for the Public Works Department.

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

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

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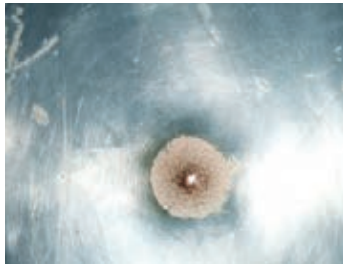
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Beaded Wheels

Issue 325 December 2013/January 2014



John Callesen recounts his participation
in the centenary tour of the famous
European Alpine Trial, see page 14.



This bullet hole still proudly decorates
Kevin Casey's Nash, see page 28.



Check out the marketplace for this little
project, it won't last long, see page 45.



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Nelson – Biennial Rally

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COVER

Test driving the Southward Type 46 Bugatti. see page 20.
Photo Stan Garmonsway.



president's message

As this is the last issue of *Beaded Wheels* for 2013, I have been looking back over a busy year attending National events, 50 year badge presentations around the country, and special invitations from branches celebrating their 40 or 50 year anniversaries. Christine and I wish to thank all the branches who have hosted us for these special events and especially those who have kindly accommodated us, and provided us with fine vehicles to participate in the celebrations. Unfortunately we have been unable to attend all of the invitations, as some have clashed with other events we have already agreed to attend. In these cases I arranged for an appropriate member of the management committee to officiate on my behalf, and I know they have all enjoyed the hospitality provided by the branch and members. I have been advised that our oldest branch is due to celebrate their sixtieth anniversary in 2014, and that will be a special celebration.

The oldest Veteran car rally in the southern hemisphere is due to be run on 25/26 January 2014. The Dunedin to Brighton Rally will be held for the 60th time and this is also a real milestone for our club. The last *Beaded Wheels* issue featured the 2013 rally with details of next year's event. I hope as many Veteran vehicles as possible can attend this important event. This is an opportunity to publicise the Vero International Festival of Historic Motoring 2016. Michael Lavender and I have just attended a meeting with the 2016 Festival committee in Dunedin and spent time with the Event Manager, Aaron Joy. We are pleased with planning for this event and look forward to participating. The Dunedin committee have had advice and assistance from the Wanganui committee and have also taken on board the views of some of those who attended Wanganui and have written to us with their views on major rallies.

Christine and I recently attended the 4th National Commercial Rally in Gisborne. This event was well run and included some interesting vehicles. There were fewer than 40 entries, which was disappointing for the organisers, but this was offset by the family atmosphere created by the smaller group of participants. We were delighted to see one of our young members take home a trophy from

this event. John Perich from Auckland had made a beautiful job of restoring his 1954 Ford truck and attended the rally with his mother as navigator. Congratulations John. It is great to see young people like you getting involved in the preservation and restoration of club eligible vehicles, and participating in national events. We were kindly hosted by Geoff and Diane Quarrie, who transported us to Gisborne in their 1930 Model A school bus. The trip from Napier and return took a day each way, but it was a very pleasant trip, providing great views of the countryside. Unfortunately, a head gasket problem kept the bus off the road on the day of the rally, but thanks to the enthusiastic team of Model A experts on hand, the bus was soon ready for the return trip. This was another example of the help and friendship which exists within our club. It was pleasing to see three entries from the South Island, one from Leeston, and two from Oamaru. There was some discussion about the next Commercial Rally, and two locations have been suggested. These events are quite different, and require time and a lot of planning. Our congratulations to Gisborne Branch and the organising committee of a well run event.

We have received a lot of positive comment as a result of the article titled There is no such thing as a free lunch in issue 324. Thanks to all who have contacted me. It is good to have positive feedback. I want to thank Trevor for his letter which sparked the reply and his positive response to my explanation. It is an issue that is important for the average member to understand, as future major events will always rely on sponsorship to keep them affordable for members.

At our recent management committee meeting there was discussion on the concept of making an appointment to the management committee of a young member, who could assist and advise us from a youth point of view to address the age imbalance in the membership, which is becoming increasingly obvious to us all. I have spoken to several enthusiastic young club members over the past year, and believe that the right person is out there. I invite members to approach any management committee member with their thoughts on this issue. Remember, this is our future.

Finally, we wish you all a happy and safe holiday season. Take care on the road.

John Coomber
National President



as we see it

Whenever I put pen to paper, or fingers to keyboard to be more accurate, I wonder how many out there read the outcome of all my "hard" work. Last issue I put forward the notion that we could look at changing the title of *Beaded Wheels*. I gave the reasons that while the title of *Beaded Wheels* has served us well over the last 58 years or so maybe it is time to have a more contemporary title which would likely have more meaning to those new members we need to attract in the coming years and decades. I put the argument more fully last issue should you wish to go back and have a look at that. I am very surprised that so far we have had very little feedback on this subject. I fully expected to hear some howls of rage and indignation about the very thought of changing the venerable name of *Beaded Wheels*! A couple of members have suggested to me that we shouldn't change and I suspect that there are many more members who would not like to see a name change. A couple of others have made suggestions for a new name: one was Historic Wheels and the other was Historic Motoring. There may be other members who also see benefit for the club in the future if our magazine carried a more meaningful title.

In the final analysis, if the membership by and large doesn't want it to change then it won't change. Change can only come about if the membership sees the benefit for the club in the future and put aside their own nostalgic feelings.

While I personally have no issue with the current title I would like to see us look at the options to see if there is benefit for future membership.

Perhaps this could be a topic of discussion at the March Executive meeting and/or the AGM in August. Let's have your views!

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

DECEMBER

7	Canterbury	Christmas Night Run and Social
7	EBOP	Chairman's Run
7	Gore	Diggers Run
7	Horowhenua	Christmas Dinner
7	Northland	Christmas Party
7	Nth Otago	Windsor Rally
8	Ashburton	Veteran & Vintage Run and Christmas Tea
8	Canterbury	Children's Christmas Picnic
8	Hawke's Bay	Children's Christmas Party
8	Marlborough	Christmas Lunch
8	Sth Otago	Christmas Picnic
8	Waikato	Club Run Combined Car & Motorcycle Run
8	Wairarapa	Gymkhana
11	Rotorua	Midweek Picnic Run
11	Waikato	Christmas Social
12	Wellsford/ Warkworth	Christmas Dinner
14-20	Ashburton	Oakley Run
14	Sth Cant	Christmas Dinner
15	Bay of Plenty	Christmas Dinner and Restoration Awards
15	Canterbury	Veteran Picnic Run
15	Gisborne	Club Captain's Wing Ding
15	Marlborough	Motorcycle Run
15	Nelson	Christmas Event
15	Otago	Christmas BBQ
15	Rotorua	Christmas Run
15	Wanganui	Family Christmas Party
16	Marlborough	Monday Jaunt to Onamalutu
18	Bay of Plenty	Midweek Run
22	Bay of Plenty	End of Month Run
26	Canterbury	Boxing Day Run
31	Waitemata	New Year's Eve
31	Wellsford/ Warkworth	New Year's Eve Function

JANUARY

1	Ashburton	New Year's Day Run & BBQ
1	Banks Peninsula	New year's Picnic at Little

1	Sth Cant	River Domain
1	Waikato	New Year's Day Parade
1	Wanganui	New Year's Day Run
1	Wellington	Taihape Annual Gumboot Rally
2	Marlborough	Picnic Run
4	Far North	Harris Batch Run
4-5	Manawatu	Autospectacular
5	Wairarapa	Veteran Rally
12	Sth Cant	Coastal Run
12	Waikato	Ladies Run
17-19	Wellington	Blue Smoke & Pedals
18	Sth Cant	Biannual Motorcycle Rally
18-19	Gore	Open Day
18-20	Wanganui	Overnighter
19	Bay of Plenty	Vintage Weekend/ Burma Rally/Soapbox Derby/Street Carnival/Vintage Boats
19	Otago	End of Month Run
19	Rotorua	Jackson Memorial Run
19-20	Wanganui	Car Show and Picnic
21	Wellington	Burma Rally
25	Ashburton	Club Night Fun Run
25-26	Otago	Annual Rally
25-26	Southland	60th Dunedin Brighton Run
31	Banks Peninsula	Edendale Crank Up
		Skopec Classic Race Meeting

FEBRUARY

1	Southland	Southland Rally
1-3	Sth Cant	Weekend Away
1-2	Wellington	Club Captain's Safari
2	Wairarapa	Remembrance Day Rally
6	Marlborough	Heritage Day, Brayshaw Park
6	Waikato	Waitangi Day Gymkhana and Picnic
7-9	Banks Peninsula	Enzed Classic Race Meeting at Levels
8	Auckland	Annual Veteran Rally
8	Waimate	Wallaby Rally
8-9	EBOP	East Coast Rally
9	Waitemata	Ellerslie Concours

14-16	Gisborne	Three Rivers Rally
14-16	Waikato	Motorcycle Tour Weekend
16	Horowhenua	Club Run
16	Rotorua	Chairman's Run
16	Wanganui	Sunday Run
21-23	Hawke's Bay	Art Deco Rally plus weekend
22	Ashburton	Club Captain's Night Run - BBQ to start
22	Gore	Festival Rally
22	North Otago	All British Day
22	Sth Cant	Chairman's Rally
22	Wellsford/ Warkworth	Swap Meet
23	Wellington	Gymkhana
28-2	Sth Otago	Weekender based at Hampden

MARCH

1	Southland	Veteran Rally
1-2	Manawatu	50th Ruahine Ramble
2	Sth Cant	Mystery Run
2	Waikato	Mooloo Meander
2	Wellington	Triangular Veteran Rally
2	Wellington	Southwards Open Day
8-9	Wairarapa	Rex Porter Rally
8-9	Waitemata	Roycroft Trophy
9	Gore	Frank Robson & Clearwater Capers Runs
14	Horowhenua	Ted Green M/C Rally
15	Banks Peninsula	Regularity Event, Ruapuna
15	Sth Cant	Mid Island Rally
16	Auckland	Annual Vintage Muster
16	Rotorua	Club Run
16	Southland	British Motorcycle Day at Mandeville
16	Wanganui	Sunday Run

VCC National Events

2014

National Veteran Rally	Waikato	19-23 March
Nth Island Easter Rally	Central Hawke's Bay	18-21 April
Sth Island Easter Rally	West Coast	

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national office news

Annual Subscriptions

In late January early February, annual subscriptions for VCC Membership will be forwarded to all financial members. To receive the discount of \$11.50, payment *must* be received by the National Office *no later than* 20 March 2014. All payments are due by 31 March 2014 to keep your membership financial.

Have you thought of paying your renewal subscription directly in to the Club's bank account? This is a cheaper option than posting a cheque, paying by credit card or obtaining a bank cheque. All details are on your Tax Invoice. Please note, *you must put your membership number as the reference.*

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We accept Visa/Mastercard. Please note that all credit card payments incur a bank fee of 3%.

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The National Office will automatically send out a renewal form for any financial member holding a VCC ID Card three months in advance. Please remember that these must be signed by your branch before they are forwarded to the National Office.

Historic Race Licence

All members who hold a VCC Historic Race Licence are responsible for making sure that this has not expired. To renew your licence please forward \$23, along with your VCC HRL number or old HRL

card, to the National Office and it will be updated.

Founder Member Families

We would like to be able to make contact with relations of the following founder members. If anyone can assist, please contact the VCC National Office: John Booth, Bill Beavan, David Mitchell, John Reeves

Christmas Hours

I wish to take this opportunity to wish you all a very merry Christmas and happy and safe New Year. The Office will close on Tuesday 24 December 2013 and reopen on Monday 13 January 2014.



Vero International Festival of Historic Motoring 2016

Words Nicola Wilkinson

As mentioned in the last issue – our website www.historicmotoring.co.nz is now live and includes links to help you with booking accommodation, shipping vehicles in from overseas as well as the festival committee.

The Dunedin i-Site is the accommodation provider for the festival and we recommend that it is your first point of call for any queries.

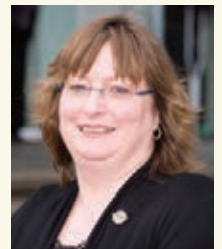
For entrants from overseas we have enlisted the help of Cunninghame Global Logistics to help with shipping your vehicles to Christchurch, the nearest port large enough to handle your

precious cargo. They have been involved with shipping classic vehicles into New Zealand for quite a number of years including the recent Bentley Tour.

More content will be made available in due course including pre-registration. All entrants from VCC Rally 2012 are already in our database. However could you please contact us via the website if your details have changed.

If you are starting to plan your travels to Dunedin and would like to stay off the main highway, there are a couple of picturesque trips. I can recommend, either via the West Coast or the inland

Nicola Wilkinson
Rally Director 2016



route via the Rakaia Gorge and the Lindis Pass. Both routes will bring you into Central Otago and the Southern Lakes district. From here you have the choice of coming into Dunedin either via Ranfurly, following the Clutha River or continuing south to Gore. Alternatively, from Queenstown head to Invercargill and then travel north via the Catlins. All areas are worth a visit especially if you have the time.

Interested in joining the Vintage Car Club?



visit www.vcc.org.nz to download membership application forms and your local branch contact details, or contact your local branch directly for application forms and details. See page 2.

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Invicta Information

In the Mailbag of *Beaded Wheels* 324 Peter Jones of Tauranga asks the make and whereabouts of the vehicle shown in the photograph he supplied.

The car is a 4½ litre S Type Invicta. This car (CY 9346) was purchased by Peter Russell in England during his OE and shipped to New Zealand in 1965 along with a number of other classics. Peter's wonderful and amusing account of his time in Britain, acquiring life experience and desirable cars, was excellently produced in 1995 as a series in *Beaded Wheels* 211, 212, 213 and 214.

Around 1967, proudly driving my 1947 MG TC, I and a friend, John Trevalyn, visited Peter at his home *Woburn* just out of Waipukurau where we were greeted by the memorable scene of a collection of Peter's cars all parked amongst the daffodils and oak trees in front of the homestead, itself a classic of its kind. We viewed *Yellow Bird* the yellow Aston Martin drophead coupe, *Angela* the Frazer Nash (including the obligatory close-inspection of its intricate chain drive), a Mark V (as I recall) Jaguar drophead, the big black 1949 Mk VI Bentley James Young Sedan de Ville and *Blue Bird* the S Type Invicta. In the company of this lot my little TC seemed humble indeed, even more so when, after taking Peter for a ride up the road in the MG, he took us out in the Invicta.

I recall the Invicta's deep blue paintwork, the big bright exhaust pipes protruding externally from the long bonnet on the passenger side before disappearing down under the car through the guard, and the large u-shaped seating behind the two bucket seats. Off we went, top gear selected at around 10 to 20 mph on the flat and thence on to the then main highway southwards up Sanitorium Hill which as some will know has a fairly tight right hand uphill corner near its base. To my amazement this was negotiated without changing to a lower gear and as we accelerated to the crest of the hill still in top gear I think I saw at a glance around 60 mph and 2,000 rpm. Sights and sounds I shall never forget.

Peter seemed to have a car for all occasions. He said the Bentley was best suited for his frequent trips to rugby tests in Wellington in which he felt less



Brian McMillan is after information on this vehicle. This is A2 127 as it was on the Gold Coast in 1989.

vulnerable to the hazards associated with such events, whether by his own actions or those of others.

Unfortunately I have no knowledge of the whereabouts of those cars now. I imagine people from around Waipukurau, and hopefully other readers, will know what became of that car collection.

Jack Speedy
Tauranga

Mystery Pre-War Aston Martin

It was more than 20 years ago. I was trying to list all the pre war Aston Martins in Australia and New Zealand when David Manson, from the Alvis Club, came up with a photograph taken at an event which showed part of the front of an early Aston.

This was a car I had not seen before and had never heard mentioned. Nothing more was heard until July this year when Les Johnson, an Aston Club member from Sydney, sent me a sales document detailing the sale of an Aston in 1961. This was the first confirmation of the mystery car. It showed the engine number as S19.

When I went through the 20 or so cars on my Australian list I noticed that there was a car which was listed as having engine S19. This car I had listed as A2 127 which meant it was built in January 1932. My data showed that it had crashed in a race in New Zealand and had ended in Lance Dixon's possession in the mid '70s. He had built a new Ulster-style body on it and supercharged it. It ran at the Geelong sprints and did a 17 second standing quarter. The engine was damaged at the sprints.

The supercharger was removed and the car eventually ended up on the Gold Coast in 1989 where it was restored and sold at auction to Goddard from the United Kingdom.

After numerous emails to and from UK, New Zealand, Melbourne, Sydney and Perth we have concluded that there was only ever one car.

A2 127 had the engine from T19 fitted in the United Kingdom about 1953. It came to Australia sometime after this and ended up in Sydney where it was sold, in 1961, as S19 for the princely sum of £25. It was crashed somewhere and finally ended up in Melbourne with Lance Dixon.

The real S19 had a new engine fitted in the late '80s and now resides in Italy. It never came to Australia.

If anyone can add to the story I would love to hear from them. Was it ever crashed in a race and where? Was it ever in New Zealand or Western Australia?

Brian McMillan



Bespoke Tailor

Mr F H Young (Bert) with his Ford Tudor sedan, believed to be a 1927 New Beauty. The photo was taken at Waitati, north of Dunedin probably in 1928. The dog is a pomeranium called Ted. Mr Young was tailor in Dunedin and Gore. He was returned serviceman from WWI and was my uncle.

Hec Browett

Page Two Information

The photo on the inside front cover of *Beaded Wheels* 324 sent in by Adrienne Cleaver has a fairly well documented history including in these pages. However, as will become obvious, some of the details are blurred by the passage of time.

The cars are of course Wolseleys of the 1904/5 period. They featured a 6hp horizontal engine and chain drive.

Firstly Adrienne may care to get hold of a copy of an earlier *Beaded Wheels*, issue 63 (April/May 1970), which features an article entitled Early Motoring in Hawke's Bay by Allan Jones. The author was both the son of W B Jones, the owner of the Wolseley agency in Hastings, and the brother of Norma Jones, the reputed first woman driver in New Zealand. His article clearly states that Norma was the first woman to drive a car in Hawke's Bay, but he does not claim in the entire country.

The Allan Jones article was, to some degree, a reprint of an earlier article, Early Motor Dealers of Hawke's Bay by "Berliet" in *Beaded Wheels* 51 (September 1967). I am sure some of our more knowledgeable members can add a real name to this nom de plume. Berliet quoted Allan Jones so it would seem the two were in contact before either article was printed and he based his article on Jones' earlier letter.

Another surviving copy of the photo lists the other occupants more comprehensively. It confirms both Norma and her father in the first car but also adds the details that the second car is driven by R W Jones with F W Melhuish in the passenger seat. The third car was driven by Mr A Bishop, W B Jones' first mechanic, along with Fred Sturm, the book-keeper. Finally the seventh person in the photo is the garage assistant, John Ellingham. This caption also refers to Norma being the first lady motorist in Hawke's Bay.

There is however, some confusion in my mind as to exactly who-was-who where the Jones family are concerned. Allan's article clearly places W B as the owner of the agency, yet period newspapers talk (in June 1905) of R W Jones returning from a two year visit to England to set up a motor car establishment in Hastings "having secured the agency of the Wolseley cars". The company name reflected the originator A Jones, who was an agricultural engineer and dealt with (amongst others) Wolseley's farm machinery. Furthermore Allan's article talks of the cars being imported in 1903 which does not tally with the 1905 press reports mentioned. Personally I believe this 1903 date to be erroneous and that the photo dates from around August 1905 but could be proved wrong.

Why do I know all this? I have been researching this Jones connection as I have the bones of a vertical-engined single cylinder 6hp Siddeley awaiting restoration. Wolseley and Siddeley effectively merged in 1905 and of the 103 cars built, nine of these were imported into New Zealand, eight of them by the A Jones concern in Hastings. Ironically the other

car was imported by Turnbull & Jones, but I believe there was no connection with the other Jones. I would love to track down any additional information, photos, family members or anything which might help shed light on the cars which came here. One of these cars competed in the 1907 Canterbury Reliability Trial driven by the Wolseley-Siddeley Palmerston North representative, A J Toxward, yet so far I have been unable to track down any photos of this car. In fact the only photo I have found to date of a 6hp Siddeley in New Zealand is W11, a Hutt Valley car originally registered to a J H Owen. Surely there must be more pictures out there somewhere. I live in hope.

Kevin Atkinson
Kirwee
Canterbury

National Day

I wish to put a suggestion forward as to how the club may become more prominent in the eyes of the New Zealand public. My suggestion is that we have and promote a national old vehicle day or week. On this day or week all members of our club could choose to drive only their old vehicle in their normal daily activity. Whether that be to work, place of business, shopping, visiting and so on. This would create a general interest for many who are not members of our organisation. This interest might be satisfied by simply talking to our member who is driving their old vehicle and finding out about our club and what we do and therefore encouraging them to become members themselves.

This could be further enhanced by each member carrying a small supply of club information brochures in their vehicle. I think the VCC could certainly gain advantage by creating such a day or week to get our cause across to the general public and to younger people in particular, who get their view of things from either seeing things, television news articles, or other mass media.

The timing for this day or week should be during the working week when we might expect maximum exposure. My further suggestion for this is around the beginning of December, say 4 December (just happens to be my birthday.) but early summer anyway, when it makes it easier for people with tourers or Veterans or other vehicles that are not so weather tight.

The VCC could also promote this to other like minded clubs such as one make clubs, the military vehicle club and classic car clubs. Obviously this would have to be promoted each year to the media people

by the clubs in advance of the day or week but this would not be a great burden with the advantage of email. The cost to the VCC would be minimal except for an information brochure but the publicity could be huge.

The culmination of the day or week could be to group in a very prominent location in your area to further promote. In regards to younger members joining a club of mainly older people; I joined the Waikato club in 1957 at the tender age of ten.

Ross B Jowett

Any ideas?

I was touring around Aussie and we pulled off the road and came across this



old car. I wonder if any of the readers knows what it is.

I would say about a 1930. The brakes on the back and the different type of spring may identify it.

Dave Richardson

Marlborough Homestead

A response to Kevin Hayward's question. *Beaded Wheels* Oct/Nov 2013. In reply to Kevin's question concerning the Marlborough homestead in the published photo I can advise him as follows.

At the time the photograph was taken in 1921 the property, Ned Station, was owned by the Wilton family but in 1928 ownership passed to the Westenra family and the station was renamed Rossmore.

Today Rossmore remains in Westenra ownership, the homestead still stands and is occupied by the grandson, and his family, of the first Westenra owner. Sadly however the homestead suffered considerable damage in the Marlborough earthquakes a few months ago. The family has had to move out and there is a serious possibility that the old home will have to be demolished. That would be an unfortunate end for a historic homestead.

For those not familiar with the area, properties in the lower Awatere Valley such as the property in question are no more than a few kilometres from the quake epicentre.

Frank Metcalfe.

Sparking the Memories

A few days ago I visited a local bookshop to see if a magazine I like to read had arrived (from UK). It had not so I began to browse the magazine rack alongside. Imagine my delight when on picking up the August/September issue of *Beaded Wheels* I came across the article Salute The Captain by John Neill. Why was I delighted? In 1955 whilst I was in Papakura I bought a brand new James 197cc Captain. It cost me £100.

I kept this bike for about ten years and during this time I married and my wife and I toured much of the South Island. With two canvas pannier bags fastened, one on either side of the rear wheel, we packed a change of clothes and our toiletries in plastic bags which fitted into the panniers. On arrival at our stop-over accommodation we had only to collect our plastic bags and settle in for the night. After a move to Wellington we did quite a bit of touring about the southern part of the North Island. On our subsequent move to Waiouru we decided that it was time to change to a car, so after ten very pleasant years *Jimmy*, as we

called him, was sold. At the earlier period of our marriage we had spent some time in Papakura and Hamilton and did quite a lot touring up north. The only trouble I experienced with *Jimmy* occurred during our time in Wellington.

For a brief period we were living in Christchurch and my parents were living at Spye, just north of Omihi. We occasionally spent weekends at Spye, travelling home at night on Sundays. The road from Amberley to Woodend was largely very straight and I tended to go full throttle along this stretch of the road. During winter, when frost was not unexpected, shutting the throttle off produced no change in our speed. So it was that I came to understand carburettor icing. On page 62 of this issue of *Beaded Wheels* I found the photograph of a Harley-Davidson and side chair. In my teenage years my father bought a 1925 model Harley which I now know to be a model J. The Harley in the photograph is, I believe, a model J. The main thing that leads me to believe that the photographed Harley is a model J is the absence of a brake for the front wheel. My grandfather had three Harleys all of which were 1923/1924 Vintage models and all of which had side chairs and all of which still showed the khaki and maroon livery.

My father's Harley was a nondescript machine with a greenish shade, a silver painted fuel tank and a side car. I was able to qualify for my motorcycle licence on this machine. The side car was useful for carrying ladders and other painting items but on Sundays would allow me to take some of my friends to Halswell where there was a quarter mile dirt track upon which the local motorcycle fraternity held their races. This machine boasted no instruments and there was no generator. The headlight was from a 1930s car and was powered by a 6v car battery in the sidecar close by the driver with a domestic light switch to turn the lights on or off. One had to be wary of the state of charge of the battery to be sure that the lights would last the distance when travelling at night. My only fright on this bike came about on one occasion when I shut off one fuel tank, thinking that it must be almost empty, and reached down to turn the other tank on. I wonder if you know that one of the fuel cocks is alongside the number two cylinder spark plug? I tried to turn on the appropriate fuel cock but grabbed the spark plug instead. Be assured that I never made that mistake again!

Another anecdote, not directly connected with *Beaded Wheels* involves my grandfather's car, a 1923 Overland 91

bought brand new in 1923. Whilst grandfather was happy driving his Harleys he never really came to grips with driving the car. So it was that my father used to drive his parents wherever they wanted to go.

This was fine until my father married and grandfather stored the car in his garage, never, it seems, to be used again. Later, during the '40s, my father tried to buy the car from grandfather but nothing was doing. Then during the late '40s and I do not know how this came to pass, my father gained possession of the Overland. The car was in all ways as good as brand new and a neighbour, who was a motor mechanic, reported the car in pristine order. I came to learn to drive in this car even to coping with the straight gears. However I was thankful that when I came to be tested for my driving licence, I did not have to be tested in the Overland.

By the time I turned 15 my father had a 1937 Chevrolet and it was in this that I qualified for my licence. In hindsight neither the old Harley nor the Overland should have been sold; just think what they might have fetched if they could have been held up to now. At the risk of boring you to tears, my first car was a SS 100 3.5 Jaguar. I acquired it during my stay in Malaya but it had spent quite some time out in the open and some of the aluminum fittings were beginning to crystallise. I sold it and the new owner, racing back from a weekend in Penang, had a con rod break and punch through the crank case. The car was pushed into the monsoon drain alongside the road and left there.

I now drive a very nice Toyota Corolla; most sedate.

Yours faithfully,

D. Rodda

Mystery Lamp

Can anyone identify this lamp? It stands 9" high and has a 4½" diameter. At present it is lit by a short candle, possibly could have been oil. Any help appreciated.

J C Boyle

Phone 09 431 6062





Words Grant Hitchings

the way we were

Howard Porteous

Necrotising cellulitis is a skin infection that is quite common and potentially very serious. It is contracted after bacteria enters the body through broken skin and results in swollen red skin that is tender and very painful. It can be treated with antibiotics but in severe cases intravenous treatment may be necessary. If not dealt with it can spread rapidly through the body tissues eventually entering the lymph nodes and bloodstream before reaching the heart with a fatal result.

I was in complete ignorance of this disease until I met with Howard Porteous last October. I was attending a schoolboy hockey tournament in Hamilton and for a break spent some time with him and wife Dianne on their dairy farm. They both are busy members of the Waikato Branch of the Vintage Car Club, Howard joining in 1973. He has served on the branch committee and is presently managing the parts shed. Over the years Dianne has been involved in branch affairs and activities too. They were together responsible for the organisation of the rally routes for the very successful 2000 International Rally held at Mystery Creek near Hamilton.

Howard was born in Takapuna in 1944 and raised in Rangiriri (a town just north of Huntly). He admitted that from an early age he had had an all-consuming passion with things mechanical and motorable, especially a fascination with motorcycles, an interest which would have concerned his mother except for the fact that his machines were mostly in pieces being diagnosed and repaired.

At age 19 he ventured into the world of the motor car – his first car a home-built Chevrolet special. A year later he began share-milking on a dairy farm in Springdale an area just north of Morrinsville. Howard and Dianne were married in 1968 afterwards moving to their own dairy farm north of Matamata. They have been farming since, Howard always managing to keep alive his interest in rebuilding and motoring old vehicles. He said a wet day was always welcome giving him a much appreciated chance to work on some vehicle restoration project in his workshop. They have three sons, one sharemilking on their farm.



Howard and fellow VCC member Graham Pate propping up the 1936 Chevrolet hearse.

On 14 August 2012 Howard fell after slipping on a wooden step, grazing a small area of his left arm. It did not seem serious and after the application of a band-aid he continued on, later marshalling for the branch Ladies Rally, his arm in a sling. The wound did not heal and after a week of medication and treatment he was finally diagnosed as having necrotising cellulitis an infection that was eating away the flesh and muscles in his left arm.

With an estimated 24 hours before the disease travelled up his arm and reached his heart Howard consented to having his arm amputated at the shoulder and after spending five days in an induced coma in the ICU and three weeks in a general hospital ward he returned home to face, and adjust to, a completely new life as an amputee. (At age 68.)

Howard did not dwell much on the difficulties facing him and Dianne resuming life at home but it must have involved a great deal of patience. Just getting dressed and doing normal household duties while coping with the phantom pain from a non-existent limb would have been taxing. Howard did say that he owes a lot to the inventor of Velcro. (I noticed his shoe laces had been replaced with Velcro strips.) I also noticed that putting on a zip fronted jacket involved leaning on a door frame to hold the left side while manipulating the other side and zip with his right arm.

The Porteous farm has been well-developed with a lovely large homestead and many stoutly constructed outbuildings. One of these is Howard's workshop, large, and well equipped with an extensive range of machinery and tools. His collection of historic vehicles is housed in another even larger outbuilding. Chevrolet seems to be his favoured make and his vehicles, all restored to concours standard, are mostly

of the Vintage era. The exception a 1967 Chevrolet Camaro.

The rule that drivers must have a hand on the wheel at all times means that Howard cannot legally drive any of the Vintage cars in his collection which must be frustrating for him. However he can drive the Camaro as it is an automatic and has a small device fitted to the steering wheel which remotely operates the turning indicators.

Not satisfied with this situation he decided that he would re-build a 1929 Chevrolet coupe from various parts that he had, equipping it with a Blue Flame motor and an automatic gearbox. He plans on finishing the project in time to participate with it in the 2016 Vero rally in Dunedin and after meeting him I expect this will happen.

Using his workshop equipment with just his right arm has been a real challenge but Howard has responded by devising new construction methods and techniques to help him fabricate parts. He was given a small magnetic table by ACC which has



Howard's device for using the power drill. A foot-pedal operated band holds the chuck still while he inserts the twist drill.



The start of the re-birth of the 1929 Chevrolet coupe – definitely a challenge.

proved useful and he has a collection of strong magnets to hold pieces together and anchored in position while working on them. Just changing a drill bit in his electric drill posed problems so he devised a jig to allow him to operate the chuck. Obviously for some major construction work he needs assistance and I believe members of the Waikato Branch are generous with their support.

Thirteen years ago Howard heard of a 1936 Chevrolet hearse that had been completely dismantled by a hot-rodder in nearby Cambridge. Realising it was a unique vehicle he bought it intending to rebuild it. Panel-wise it wasn't in bad shape although the bottom six inches of the doors had to be replaced and a new back door fabricated. When installing another six cylinder motor Howard fitted it with a heavy-duty gear box and as the original

grill was rusted away he set to work and fabricated an entirely new item. Howard spent weeks carefully lining the coffin-carrying area including the roof lining with macrocarpa sarking while reinstating the floor with Southland beech.

Finished in prussian blue it certainly looks impressive and is testament to Howard's restoration skills.

I enjoyed my time with Dianne and Howard and look forward to meeting up with them, and hopefully their '29 Chevrolet, in Dunedin in 2016.

I must add also that I had a minor knee irritation and complained – until I met Howard.

Howard had two T-shirts that caught my eye. On one were the words "No I don't hang paper" and on the other "It can be done".

BW

historical snippets of motoring interest from years gone by
Graeme Rice

timelines

100 YEARS AGO

1913 – An enthusiastic Overland owner stacked his Model 69T with five passengers plus their luggage and left Whakatane on 17 December for Ashburton via Rotorua, Taupo, Wairarapa, Wellington, Picton, Kaikoura and Christchurch. Excited at how well the Overland had gone he said "We had no trouble whatever, not even a puncture. In three months the car has never yet stuck me up."

75 YEARS AGO

1938 – New road and rail bridges over the Rakaia river costing £150,000 were to be built. The road bridge was to be completed by March 1939 at a cost of £65,000, leaving £85,000 for the rail bridge. With 24 foot wide lanes, the road bridge would be 5270 feet long and have 143 spans, each 40 feet long. A total of 7743 tons of concrete and 925 tons of steel would be required plus more for the piles. Strangely, no footpaths were planned but pedestrian refuges were to be provided at intervals across the bridge.

50 YEARS AGO

1963 – It was the good old days when fully fledged F1 drivers headed down under in January for the Tasman Championship. Jack Brabham brought five 230bhp 2½ litre Repco-Brabhams fitted with Hewland gearboxes. Bruce McLaren arrived with very competitive Cooper Climaxes. Brabham's campaign started badly when he collided with Tony Shelly on lap 27 of the 50 lap NZGP, letting Bruce McLaren through to make it a 1-2-3 for Cooper, with Denny Hulme second and Timmy Mayer third.

30 YEARS AGO

1983 – Contrasting cars were tested. One, the silky smooth six cylinder Toyota Cressida was seen as the natural successor to the lamented Triumph 2000/2500 range and the car to drive if you wanted drawing room luxury and utter confidence in your car's performance. If, however, you yearned for a challenge and buckets of fun, you'd take the new Alfa Romeo Alfa 33. Both cars topped 170km/h, both returned 10 to 16 kilometres per litre and both cost around \$22,000.

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Roycroft Celebration Spectacular

Words Rhys Nolan, photo Brendon Lamain

So often in *Beaded Wheels* we get reports about how fantastic events were, so just for a change, this one is how amazing 2014 is going to be.

March 8 and 9 is when you need to be at Hampton Downs for the fourth running of this fabulous celebration of “the way things were”.

As with the previous events the focus is on circuit events for VCC eligible cars, pre 31 December 1960, as per the agreement with Motorsport NZ. While some may grumble about this we have to accept what has been put in place and just get on with it.

In addition to the competing VCC cars there are jazz bands, car club displays, the Classic Motor Cycle Register, Vintage Speedway, Formula Juniors and a myriad things to attract everyone.

There is encouragement to dress in the period which all adds to the spectacle.

For 2014 there is a very strong wish to add pre 1961 saloons to the already interesting mix. The saloons are intended as an opportunity to have an “enthusiastic thrash” with any saloon which fits the time span. It is not a place for another variety of the Pre 65s which already have their own place to play. This is more a “as it was, so it shall be” scenario. I am sure many of us can remember when the variety of cars which rocked and rolled their way round the tracks had a nostalgic appeal. If you wanted to have a play with whatever you owned, that is what you did, and that is what we are attempting to bring

back. Think of the pictures of Ohakea and Ardmore meetings where there were Vauxhall Wyverns, Hillman Husky, Riley RM, Simca, Skoda Octavia, Morris Minors and the like.

Now, of course there is always room for more to enter the on-track excitement. All it needs is a VCC eligible (pre 61) vehicle, VCC VIC card, logbook and the obligatory speed licence. The organisers will find a place for your car, be it a 1922 Ford Speedster, a Bugatti, one of the myriad New Zealand built specials, an Austin 7 or an all-out factory race car. Entry details can be found on www.waitemata.org, or at www.motorsportentry.com

Obviously this Peugeot 203 (pictured above racing in the early '60s), driven by one of the Lawrence dynasty is unlikely to be present, as it has not been found, as far as we know, but one of these would be a very welcome addition to the field.

While they are not a feature of the event the Bugatti Tour will be calling through. This will be a not-often repeated chance to see such an array of Bugattis in one place.

For 2014 we will again see the Formula Junior cars participating. These gorgeous wee cars, presented in such outstanding condition are always a sight and sound to be appreciated.

The “Roycroft” is becoming one of those places to be, and as it develops further it is taking on a character of its own. The Trophy which is awarded is one presented by the Roycroft family having been originally won by Ron at Ryall Bush. It has been awarded for various reasons so

far. What will be the reason for 2014? It's a secret!

Away from the saloons, the focus in previous years has been the fields of period cars, which have been divided into two fields, pre-war and pre 1961 sports and racing cars. What a huge variety there has been. It has covered the years from the Thompson Darracq through to almost the end of the period, with, of course, the Roycroft Bugatti in evidence each year. For 2014 it is possible that it will have reverted to the form in which it was most used by Ron, with the Jaguar powerplant back in place. We would expect to see an extensive range of MGs from very early to the last eligible model, the MG A. Roycroft would not be complete without this variety, a bit like being in the lolly shop and being totally unable to make a choice of the favourite.

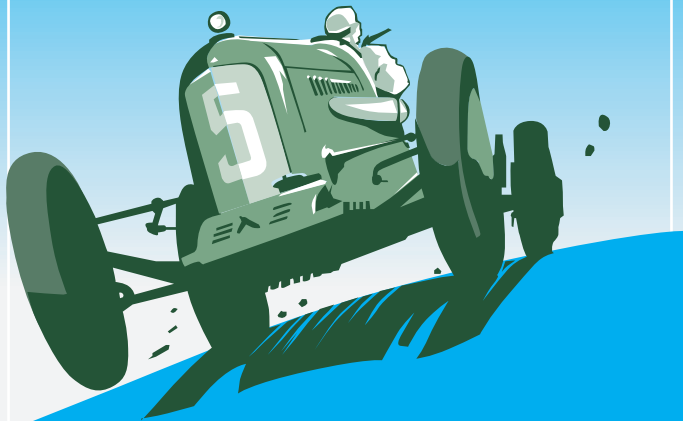
As organising branch, Waitemata would love to see more of those cars from the other island, it has been very gratifying to have had such cars as the Lycoming, Rileys, replica C type Jaguars, and even a couple of the period specials like the late Barrie Gurdler's little single seater make the trek north. Sadly for 2014 the Leadfoot event will not be running, so the possibility to have another event to attend is not there, however, all would be more than welcomed! Perhaps another North Island branch could run a hill climb or similar to make it a trip with more than one event?

One thing is sure, there is plenty of racing over the weekend. Previous years have almost got to the point where drivers claim they have had enough!

BW

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Centenary of the Famous Alpine Trial

Part One



Photo: James Lipman

Words John Callesen
Photos Judy Callesen, James Lipman for Rolls-Royce Motor Cars Ltd.

Two Rolls-Royce cars 100 years apart ascending Stelvio Pass.

After failing to make the start line in 2003 for the 90th Anniversary of the 1913 Alpine trials Judy and John Callesen were invited to participate in the centenary anniversary mid-June 2013. The tour has recently won the coveted International Historic Motoring Awards Best Rally or Tour for 2013.

Our friend, expat Kiwi John Kennedy, suggested he could transport his 1922 Rolls-Royce Silver Ghost (100HG) to the start point in Vienna and we drive it as the photographer's car. How could one refuse?

The International Austrian Alpine Trials (Alpenfahrt) run annually from 1910 to 1914, were the last of the great automobile reliability trials before WWI. These contests attracted entrants from Europe and beyond, including many from the royal and noble families of Austria and Hungary all driving grand marques of the era.

To celebrate this we were to join the biggest gathering of Rolls-Royce Silver Ghosts ever, setting out to retrace the

original 2650 km Alpenfahrt route through the old Austro-Hungarian empire; Vienna to Trieste and return, travelling through Austria, Switzerland, Italy, Croatia, and Slovenia. We were to take 17 days, whereas the original run demanded teams do it in eight days, including one rest day.

However the mountains were just as high as 1913 and the 19 main mountain passes would be challenging, some being over 2000 metres, with grades over 25%.

While the road conditions are now a lot better, in 1913 they didn't have to face hundreds of traffic lights and thousands of cars and motorbikes.

In 1912 James Radley entered a Rolls-Royce Silver Ghost which was over-gearred and failed to get up the steep 28% Katschberg Pass and withdrew. Rolls-Royce were obviously not at all happy hearing about this and made an all-out effort to put their own new team in for 1913. Radley also privately entered a Rolls-Royce and came in first every day making headlines that enhanced Rolls-Royce's reputation for engineering excellence. (Note that all four Rolls-Royce cars finished in the first four places every day except the last, when Sinclair's car was hit

by the Minerva, but the other three were still first past the post.)

Amazingly Radley's car (2260E) was to be on our tour and thus a star attraction. Currently owned by John Kennedy this car is familiar at our New Zealand International rallies and has travelled 200,000kms around the world with John and wife Rae.

Rolls-Royce engineers prepared the car creating special features perhaps designed to bend the rules a little. With special suspension and long range petrol tanks, dual fuel and electrical systems, an extension to the radiator overflow – which allowed Radley to cheekily replace the Spirit of Ecstasy mascot with his own personal mascot (which is still on John's car today), extra oil tanks and another secret petrol tank.

Most cunning, a priming arrangement and carburettor flooding apparatus could be operated without the need to lift the (organiser-sealed) bonnet. The four-speed transmission was also unusual as most Ghosts then were three-speeds.

The Rolls-Royce Motor Car Company of today decided to get right behind this Centenary tour by producing a 2013 Alpine series car, directly inspired by



"Where do we go now?"



"That doesn't sound good."



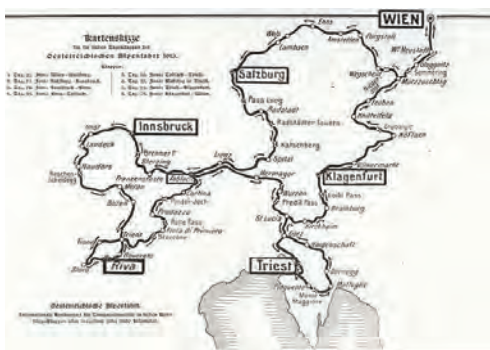
Rae Kennedy, Judy Callesen, John Kennedy.



One off the bucket list, photo Judy Callesen.



The tour used 20 BE tyres in less than a week.



Map courtesy of John Kennedy Alpine collection.

the 1913 Radley car. Hence why we were re-enacting their 1913 Trial 100 years on.

So it was we flew Auckland, Hong Kong, Paris, Vienna, arriving two days earlier than most to be able to recover in time for the tour start.

We really enjoyed walking around the centre of Vienna, which has so much amazing historical architecture and we also went to a Mozart concert. John and Rae Kennedy arrived having already covered 3,500kms in their Radley Rolls just getting to Vienna.

I could see he needed a beer and then he reckoned I needed the biggest wiener schnitzel in Vienna. Down a number of back alleys we walked and arrived outside the restaurant. From an open window I was greeted with "Hello John". On turning around, sitting there was Raewyn, my recently retired accountant.

The day before the rally our car was still on a truck 900km out and delayed in Germany by floodwater. With a two hour drivers and navigators meeting starting at 4pm explaining the history of the Alpine Trials by the great car marques of the time, as well as navigation and general touring tips it sure wasn't leaving much time to practice driving a 1922 Rolls-Royce Silver

Ghost. Luckily I had driven a 1913 Ghost 4,000 km last year in the USA.

The car finally arrived just as we were about to go to the opening banquet, so it went straight to the underground garage. After the banquet we then had to figure out how to load in everything for the tour. About four hours sleep and we were back to packing.

So it was I first drove the car at 6.30am

... Tension reigned.
We saw Rolls-Royces coming
from all sides of intersections ...

on the morning of the start day following John in his car to fuel up. Forty-eight Rolls-Royce Silver Ghosts from 12 countries lined up for a 9.30am start. Joining us were the Rolls-Royce Motor Car Company with their 2013 Alpine series prototype along with two of their latest cars. They were also sponsoring parts of the tour. In our rally pack was the other tour sponsor's

product being their latest GPS unit, along with a 75 page tour route book.

Now picture us in car number 35 driving out into central Vienna in Friday mid-morning traffic, on the opposite side of the road to New Zealand while I'm looking at all the controls and instruments and Judy is looking for road signs like Laxenbergerstrasse and Biedermannsdorf as the GPS wasn't working. Tension reigned. We saw Rolls-Royces coming from all sides of intersections trying to find a way out of Vienna. After an hour we were relieved to be out into the open countryside.

Next instruction would say turn left at lights onto B17 and continue for 56kms. This didn't feel right so we back tracked and on asking found we needed to go way up the road, through about six sets of lights until you saw the B17 sign at a set of lights. We Kiwis learnt that one quickly.

Welcome to touring in Europe. Mind you we did have a GPS didn't we? Pressed the button 'keep off Motorways' but for some reason it wasn't working and was directing us to the nearest motorway and we were on strict instructions not go on them. We learnt later it would be a 250 euro fine to do so. We did end up on one



Stelvio Pass summit.

but we were in a big powerful 7.4 litre car, so could do a 100kph to keep up with the modern traffic but we sure took the first exit 20 odd miles along.

Finally we caught up with John and he sent us up the Semmering Pass ready to film a group of cars coming up. Then onto the Niederalpl Pass and three saddles before dropping down to Gaming for the night and a bed in a monastery having completed the first 215km. Whew!

The next morning we were filming with Rolls-Royce and in the afternoon covered 290 kms to Salzburg cruising over sweeping roads like Wairarapa's but through heaps of picturesque villages. Judy called it an endurance run it being a long hot day as well.

Our only day off on the tour was day three in Salzburg as the other two allocated rest days were optional Pass tours that we were not going to miss. Judy was last in this beautiful historic city on her OE 40 years before so we took a bus into the city to have a walk around.

Being a Sunday only foodie places were open. So back to the hotel to check the car over and see how to service it, seeing as there had been no time since it arrived from the UK. I noticed new sealant around the top of the gearbox so knew the car had been thoroughly checked over pre-tour thanks to John and his mechanic Carl.

An amazing sight seeing 48 Silver Ghosts in the under-floor hotel car park getting serviced.

PA Woods Ltd, professional Rolls-Royce restorers, provided two mechanics to keep all the cars on the road. Already they were working to 3.30am and it was only day two!

That night was the first Gala Dinner with 150 people in formal attire. About 11pm we were led outside to see the spectacular water features in the grounds. Turns out a very flash dessert was served way out the back in an open air arena with an opera singer in attendance. Just as she started to sing the heavens opened and

it bucketed down. Remember we are in our formal dress and miles away from the cars which had their tops down. Dessert was abandoned as we scurried back to the cars, absolutely drowned rats. The rain was so heavy I had to keep my glasses on as it was stinging my eyes. It was pitch black with limited lighting and we were trying to drive slowly back to the hotel. Judy was standing up to look over the windscreen telling me where the road was while trying to wipe my glasses! This was one of the enduring memories of the tour.

The Radstadter Tauern Pass of 15% gradient and then onto the infamous Katschberg of even greater gradient were our next challenges. The Katschberg was a long uphill stretch of about 10kms but I found second gear and with reasonable revs on the car went up well without overheating. Martin Ferner, who completed this tour in 2003, warned me that once you get to the top of these passes they often were just as steep on the other side. This pass certainly was as in places I couldn't hold it in 1st gear so 'lowered' it down on the handbrake thus using only the internal rear brake band to chase the expanding brake drum. Not for Sunday run cars or drivers.

We were intrigued how all the farmers were cutting hay from the steepest fields right up to the roadside, even between the road markers! Every square metre is utilised in Austria and Italy where we travelled. No fences so hay is cut right up to the house windows. All the family are out raking hay.

Cropping is unusual in that it is done along market garden lines. Instead of growing each field in one type of crop each one is sown in 25m to 50m strips of wheat, barley, corn, peas and hay.

The pattern for the tour was now set and on day five we motored from Lienz to Seefeld near Salzburg. The gentle climb up the Drau Valley to Dobbaco was followed by the Brenner Pass and then a 38 km descent to historic Innsbruck, the

site of the 1976 winter Olympics. Luckily Rae guided us through Innsbruck then started the long 11km grind uphill to the Interlpen Hotel. Cars over-heated during the climb and some were towed.

The sixth day was the big one, Stelvio Pass day. Since the hotel was three and a half hours away we left for the pass at 6.15am with the Kennedys and Alan and Sue Glew in their original 1920 Rolls-Royce (89AE).

None of the photos you have seen of this pass do it justice. What a road! It is only open three months of the year. A 28km climb with 48 hairpins. First hairpin number 48 I only got halfway around and then figured out the disc with 48 on it meant hairpin and therefore the numbering was from the top of the pass. On right handers you pulled the car hard left hugging the rocks and just make it around on the wrong side of the road to face the endless stream of motorcyclists descending in front. Yes, heaps of them and the ones going up are wanting to really cane it! Sounded good though. Then you have the open sports cars trying out their machinery plus the Audis, Mercedes and others.

At hairpin 22 we pulled off at a hotel there for lunch. Once we stopped and Judy looked up the hill, where the hairpins looked more like switch-backs stacked on top of each other, she was ready to walk up! Gradients are not too steep except on the hairpins. On reaching the top, 2,758m, we managed to pull over and park with John pulling out a celebratory nip. Everyone wanted our two cars to stay for photos so we had a Stelvio beer, that bottle now in my office, forever a memento of that day.

The rest of the day was getting back to Solda. Nine hairpins on the way down to the junction to Umbrail Pass and on into Switzerland with 34 hairpins and 16km down to Santa Maria and back into Austria. A big day as we were on the go for 12 hours. *To be continued.*

50 YEAR AWARDS



Gay Goodman

Gay joined the Club as an enthusiastic teenager in Auckland. Her father, the late Nay Strahan, had purchased a 1929 Chrysler Coupe which had been 33 years sitting in a garage and had done only 244 miles. Nay came back to the car one day and found a note under the wiper "This car should be in the Vintage Car Club". Gay immediately contacted the VCC and the rest is history. Gay put her all into Vintage motoring, and she and her parents participated in the 1965 Haast Rally.

She not only enjoyed her rallying, taking part in the 1964 Easter Rally, the Haast Rally, and led a Ladies team in the 1929 De Soto sedan on one of the 24 hour trials in the '70s, but also loved the social activities. She was on the branch committee for some years and has been Secretary and Delegate.

National events attended over the years include North Island Easter Rallies, 1972 Nelson International, the 1980 Rotorua International, the 1986 Pan-Pacific International in Christchurch, the 1992 Pan-Pacific in Palmerston North, and the VCC 50th Anniversary Rally in 1996.

In 1986 Gay took up residence in Christchurch and subsequently went on the committee of the Canterbury Branch, first as Social Convenor, a task her talents are well suited to, and then Treasurer from 1996 to 2003.

Gay has what may be a unique claim to fame; she not only owns the Chrysler which her father once owned, but also a 1955 Morris Minor which her mother owned from brand new and in which Gay learned to drive. She and husband Brian also love their 1971 MG Midget which they have rallied now for 20 years.

Bob Humm

Bob joined the Canterbury Branch in August 1963. At the time his everyday transport was a 1930 Chevrolet sedan which he tidied up for the 1965 Haast Rally.

In 1972 he took ownership of the 1925 Jewett tourer restored by his late father, and it was in this car that he did most of his Vintage motoring. This included the 100 years of the Motor Car Tour, Bluff to Cape Reinga where he was captain of the green group, and the first Pan Pacific in Christchurch in 1986 for which he was route controller. Other international



Recent Canterbury 50 year recipients from left: Alan Wills, Derek Maynell, Gay Goodman, John Coomber (VCCNZ National President), Bob Humm, Ron Sew Hoy.

rallies included the 1972 in Nelson, 1980 in Rotorua, 1992 in Palmerston North and the 50th Anniversary in 1996.

In 1987 he joined the Canterbury Branch committee, which also ran the South Island Easter Rally. He was involved in researching Canterbury Branch minutes for the 50th Anniversary Book, and was chairman of the South Island Easter Rally in 2000. In 2002 he was on the committee of the National Commercial Rally held in Christchurch. In 2006 he went back on the main committee and he was also on the swap meet committee for several years.

Bob and Esme organised several homestead runs, show-weekend tours and Vintage and P group rallies.

Bob and Esme and their three sons, who are all members, have really enjoyed the years with the Club. The fourth generation of the family is now also involved with the Vintage Car Club.

Ron Sew Hoy

Ron joined the South Canterbury Branch in October 1962. His first rally was the Mt Cook Rally that year and he remembers it well as on the way to Timaru from Waimate for the start the Model T threw a conrod right through the block. After working all night he and a friend repaired it and were ready to start in the rally at 9am the next morning.

Ron has attended many memorable rallies since. The 1963 Pennzoil Rally at Oamaru was his first attendance at a

big rally and was quite a learning experience amongst big crowds. As Ron lived in Waimate he joined that branch as soon as it was formed. He transferred to Canterbury Branch when he retired to Christchurch in 2000.

He has had many vehicles over the period but the Model T Ford is the most used. This is a one previous owner car and he knows its history well. He has a Austin Seven Chummy, a 1956 Chevrolet truck which was bought brand new and now fully restored, a 1942 K5 International truck which was bought by his father new and now fully restored, an Austin A35 Ute, an Austin A30 estate van and several A30 cars, all fully restored. The latest addition to the fleet is a 1969 Daimler 250. Over the years he has enjoyed the fellowship of the Vintage Car Club and has made many friends throughout New Zealand.

Robert B Johnson

Robert's family had a 1928 Crossley 15.7hp Light Six saloon which had been in storage for some years when, as a teenager, he needed suitable transport for himself and his double bass to get to classical music practice. The Crossley was available and fitted the bill. This kindled an interest in old vehicles to the extent that Robert joined Canterbury Branch in February 1963 when 18 years old.

His training as a teacher saw him move widely around the country and he transferred through several branches until

joining Waikato Branch in 1987. A full restoration of the Crossley was started in Christchurch in the mid '70s and was eventually completed in Waikato in the late '80s.

Once on the road, the Crossley proved unsatisfactory owing to overheating problems so Robert decided to overhaul the radiator. He spent two years at Matamata College night class learning new skills, making a new bottom tank and fitting new tubes. The tutor doubted that the project would ever be completed but Robert became an expert at soldering and the effort transformed the car into a practical and useable vehicle.

Robert was elected the Crossley Register (NZ) Chairman in 2011. The Crossley has been out on a number of local and national rallies and still provides enjoyment.

Robert had owned a 350 Matchless while a student in Christchurch and in 1998 he acquired a G80 basket case and over a number of years restored it. In 2005 he lent it to an overseas visitor to the 19th National Motorcycle Rally hosted by Waikato Branch.

Robert, wife Jackie, and the Crossley recently completed a trip back to Christchurch, where the car was used as a wedding car for their daughter Jenny's wedding.

Ivan Kendall

After joining the Wanganui Branch in 1963 with a 1928 Whippet it wasn't long before Ivan was asked to be a member of the committee. In his 50 years Ivan has been on every position more than once, the only position he has not taken is Club Captain.

Ivan and his wife Jackie have probably been the most active members the Wanganui branch has had. In his years of involvement Ivan has restored several cars including an Austin 7 tourer and a Top Hat Austin 7.

Up until this year's change of committee Ivan has spent 20 years as the club librarian. As Ivan and Jackie are both turning 80 this year Ivan has decided to step back from any position in the branch but will always be there at meetings and gatherings.

Ivan has always had a major affiliation with Austins and over the years has driven, owned and enjoyed several different Austins.

Derek Meynell

Derek's first car was a Fiat 509A and his first event in the Vintage movement was

early 1954 mud plug along the northern banks of the Waimakariri river.

Later a Triumph Super 7 replaced the Fiat, but not kept for long, then a 1933/34 Morris Minor was transport, followed by a couple of Ford 8s and later a very tidy 1937 Vauxhall 14/6. This started Derek's Vauxhall interest.

In 1958 he purchased the 1930 Vauxhall 20/60 he still has today. The car was first owned by a prominent Kaiapoi businessman, but had spent at least 19 years at *The Peaks* station in Hawarden before Derek bought it. His plan was to restore it but with his marriage to Ann and a new house and family, it took 34 years of slow steady progress to bring it back from a very sad state.

Derek joined the VCC in 1963, by which time the 20/60 was driveable; but a long slow job of building a new body followed to make this car into the very nice close-coupled sportsman's coupe it is today. Later Vauxhall interest saw Derek purchase a 1970 Victor for Post Vintage events.

Derek became very involved in helping with the planning and building of Cutler Park. In 1971 he was part of the team which helped shift the building now known as The Barn to its current position from over the branch's northwest boundary. He and his brother Graham donated and planted several hundred cedar trees in the frontage and elsewhere in the property. He continues to be a loyal member of the Maintenance Committee (formerly the Development Committee) spending countless hours keeping the grounds tidy and in order.

Ellis Shier

Ellis joined the Club in June 1963. Prior to this, he had taken part with his father in their 1951 Mark VI Bentley on Bentley runs organised by Dave.

On the 1965 Haast International Rally he navigated in Ron Hasell's 3 litre Bentley.

In December 1965 he purchased a 14/40 Vauxhall tourer from Jim Sullivan which he sold in 2005, after 40 years in his ownership. He now drives a MG F from the 1990s.

Ellis has helped as a marshal on many occasions and still attends noggins.

He also still navigates for Ron on the Wednesday runs organised by Banks Peninsula Branch members.

John Stanley

John's first 50 years as a member of the Vintage Car Club have had quite an influence on his life.



From Left: Kevin Mercer, Nelson Branch Chairman, Zelma Stanley, John Stanley and Frank Renwick.

Many of his long standing friendships have come about from his membership of the VCC

When living in Auckland in the early 1960s the South Island was another country. His first introduction to its motoring charms was by way of a trip in 1967 as a passenger, and occasional driver with Norm Adams in his 1925 3 litre Bentley (walking with the Gods), to attend a Vintage Car Club meeting in Christchurch. That experience set the scene for their motoring life from then on, especially after the 1972 International when they cruised the South Island for a month with a tent, primus and DI Delage and ended up falling in love with Nelson and moving there.

Opportunities for proper Vintage motoring included the great Irishman events and later the R'Oil Can rallies, with much hood-down, back-country motoring in between.

John's cars have included a 1932 MG, two delightful DI Delages, various Rileys and a myriad of Austin 7s (talking with the Gods). Being involved with their restorations and driving them not only on the road but also in various competitive club events, has resulted in many interesting experiences for John.

John says that although his interest in older touring and sporting machinery was always there, membership of this Club has validated and expanded that interest enormously.

Chris Wood

In 1962, Chris, age 18, helped his father, Douglas, restore a 1928 Austin 16/6 and the seeds were sown. He joined the Auckland Branch in June 1963 and competed enthusiastically in many events. In 1965 he to the Haast International Rally in the 16/6 with his father and the next year he joined the branch committee.

Douglas Wood was working for Seabrook Fowlds and then he acquired an Austin dealership, as well as the hand of Betty

Seabrook, so the Austin connection was never in debate. During 1967/68, again with his father, Chris restored a 1912 Austin 10/12 Sirdar and a 1924 12/4 tourer. Also in 1968 he obtained the remains of the 1924 Austin 20/4 which he restored and uses to this day. Chris took part in the first Auckland Veteran Rally in the 10/12 Sirdar.

Chris was part of an enthusiastic team of fundraisers who sought the finance which helped the Auckland Branch into their own clubrooms in 1970. At this time Chris and Diana moved to Hamilton and joined the Waikato Branch. He was soon on their committee and held the secretary's position for several years, all the while taking part in many Waikato Branch events in the Veteran Austin 10/12.

Over the next ten years, Chris completed the restoration of his 1924 Austin 20/4 Sports and by 1979 had returned to Auckland and transferred his membership back. The sailing bug had bitten Chris now and his leisure time was shared between family cruising and Vintage Car Club events, including the 1980 Rotorua International Rally.

Chris served another spell on the Auckland Branch committee from 2006 for a couple of years and is today an enthusiastic member of the branch library team. At this time, he is also chairman of the Vintage Austin Register of NZ.

Alan Wills

Alan joined the Canterbury Branch in 1963 and was first elected to branch committee in 1967 taking co-leadership in the social and motorcycle sections. He argued against the proposal to purchase land at Ferrymead and headed the team to shift support to McLeans Island. He joined the building committee for the new clubrooms, then formed the debenture finance sub-committee overseeing the first two years of balloted repayments and presided at the official opening of the clubrooms by Mrs Olga Hunter.

He was afforded the privilege of being appointed one of the chief marshals (along with wife Shirley) for the Hundred Years of Motoring Tour of New Zealand in 1986. The most ambitious road trip ever mounted by the VCC.

Alan rejoined the branch committee in the '80s serving as liaison for Veteran section, club captain and branch chairman. He established the clubrooms subcommittee (now in recess) presenting five and ten year plans and projections to the AGM for a number of years. He made the push for the library to be built on the north end of the building and agitated for the headquarters/library extension to be completed.

Meanwhile Alan and Shirley have enjoyed many thousands of miles of motoring, first on their 1925 Harley, 1930 Harley, 1907 Triumph, two Model A Ford Tudors, 1910 Delage, Austin-Healey and most recently a 1934 Alvis sports.

Alan has attended every AGM since joining and has not missed a noggin and natter (unless out of Christchurch or on holiday) in over 40 years. He says it is their number one social group, hobby and passion and a source of many life-long friends and that it is a pleasure and a privilege to belong to such a great group of people.

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La Petite Royale

A phoenix rises from the ashes!

Words Roger White Photos Stan Garmonsway, Roger White



John Southward had no chance – he was always destined to play a major role in the family manufacturing business and to inherit Sir Len's passion for old cars.

John's first restoration was a 1924 Vauxhall 14/40 which he rallied successfully at the 6th FIVA International (Haast) Rally. This was followed by the ultimate Vauxhall, a magnificent 1926 30/98 OE Velox with a mirror-like polished alloy body.

Both these vehicles are on display at the Southward Museum in Paraparaumu, along with the other recipients of John's attention – the 1905 Duryea, 1914 Fiat Zero and the 1938 Bugatti 57C.

It was the 57C that really ignited John's interest in Ettore Bugatti's uniquely charismatic creations. Only 7,800 Bugattis were made in three decades yet their influence in the automotive world was immense. Ettore was an engineer, artist,

and businessman, not without flaws, but a genius never the less.

John resolved to acquire a Bugatti (or two) on his own account and he soon sourced a Type 23 Brescia and a type 37A Grand Prix. Time and circumstances did not allow the restoration of these cars and they are now safely in the hands of the Pidgeon family where they are truly appreciated and used.

The next Bugatti was a type 43 Grand Sport, this was essentially a supercharged type 35 GP car with a four seat sports body, I got my first taste of Bugatti oil in the wind with this car.

This car was eventually sold and it was some time before John had another opportunity to become a Bug driver again

Talking Bugattis with Gerhard von Raffay (the well-known German collector of fine cars) during one of his frequent visits to New Zealand it became apparent that he had a type 46 (commonly known as La Petite Royale) available for sale.

The type 46 was a follow up from the fabulously expensive type 41 Royale of which only six were finally completed,

although its massive 12.5 litre engine was successfully used in fast railcars.

The type 46 was designed to provide a fast and refined chassis for the coach building industry. In this it was very successful with over 400 units produced between 1929 and 1936. The type 46 was said to be Ettore's favourite model.

The main features were a large (5.3 litre) straight 8, single OHC engine with the traditional three valves per cylinder. The engine developed 140 bhp naturally aspirated or 160 bhp supercharged. Ninety mile an hour was achievable with ease.

The transmission was three speed and reverse integral with the rear axle. Wheels were unique cast alloy Royale style with integral brake drums, shod with 6.00 x 20 tyres.

Chassis 46 218 arrived in New Zealand in the early '80s, a complete and original example in very sound condition, an exciting restoration project.

Restorations seldom work out as planned, but no one could foresee the drama to unfold for this one.



While waiting for the restoration to commence, an unexplained fire at Southward Engineering where the car was stored reduced the grand old car to a smouldering wreck. All the major alloy components including the body, the bulkhead, engine, wheels and brake back plates had gone. The radiator was a blob of molten copper, nickel and brass.

... where the car was stored reduced the grand old car to a smouldering wreck ...

This was the end, surely?

Eventually John's tenacity shone through and he engaged Wallace McNair, whose restoration skills are legendary, to start the process of bringing the impossible mess back to life.

Over several years Wallace restored the chassis and recreated the cabriolet body

based on the original design by Heinrich Buhne of Berlin.

In the meantime John had sourced a replacement engine (number 281) from an American enthusiast and at last it seemed as though the phoenix really could "rise from the ashes".

Over the years John had built up a strong relationship with the UK Bugatti experts, Gentry Restoration, who had already restored several type 46s, so the decision was made to send 46 218 back to England for the restoration to be completed.

At last the car is back.

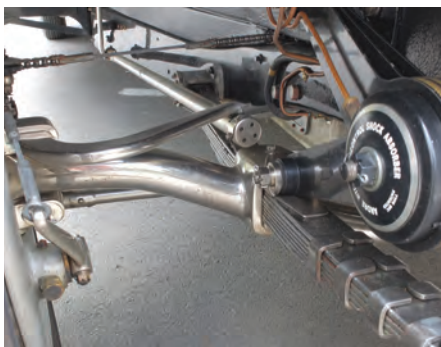
Road Test

I approached the gleaming black and yellow beauty with excitement and some trepidation. This was to be my first drive of such an important valuable car, and would it live up to my expectations? Would I do it justice?

The first impression is of a handsomely proportioned sleek convertible coupe. Although the 46 is a large car at five

metres in length, it is beautifully proportioned and doesn't look large and it sits with a tantalisingly low profile. With large alloy cast wheels gleaming in the sun, a long bonnet leading to a reproduction of the famous rampant elephant mascot designed by Ettore's brother Rembrandt for the exclusive type 41 Royale, this car has real presence and looks eager and ready to go.

Two large rear hinged doors allow reasonable access, although people with stiff knees might have a bit of trouble tucking their legs away. Once inside however and sitting comfortably on the lovely Connolly hide split-bench seats there is plenty of room and the view is spectacular. The comprehensive Jaeger instrumentation (surprisingly without a tachometer) is enhanced by the highly polished mahogany dashboard which has a couple of unusual controls attached. Two nickel levers provide control for ignition advance and fuel mixture. Two knobs provide instant adjustment to the front shock absorbers.



I notice that all-round visibility is excellent. So with a rising heart rate I switch the main control to ignition and press the starter. A significant rumble emits from the engine bay as the dynostart turns the eight cylinders for a few seconds before the engine bursts into life. The engine is surprisingly quiet once it settles down to idle, just a little gear whine from the overhead cam drive.

The time has come! The multi-plate clutch is light and takes up smoothly. The gear pattern is slightly strange to those used to the typical American three speed. First is to the right and down, with reverse straight opposite. Second is to the left and up, with top straight down. The foot controls are conventional but one has to be careful not to also touch the throttle when using the brake.

I start off in low but second can be used with ease on the flat due to the enormous torque generated by the long stroke 5.3 litre engine. The gear shifting requires confident precise shifting and a couple of clashes made me grit my teeth, but John was very calm and coached me along.

The steering is well weighted and the flexible four spoke wood rim wheel is a delight. In spite of the weight of the substantial 2+2 coachbuilt body, the car accelerates briskly revealing the considerable power of its sporting engine. Once out on the highway the 46 lopes along at the legal speed completely at ease, tracking nicely giving confidence even with modern traffic around. This car is truly a delight to drive.

But watch out if hard braking is required, Bugattis are not known for exceptional brakes, the cables, pulleys and chains leave a little bit to be desired. One customer even had the audacity to complain of this to 'Le Patron'. His terse reply was "I make my cars to go – not to stop!" Another classic response to a customer who asked why his car was hard to start in the cold, "If you can afford to buy a Bugatti – you can afford a heated garage". End of discussion!

All too soon it was time to hand this glorious car back to John. Did it live up to my expectations? Emphatically yes. I always imagined that a 4½ Bentley was my ideal dream Vintage car, but that has now

been seriously challenged. The type 46 is an extraordinary Vintage car, with style, performance, comfort and unbeatable panache. The engineering detail is superb. The big surprise is how superbly practical the Bugatti is, not at all fussy; a real Grand Routier that feels as if it wants to be driven for hours providing real enjoyment for two occupants and space for their luggage. Perfect for the trip to Monte Carlo (or the Napier Art Deco extravaganza) for a right Royal weekend. The Bentley will need to be some car to beat that.

Did I do it justice? No way. I need more time to get used to the gear change; a couple of years should do nicely. How about it John?

The *Autocar* period road test of the type 46 concluded; "Altogether a most remarkable motor car, highly satisfying in the easy purposeful manner of the performance and with a charm and individuality it is impossible to appreciate adequately without going out in the car."

I can't argue with that!

46 218 is a fine testament to the restorers skill here in New Zealand and in the UK. A top quality job.

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The Birth of a Baby REO

Words and photos Fay Chamberlain

For quite some time, husband Ian has had on his bucket list the hankering to produce a baby car. He'd been fascinated by the little one made in Lansing, Michigan by Ransom Eli Olds (REO). Not the same model, but a tiny replica of his own 1906 one. The idea was finally conceived 13 weeks ago, and with the encouragement of the local midwife (Ed Boyd) next door, who visited and checked upon almost daily through the gestation period. Finally, after a very long and intensive labour the little car was born. Weighing in at 85kgs, it was the spitting image of its 107 year old mother. Early visitors included a few children (age three to six years) all keen to have a ride.

Much was learned in the early stages of construction. The right size bicycle tyres were chosen first, then the woodwork skills kicked in with the making and assembling of the spokes. Being winter time, the mistakes and offcuts made excellent firewood for the logburner in the house.

Then came the bending of the wood for the felloes, turning the hubs, and back axle housing. The lathe in the shed now made a different sound as the woodwork turned to brass work. The difference was heard in the house. Then came the painting of the wheels. The outside yard became a clothes line as various parts appeared hung out to dry. Ian made his own kiln to temper the springs, which too, were hung out to dry.

Next, the chassis work started. Rulers and measuring devices came into play as dimensions were measured against the mother car. The brake and clutch pedals were the size of piano keys, ever so tiny. Making guards, plus the fitting followed.

Next came the body work. At this point, friends and neighbours began to see a little how it might look. The front seat was made, followed by more brass work. In fact anyone visiting at this time would think Ian had struck gold. Gold dust everywhere. The bonnet came next, followed by more advanced assembly.

Power was introduced, as the batteries were fitted. At this point, Ian tried out yet another new skill. Moulding and casting the steering wheel was a challenge. The experts provided the mould, together with the words: "just watch, he'll muck it up, we'll see him back tomorrow". He was; complete with a big smile and a perfect job.

In the meantime, the house became a place to put the "don't want it scratched" painted parts, highly polished brass bits and the dainty decals.

The big paint job was followed by accessories, lights, horn, number plates, and of course, the test run. Followed by the first child to drive it, "can we buy it please Mum"?

BW





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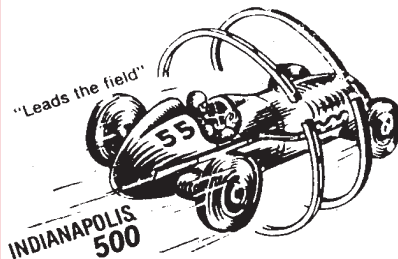
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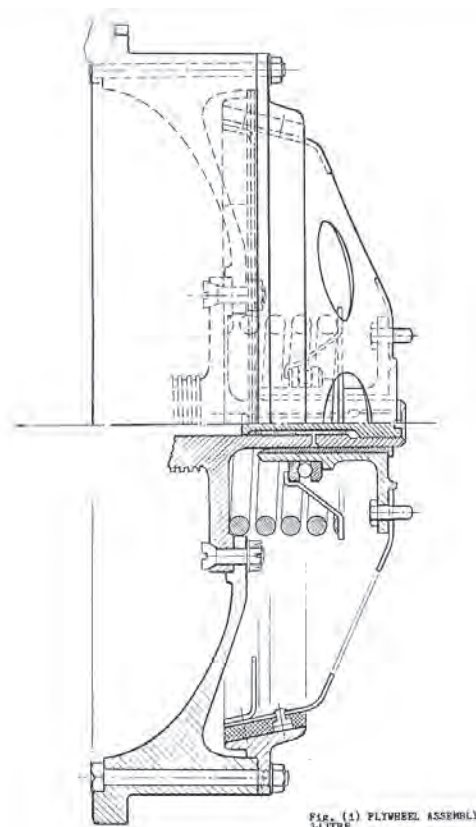
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The Cone Clutch

Words Allen Dyer, photos Kevin Clarkson, Allan Wylie

Many owners of early vehicles are confronted with problems with cone clutches.

When serviced and maintained correctly this clutch is as good as any and will operate extremely smoothly.

Severe grab or slipping is usually directly the result of incorrect lining material or the driver being unfamiliar with maintenance procedures.

There are two types of cone clutches that were widely used, namely the direct type, which we will investigate here, or the inverted type.

On direct type clutches the flywheel is machined so that a taper is formed to have its greatest diameter facing the gearbox. This taper will be 12 - 15 degrees for fabric linings and 8 - 13 degrees for leather linings, when new. The gearbox shaft mounted portion carries the lining material and slides freely on the shaft to engage or disengage with the flywheel taper as required.

The gearbox shaft section is often made as light as possible being either a steel pressing or aluminium casting, this is done to reduce inertia to a minimum as it is important that the clutch-gearbox comes to rest as quickly as possible otherwise it is difficult to mesh the gears properly.

In order to slow the rear portion of the clutch quickly it is usual to fit a clutch brake or stop. This consists of a friction block or disc, often having its own circular plate to engage with so that when the clutch is withdrawn it comes into contact with the brake and the assembly slows quickly.

This stop pad should preferably be adjusted so that the brake operates after about one third of pedal travel, the stop should not be touching the braking disc except when required for gear changing. The two portions of the clutch are held in the engaged position by means of a large central spring of the helical compression type. In some cases a number of smaller springs are arranged in a circle about the axis of the cone, this enables the clutch to be adjusted for spring pressure more easily.

The leather-faced clutch should have a spring pressure of not more than seven pound per square inch of leather area to prevent chaffing, this is about 350lbs spring compression for most vehicles.

Many restorers use leather for clutch lining as per original while others use Ferodo or Raybestos type materials. When using Ferodo material take care to ensure it is the correct type for the work. Do not use brake lining as this is often impregnated with bronze or copper wire and is not designed to slip, and will score the flywheel. Clutch material contains carbon and other agents to assist slip when starting.

Presuming that the spigot and thrust bearings are properly lubricated, many vehicles have an automatic lubricator operating from the engine sump for this purpose, and if not, these bearings should be oiled or greased every hundred miles or so, all other maintainance is reasonably simple.

The leather-faced clutch requires more attention than other types. The leather must be cleaned of any burnt or hard deposits or oil by washing with petrol and scraping at regular intervals. It should then be dressed with a leather preservative, such as Neatsfoot or Collan oil, mineral oil should not be used.

If the clutch slips the above applies, it may be necessary to increase the spring pressure slightly.

A temporary remedy for a slipping clutch while on the road is to insert some powdered resin or Fullers earth. Both of these substances increase the frictional coefficient.

A fierce clutch should be cleaned and dressed as described and it may be advantageous to slightly release the spring pressure. The fitting of springs or spring loaded plungers beneath the leather is another way to reduce fierceness of engagement.

The most common cause of cone clutch fierceness is due to the driver not depressing the clutch pedal, and therefore separating the driving faces, when the vehicle is not in use.

It is imperative that leather-faced cone clutches be disengaged when not in use otherwise the pressure will compress the leather and all softness for a smooth engagement will be lost. To remedy this, if the lining is hard, depress the pedal permanently with a

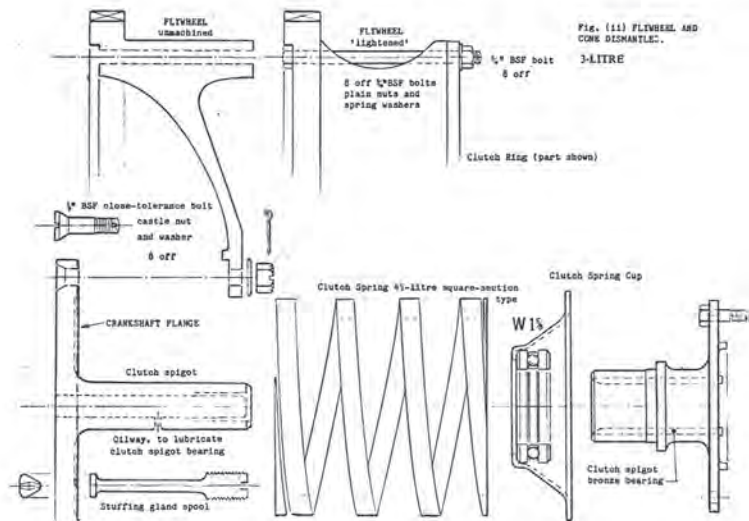


Fig. (11) FLYWHEEL AND CONE DISMANTLED.



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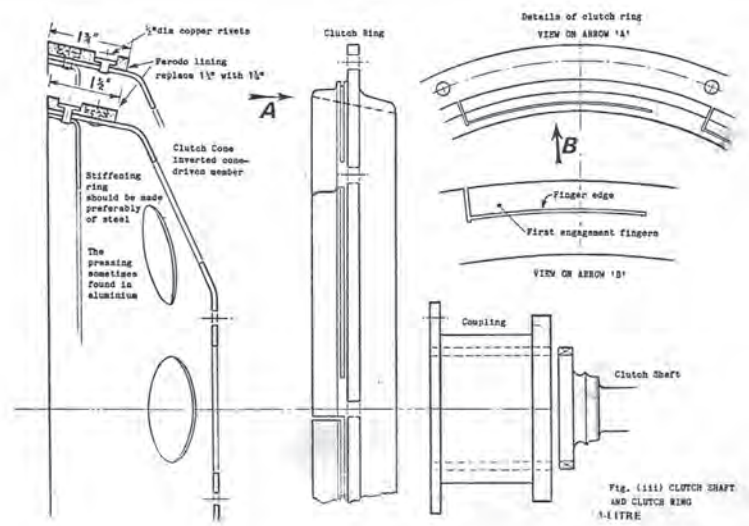


Fig. (111) CLUTCH SHAFT AND CLUTCH RING 1-1 LITRE

piece of wood or steel and insert Neatsfoot oil or leather preservative onto the lining, turn the motor, preferably by means of the crank handle, and pour some more oil in. Continue this for several days until the lining is well soaked.

Excess oil will be thrown out by the clutch when in use, but the initial dressing may require some two or three cups full. Never use old engine or lubricating oil as the carbon and varnish in the oil will only harden the leather and defeat the purpose.

Most cone clutches will squeal a little if over revved when starting but it may well be a sign that more oil is required.

Rolls-Royce provided, as part of the vehicle tool kit, a piece of wood to depress the clutch pedal when the vehicle was not in use, this was cut to fit onto the pedal and under a collar on the steering column. The pedal should be left depressed at all times except for short or overnight stops.

Clutch engagement should always be slow from rest as with a plate type. Some drivers believe a cone clutch should be engaged quickly. This is quite incorrect, they perform the same task as a modern car clutch but in a different manner.

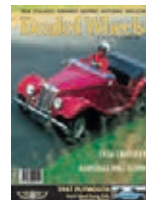
So if you want to engage in some fancy footwork or clever boxing, feed the clutch and there will be no more painful extractions. The time and effort will be well rewarded with no more fear of broken axles or rear tyres becoming prematurely bald.

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Kevin Casey

A CLAYTONS RESTORATION

Back in 1985 I happened to visit Mel Tapp in Milton. Mel has a very original 1927 Dodge, a 1923 Buick roadster and a few more but the one that I gravitated to, a 1929 Nash Special Six, was tucked away in a dim corner under a low mezzanine. I could sense the mute appeal as her dusty eyes met mine. "Rescue me!" A deal was struck. The Nash actually belonged to Joy Tapp who had inherited it from her father, Jock Moore. He had purchased it, probably just after the war, from Joe Searle who owned one of the two garages in Owaka. Joe used it for general work and as a school bus. Joy can remember a trip to Dunedin in the Nash to view a fireworks display, probably celebrating the 1948 Otago Centennial she thinks. After the registration ran out in 1949 the car mouldered away in a leaky shed for 30 years before Joy took possession. This backward trail goes cold at Joe Searle unfortunately, for although we are aware it was originally a taxi in Dunedin when new, there is nobody still alive to tell us who the first owner was. While cutting back her faded paint the DCC (Dunedin City Council) lettering shown in the photo emerged but the number has been obliterated by surface rust. This would have been its taxi registration number, painted over on being sold.

A few weeks later we returned in my daily driver, a 1954 Dodge. The old Nash looked even more decrepit in daylight. Most of the headlining was absent,

woodwork extensively rotten, broken windows, wooden wheels sawn off at the hubs and that's the short list. On the plus side she was original right down to that musty old dowager aroma, still carrying the 1948-49 license sticker and



plates. Twenty years passed before work commenced, but once it did progress was rapid – back on the road just 18 months later in December 2006. I felt its originality could, and should, be retained and even enhanced as we shall see. No makeup or fancy clothes: she must look her age.

The engine was in a word, stuffed. The 1929 Special Six is powered by a 3.6 litre OHV twin-ignition engine, six plugs in the head and six in the block on the other side plus two coils, condensers and points to fire the plugs simultaneously so the mixture burns from both sides. The cylinder head is flat as the combustion chamber is in the top part of the bore. Twin-ignition was usually the preserve of more expensive cars such as some Bentleys, Alfa Romeo, Bugatti, Packard marine (WWII PT boats) and sundry aircraft. Nash used it from 1929 to 1940 on their middle and top range of cars.

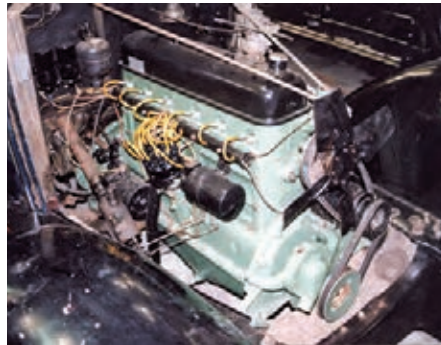
There was plenty of evidence that a "shade-tree" mechanic, as the Yanks call it, had dabbled in days of yore. Incorrect valve timing, pistons back to front and so on. A total rebuild ensued. Power and economy improved by inverting the inlet manifold and fitting a Holden carburettor, necessitating a custom-made free-flow exhaust. Breathe easy, old friend. Much later, on the car's first road test, its new engine seized on Lookout Point Hill causing a loud and rapid thumping of the heart. A few minutes later she started



Before restoration.



Body is lifted to enable floor repairs.



The power house.



Motor done, wood finished, "new" valances.

and I managed to get home. After more test runs it was clear this was not going to cure itself so pistons were pulled to find a bore had been scored by a piston with insufficient crown side clearance. To their credit the manufacturer paid all costs, supplying a .005" oversize piston to match bore honing. Somewhere down the track this will puzzle a mechanic I'm sure. The gearbox guts, when laid out for inspection, were given a clean bill of health and tucked back in while a peek in the final drive filler hole revealed all teeth present and correct. Not so lucky with the clutch which employs a large spiral spring to apply pressure. The plate had been filched from an unknown donor, certainly not a Nash as the plate splines and shaft splines were complete strangers. God must watch over amateur mechanics. If I had put that damned plate in there it would have rounded off immediately. A correct plate, rescued from a swamp, was relined and is hanging in there even though the hub is so worn it will tear out one day... and God won't be there. An extra cross-member to mount telescopic rear shocks was bolted in and the fabric universal done away with.

That shade-tree mechanic had attacked everything mechanical on the poor old Nash which must have been lethal to drive. Two examples were an incorrect front spring that located the beam axle on an angle and a brake rod interloper bent in an S shape to shorten it. Over the years I had gathered up a few wooden

spoke wheels and rims as of course I had none. One had some borer which had successfully colonised five spokes and, providentially, there happened to be five borer-free spokes on a spare wheel. Theoretically I suppose, it should not or could not be done to fit these assorted spokes into another wheel but there was no alternative. Hacksawing through the rim released the donor spokes. Wow, did it go with a bang – there's a lot of tension in there! Defective spokes were cut out of the borer-ridden wheel and the replacements roughly fitted in leaving a raised mound in the centre and the problem of "adding tension". The improvised method was to place a steel plate under the spokes and another on top and deal to it with a sledgehammer, re-drill some hub bolt holes and would you believe that sucker runs true! The wheels rivalled Joseph's raincoat so I had a spray can of paint mixed to match the faded body colour, then wire-brushed them so all the imperfections of layered and peeling paint were preserved. Two coats of colour and the job was almost done. Ageing was easily accomplished a couple of days later by vigorously rubbing the paint with an old cement-contaminated rag.

It was time now to tackle the body which was more than a little distressed. The front guards, catwalk covers and side splash aprons were badly rusted, running boards rotten while the right rear guard and wheel arch had been stoved in and

crudely knocked out. The entire roof was shot, as was all of the wood from the left centre pillar right around the back to the right corner, including both wheel arches. Both rear door posts plus the longitudinal floor planks were rotten front and rear. These wooden bodies were constructed in a jig, glued and screwed from the outside before body panels were fitted; definitely not designed to be repaired from the inside. Clinging to the fact that my late father was a builder and therefore I must have the genes, work commenced. I cannot speak too highly of my sidekick, Gorilla Glue, an indispensable pal. After successfully replacing some wood it became obvious that more than family genes were needed. Stu Robbie, a professional cabinet maker, made a great job of quite a number of replacement pieces working off some pretty dodgy patterns. Often he had no more than a rotten piece of wood with cardboard tacked on to represent the missing parts; sometimes reversing a complex piece by skilled eye alone. It took a lot of time for me to fit all of the pieces, making adjustments and modifications while working out ways to restore the body's structural strength. The wheel arches and pillars were the most difficult of these inside-out repairs.

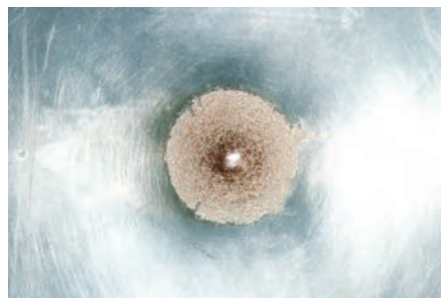
Warwick Nicholson made a fine job of fettling the seat springs before fitting the upholstery from another car. Unfortunately we had to use new material for the back corners and headlining as the



After restoration.

remnants were too rotten. Rob Douglas was tasked with “not restoring” the bodywork which, as a specialist in classic car body restoration, he found difficult to come to terms with. He straightened out the ugly wheel arch repair but was denied the use of filler or even paint. My mint rear guard, bought twenty years ago, turned out to be from an Advanced Six and did not fit. Damn. To make it fit the front 300mm section was cut off and the corresponding original piece butt-welded to it. No, you can’t dress the weld! It is there for all to see, now part of the fabric and history of this tatty old car. Originally the Nash had a rear-mounted spare wheel with a tow bar bolted to the wheel supports. I had picked up two optional side-mount guards years before so these were pressed into service along with brackets and clamps of unknown parentage. Spare wheel supports were cut down to take a custom-built trunk with suitably distressed paint; very useful it is too, not least as a coffee table. The body was lifted up to fit new jarrah main floor bearers. Replacements for the knackered splash aprons were bent up but looked too new. The solution was to use spray cans of red undercoat and gloss black, cutting the top coat just enough to show hints of red here and there, then beat up the paint where feet would have marked it over the years. Step plates were cast off a borrowed example, antiqued by immersing in a salt water solution for a few days before finally rubbing in old buffing compound, dirt and waste oil – beautiful. Brass and copper screws and fittings can be aged instantly with a chemical (Novacan) used to blacken solder and lead. A spare tail

light has been mounted on the left side by cutting its curly bracket into three pieces and welding the reversed curves. The small tail light lens was missing so I cut down another lens to fit in the aperture, placed it into a spare surround and then heated the lens in my kiln to slump the glass into the correct domed shape. The blinds are mongrels, their new guide strings aged with wood stain and tea. The hard life endured by the Nash is reflected in the fact that no two window regulators or door handles match. Fortunately the windscreen displaying its last license transfer is undamaged apart from a few chips. The vivid purple license was for 1948-49 and even though the preceding



Badge of honour, the bullet mark.

license above it has been partly scratched off, it stays, mute testimony to a tired owner with no razor blade. Part of the story you see. Holmes would say: “Jock Moore was bearded. Elementary, my dear Watson”. I suppose that Jock bowled a few bunnies from the Nash as there were quite a few .22 bullet cases scattered about inside. The front passenger door sports a bullet dimple at seat level caused by an accidentally discharged rifle – from the

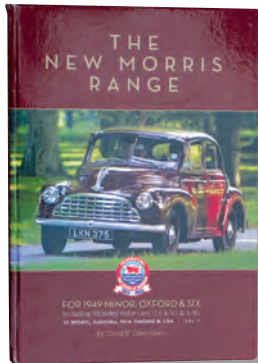
inside! Now that’s a scar that stimulates imagination – rough paddock, careless use, booze or even attempted murder? Another part of history rides in the side-mount, our old and frequently used family copper thermometer – made at Hillside around 1946. In the pursuit of authenticity it is tied to the side-mount bracket by two ancient leather bootlaces, its anti-rattle device a tennis ball jammed in the chimney.

What is it like to drive? Like most cars of its time retardation is directly proportional to right leg strength. Some of the wheels can actually be locked up if the driver is sufficiently agitated. Steering is as vague as a politician’s promise but the continual correction becomes as automatic as the polly’s lying. Power is adequate, the old girl outperforming most of its peers due to its strong twin-ignition engine. Normal speed is kept to about 50mph as the engine sounds a bit busy above that due to the very low 4.9 final drive ratio. It pulls the notorious Kilmog in top gear both ways, getting down to about 35mph heading north while on the homeward journey she crests the hill at 50mph after passing some moderns, to the total astonishment of their occupants. Fuel consumption is around 15-17mpg, not too bad for a Vintage Yankee car.

We have travelled 12,000 miles together since “Gundy” was resurrected, many of them on the annual Irishman event. Our son, Steve, enjoys driving the Nash so it will stay in the family – on the proviso that he takes his senile old man out for a ride occasionally!

BW

Just in time for Christmas, Editorial Committee Chairman, Kevin Clarkson, reviews three books that could be the answer to your gift woes for the motoring enthusiast in your life.



The New Morris Range For 1949 Morris Minor, Oxford and Six

**Author and publisher
David E Greenslade**

Hard cover, 210 x 300mm, 448 pages, colour plates

Purchase from www.100yearsmorriscars.com
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This book is the culmination of some serious research by VCC member David Greenslade and it soon becomes obvious that he knows his subject well. This massive book takes us on a journey from the beginning of the gestation period of the Morris Minor right through to its successful introduction as part of the 1949 range of Morris cars which also included the Oxford, Six and the Wolseley 4/50 and 6/80. That 1949 range was quite different to previous offerings from Morris, the largest car maker in the UK, and was to last for some years, more than a decade in the case of the Minor. This book does not ignore early cars from Morris either and there is good information about these included. While David has given us full coverage of these cars in Britain there is also very detailed information about the 1949 Morris range as it applied to New Zealand, Australia and USA and this will be of great interest to old car, and particularly Morris aficionados in those countries.

This is a book that can be read from cover to cover as I did, or picked up to enjoy a browse through, maybe stopping to read further where a subject is of immediate interest.

While it did not detract from my reading experience it becomes obvious that the step of professional proof-reading was omitted from the publishing process. There is some repetition, commas sprinkled liberally, needed or not, confusing text and misplaced apostrophes. These made comprehension a little difficult at times but the more I got used to and expected these errors they became of less importance and can be regarded as only a minor nuisance.

The book is a worthwhile publication and David is to be congratulated for his efforts.



**Veteran Cars
Amazing New Zealand Collections
By Steve Reid**

HarperCollinsPublishers

RRP: \$44.99

Hard cover, 191 pages

This book is an ideal Christmas present for any VCC member. It is full of wonderful photos of Veterans being restored and used, many of which belong to our members and can be seen on Veteran runs.

There are many skills involved in returning these old cars to useful life from piles of rusty bits and the car owners in this book have shown skills aplenty in their endeavours.

These cars represent a slice of earlier times and are all the more valuable for that. As modern cars become more sophisticated and automated these Veterans will become even more a source of amazement for the young. They will barely be able to imagine the work done to bring these Veterans back to life.

Steve has done a great job with this work. He has a story about each car, some 45 of them, with plenty of colour photos. Occasionally throughout the book he diverts into other Veteran subjects such as

Snippets From The Past and Collectables, for example, and these add much extra interest.

This is a worthwhile addition to anyone's library, Veteran aficionado or not.



**Chris Amon: 1967
Chris Amon, Scuderia Ferrari and a year of living dangerously**

By John Julian

Published by Bateman

RRP: \$49.99

Format 235 x 305 mm, Landscape, 120 pp, hard cover

Chris Amon is the only New Zealander to have led the Ferrari Grand Prix team and John Julian's book tells comprehensively what the year 1967 meant for Chris. There are no holds barred and all the events of that year are covered. I learnt much that I did not know and I believe that even the closest follower of the sport will enjoy the tales within. There are many period photographs in black and white and eight pages of colour pictures.

John Julian tells us what it was like to be a GP driver in those days, prior to flamboyant wings and slick tyres, and it becomes obvious that those who were successful had a special talent. Unfortunately there were many successful drivers who came off second best during the inevitable crashes and when we read of these we can only think of the poor safety features they endured compared to the modern racing car. There were no flamecrusher suits around in those days, seat belts and full harnesses were yet to come into full vogue and sealed fuel cells were still in the future.

John has given us a great read and whether you were around in those days or not this book can transport you right into Scuderia Ferrari in 1967.



The Millenium Duckie 2013

Words and photos Graeme Cawley

You may recall that last year 1000 years' worth of guys and machines set out from Auckland to go to the Duckie in New Plymouth arriving 12 hours later somewhat the worse for wear.

What happened this year?

Well we managed only about 830 years this time but close enough! This year the team was Peter Alderdice and Michael O'Kane, 1928 Morgan, Don Green 1930 Rudge, Leo Fowler 1942 Indian, Paul Hanes 1948 Indian (all these being hand change), and myself on the 1938 Ariel, mercifully foot change. Marshall Corazza joined us in New Plymouth in his car.

The concept this year was to trailer to Tauramanui, leave the trailers in a pre-arranged farmer's field and ride due west through Ohura, over the un-bitumened Waitaanga road, to connect to the main road about 65 kms north of New Plymouth.

Friday began somewhat damp and by the time we met Paul near Hamilton it

was just short of bucketing down. It rained hard most of the way to Tauramanui but had stopped by the time we found the farm and climbed the goat track up the car park field. We unloaded the bikes and Leo started the Indian. Paul then made that time-worn comment about Joseph Lucas and let's see if these English bikes even start. Seems his hex was only partly successful as Don was able to start the Rudge without difficulty. Paul started the Indian and rode out of the paddock. The Ariel refused to start! Prior to leaving home Leo said to me to put a plastic bag over the mag but I did not do it.

We put the Ariel back on the trailer and set out with the two cars, Morgan and Ariel, on trailers and three riding. At Tauramanui we were supposed to have lunch but someone who shall be nameless said "why don't we have lunch at the Working Man's club in Ohura?" Seemed like a good idea at the time. Well it is 50k to Ohura so we arrived about 2.15 and the flaw in Peter's suggestion became obvious. Without lunch we headed down the Waitaanga road which was bitumen until the start of the saddle. Now this

road may be a bit rough but it is a great trip through thoroughly wild countryside with heavy bush at every turn, hugely steep hills and a road not much above a bush track. Of course it would not have been complete without the rain showers! After what seemed quite a long way, even in the van, we emerged on to bitumen and eventually came out at the dreaded New Plymouth 65km sign that caused the consternation last year. At least this time we were in daylight and everyone made it safely to New Plymouth with the only trouble experienced being the fact that Mike's boutique brewery was inextricably closed.

That evening the mag of the Ariel responded to dismantling and lots of WD40. The rally itself was a great run in showery weather and I think most of us were surprised to find that we had circumnavigated the mountain; it might've been obvious if we could have seen it. My mag kept going in the wet but ten miles short of the end Peter and Mike were discovered on the side of the road looking rather cold and wet. The Morgan had "shafted" any chance of making it to the end. Closer

inspection found a disconnection between the main shaft of the engine and the clutch! Perhaps it was fortunate that it had been trailered to the rally but Peter was somewhat deflated given it is the second time it has broken that particular shaft on a rally.

Sunday was the ride back. Plan A was to go down to Wanganui and up the River Road or SH4 with some deviations across untested tracks for interest sake, but the weather had taken it out of everyone. A decision was made to go back up the Forgotten Highway (same as last year) with lunch at the Whangamomona pub (rather oddly Ohura for lunch was rejected). I set out a minute or two ahead of the others since the Ariel was the slowest bike but at the turn off to Whangamomona my mirror fell off and I was busy grabbing that and missed the turn. By the time I stopped and sorted that out the others had reached the turn off and headed up the road thinking I was ahead of them. No matter, it meant I had no pressure to keep up but also no back up! As it happened it was a very wet ride to Whangamomona and I arrived only a few minutes behind the others, no-one being able to go terribly fast in the rain.

Over an hour in the pub saw us dry out a bit, eat too much and the couple of handles were probably not a great idea in the conditions but good at the time.

Setting off again, the rain had eased and there were fewer trees and slips to deal with but the new obstacle was thick clay on the road where streams had overflowed and moved much of the mountain on to the road. The first one I hit at a reckless speed. Emerging on the other side the bike and my lower half were covered in mud. Somehow none was sucked into the carburettor or that would have been it for me.

Meantime I was concerned that the others had not caught up. Unfortunately it was because Leo had in fact tipped off the Indian in the tunnel not far past the pub. The publican had mentioned that some chap on a modern had earlier fallen off in the tunnel and broken a rib or such like but we never really took much notice. The tunnel was difficult! If you know this tunnel it is barely the width of a car and just long enough that in the middle it is almost completely black. Even on a good day on a motorcycle one experiences a feeling of disorientation, unable to gauge where the tunnel wall is. On this day the centre line of the tunnel, where one heads when disorientated, was about six inches deep in mud and this was the problem for Leo; somehow his back wheel attempted to overtake the front wheel. Fortunately Leo was not hurt and the bike was just a bit scratched but it explained why they were not right behind me.

At the Ohura turnoff to Tauramanui I found a large puddle and went through that at the same reckless speed emerging on the other side much washed down. Not the bike though, all that heat had baked the earlier clay into a semi ceramic cocoon around the engine that resisted the puddle rather well.

Not much further up the road I stopped at a lookout and was soon joined by everyone else. The ride to Tauramanui dried us out and we were soon in the "car park".

The last obstacle was the fact that the exit road from the farm was under water so we had to head back into Tauramanui and then turn north but in a car, well, who cares!

BW



The intrepid travellers.

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Auckland: Tom and Lyn Brough's 1934 Nash.



Auckland: Kevin and Joy Morris 1954 Chrysler coupe.

Dunvegan Rally

Otago Branch

Words Ron Gilbert photos Bill Veitch, Lew Williams. 14 October 2013

Traditionally held in early October, Otago Branch's first Dunvegan Rally 42 years ago, started from the Dunedin Historic Railway Station and took the entrants to the Pearce family's Dunvegan Station wool shed south of Clinton. After the first few Dunvegans the destinations were changed and entrants have travelled the back roads of much of Otago, Northern Southland and into South Canterbury. But the original date in October has been kept coinciding with the Spring Equinox and its wild swings of weather. Over the years we've had it all, from calm sunshine to wind, rain and even deep snow on occasion. So it was in a spirit of "here we go again" that we gathered for the start in light rain. But the rain had stopped for Lew Williams to give his riders' briefing, and we set off into mist over Mt Cargill then onto dry roads for the rest of the weekend. Weather is important for motorcyclists.

The Saturday run of about 200km included visits to see the interesting and varied collections of a couple of motorcyclists. Lunch for 40 was provided in the warmth of the Dunback Domain courtesy of the Dunback Bowling Club. Then great twisting motorcycling roads with scarcely any other traffic took us past the massive gold mine hole at Macraes, through Middlemarch and back to Dunedin. Fifty plus sat down for the sumptuous dinner and prizegiving held at the Otago VCC clubrooms, beautifully arranged and decorated by Bill and Susan Partel. The prize winners were announced by the doyen of the Rally, Bill Veitch, now the only rider who has ridden all 42 Dunvegans. The trophies were handed out by Branch President Mark Wilkinson, who expressed interest in buying a motorbike so that he can join our fun group. He would not of course be the first by any means to see the light.

On the Sunday morning we reassembled at the clubrooms to visit the local Gasworks Museum, celebrating its 150th anniversary, for a conducted tour; then rode on down the South coast and over

the hill past millions of golden daffodils to Waihola. We envied the Christchurch group who were riding on into Central Otago for Sunday night and up the middle of the South Island on the Monday.

Results

Oldest Bike	
Colin Winter	1926 BSA
Hard Luck	
Ian McKinlay	1920 AJS
Dunvegan Rock, P60	
Kevin Clarkson	1961 BMW
Mr Dunvegan, Spirit of the Rally	
Ron Gilbert	1979 BMW
Riders' Choice	
Stewart Gutsell	1958 Harley Davidson
Age Mileage	
Colin Winter	1926 BSA
Aotearoa Plate, Overall Winner	
Andrew Roxburgh	1952 BSA

Hunua 100 Rally

Auckland Branch

Words and photos John Stokes
26-27 October 2013

This year's Hunua 100 Rally took a break from the Hunua Range south of Auckland and instead started and finished at the North Shore VCC clubrooms in



Otago: Dunvegan lunch stop at Dunback.



Otago: Ian McKinlay accepting the Hard Luck award from Otago Chairman, Mark Wilkinson.



Otago: The Dunedin Gasworks Museum rally stop off.



Auckland: Peter and Judy Alderdice's 1954 Ariel Square Four and Leo Fowler's 1941 Indian 741B.



Auckland: Cedric Pegrum's Munt Cotterill or Munt Cotterill and Nielsen bodied 1930 Chev coupe. The body builders were Petone, Wellington based .

Albany. A pre-rally social at the Auckland VCC clubrooms the day before the rally saw a garden party and a display of Veteran vehicles in the charabanc barn.

The entry list shows an interesting trend with 18 Vintage, seven PV, about ten PWV and 19 P60V. These figures include the two motorcycles, one PV and one PWV. Gavin Welch and Sophie had the 1924 Dodge Four, the only rear wheel brake vehicle present. There was a variety of sporty stuff from both sides of the Atlantic, including Triumph TR6, Sunbeam Alpine, MG B, Chev Camaro, Mini GT and Ford Mustang. Luxury was represented by George Urquhart and Marion Hemmingsen in George's 1933 20/25 Rolls Royce.

Non-competitive tourists made up about 22% of the entries and there was out of branch participation from North Shore, Waikato, Waitemata and Warkworth/Wellsford. The morning section travelled through the back of Dairy Flat and Riverhead Forest, then over Old North and Kiwitahi, through Helensville, then a circuit of Old North and inland roads

before heading into Helensville for lunch at the primary school.

The afternoon section sent us into some back roads towards Kaukapakapa, then over Peak Rd towards Waimauku, round the back of Kumeu to Riverhead and then via back roads to the finish in Albany. Competitors had to be alert around Fairview Avenue and at the finish at the North Shore branch clubrooms.

The major prizes taken at a well attended social in the Auckland VCC clubrooms were as follows. First Overall and first fast Vintage Russell and Jocelyn McAlpine 1930 Ford Model A phaeton, first slow Vintage Gavin Welch and Sophie 1924 Dodge sedan, first PV Paul and Kathy Collins 1938 Chev sedan, first PWV Ken and Annette Foot 1958 Humber 80, first P60V Colin and Pam Bell 1964 Ford Mustang, first motorcycle Peter and Judy Alderdice 1954 Ariel Square Four.

Biennial Rally

Nelson Branch

*Words Geoff Ashton
5-6 October 2013*

On Saturday morning 50 cars and one motorbike assembled at Founders Park for the Biennial Rally. The variety of cars included a 1911 Mitchell owned by Ross Sice, a 1911 King Dick motor cycle owned by David Topliss, 21 Vintage cars and a great line up of PVs, PWVs and P60s. It was great to see such a large number of older vehicles participate in the rally. A large contingent traveled over from Blenheim with other vehicles attending from the West Coast.

The sun was shining and the day warmed up nicely when Kevin Mercer briefed us on the weekend's events and introduced the concept of straight line navigation which was new to most of us. Fortunately, Kevin had pity on us and allowed us to open the emergency envelope without any penalty. There was a choice of a short 30 mile run on sealed roads or a 70 mile run which included some gravel roads.

Everyone met at Wakefield for lunch and some field events for the entertainment of spectators and participants. The awards included a special award to John Stanley for 50 years in the VCC. A great finish to a successful day's motoring.

Sunday included a short drive around the beach suburbs of Tahuna and Monaco and lunch at a local brewery.

BW



Otago: Dunvegan riders at Macraes Mine



Nelson: 1911 Mitchell



Diane Ross
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RD 2, Ashburton
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brass notes

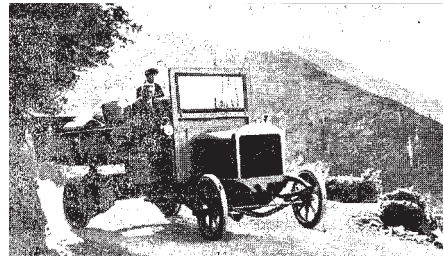
Thornycroft; Pre WWI by Doug Wheeler; Opotiki

Thornycroft commercial vehicles figure highly among my Veteran and Vintage interests.

This was highlighted last summer with the collection of the rear axle and wheels from a Thornycroft light truck with chain drive. This had been used on a farm trailer and was recovered from the southern Hawke's Bay area. From all the Thornycroft vehicles and bits we have seen about the country this is the only example to date of a Thornycroft chain drive vehicle located in New Zealand. Though these wheels and axle have no name on them, the experience of research and handling of other later Thornycroft parts indicates the manufacturers' design and style. Comparison was made with a restored M2 Thornycroft in Melbourne, the only other known example in the world of a chain drive Thornycroft truck powered by a petrol engine. This example is complete and operational. A further key item towards identification was the casting marks of the Catton Foundry on the wheels, with some of the minor suspension and axle parts matching those in the Thornycroft Model J parts lists.

In researching more about the importation of this R or S model into New Zealand, I arranged to get a copy of the early years' production of the Thornycroft build register as held by the National Motor Museum, Beaulieu, UK. This register listed all Thornycroft vehicles produced as they left the factory. These pages recorded by model type; the chassis numbers, engine numbers, engine type, horsepower rating, dates of ordering, dispatch and also listed the agent the vehicle was sold to.

I sought information of the period 1905 through to 1915 thinking that within that time the number of Thornycroft vehicles imported by A Hatrick & Co (of Wanganui) as agents for New Zealand would not be all that great. The Hatrick name however appears regularly on the pages leading up to the outbreak of war, as if the desire was to gain as much out from



Thornycroft 30hp with full load on top of the Rimutaka en route to Pongaroa.
The Evening Post November 6, 1913.

the UK as possible before any conflict eventuated. A total of 57 vehicles are recorded in the Hatrick name between December 1912 through to April 1915. This latter date allowed for the completion of orders taken before the outbreak of war. There is no indication who sold the vehicles in New Zealand prior to 1912, but it may have been through a London agent in common with exporting to other countries.

Of the 57 vehicles imported, 12 were heavier trucks of the J type series as used later by the British army in WWI. The balance were all chain drive models from 30 cwt to 2½ ton capacity. These had a series of motors, depending on weight capacity, from two cylinder 20hp engines progressing to four cylinder engines initially of a L head design, then on to a T4 layout. The engines all had cylinders cast in pairs, and had heads cast integral with the cylinder, which then bolted on to the crankcase. The smaller two cylinder, M2 cylinder casting was later doubled up on a new crankcase to produce the M4 engine producing 40hp from a capacity of 6,256cc, which then became the standard for Thornycroft as used by the British Army. This same twin cylinder casting of the M2 was further extended to become a six cylinder engine of which only a few were made for powering fire engines. One of these fire engines was used in Auckland from 1909. The cylinder design of the M2 was in production on these differing engines from 1908 through to 1923.

Over years of research a few photographs have been located showing chain drive Thornycrofts in use in New Zealand. A photo from the Alexander Turnbull Library collection shows a light Thornycroft truck ascending the Rimutaka Ranges referring to the vehicle as travelling to Pongaroa for use with a local carrying company. As the remains we have come from the southern Hawke's

Bay region, the question is asked, could it be the same vehicle?

Other references to light Thornycroft trucks have been gleaned from books and newspapers including notes on a 30 cwt model that was purchased by public subscription for use by the army to cart supplies to the army training camp in Auckland at Alexander Park. A Thornycroft is later referred to as being used in Samoa with the New Zealand Forces of Occupation in 1914. As the New Zealand Army owned no other heavy motorised transport, it would appear this was the same truck.

The Australian Army purchased vehicles as well as receiving donated and fundraised vehicles from community groups. Amongst these were Thornycroft chain drive trucks, fitted out as ambulances. These were shipped to Egypt with the troops. Photographs of these vehicles show points in common with the parts collected.

In acquiring the build register information I hoped this would allow a further line of research in confirming a date of manufacture for a J type Thornycroft I have under restoration. This lacks the manufacturer's identification plate and has no numbers stamped on the front of the chassis. The design and construction shows it to be a pre-war model. The smaller front wheel size, position of the track rod, and spring hangers on the front of the front springs all are documented points of the first series that were changed and improved upon for further War Department orders. The rear axle and diff housing design is in five sections, unlike the following J series with a three piece axle housing. Collectively there are sufficient points to indicate a Thornycroft from the early production run of either J or K models. Unfortunately there is no known similar aged Thornycroft of these models to compare with in the world. This does appear to be the earliest J model known while no K models are known to have survived. The first J model was produced in 1913 and was dispatched to the war department vehicle trials. Mr Hatrick, the New Zealand agent, placed his order and received the 13th J model of the initial production run. Of the 12 J models imported there is no indication which one I have. This early J model was recovered from the Hawke's Bay. However in researching the history to date there has been no old newspaper articles located describing such a truck as newly arriving in the area.

While Thornycroft parts have been located and collected up from around the country, minor changes in parts shape and design have become evident as improvements to the models were made. This has meant restoring to original specifications is difficult as there are no dates known as to the changes in design. Then finding the right parts to fit the variations in the models has become another task. The idea is to eventually have sufficient material to rebuild a range of examples illustrating the various models from the period 1910-12 through to the late 1920s.

Many thanks to Doug for his contribution.

Snippets Gleaned at the Canterbury Swapmeet

Paul Collins, the new North Island Club Captain is working on a couple of Veterans; a 1913 Overland roadster as well as a 1916 Maxwell tourer that he got a few years back from Peter Nightingale.

The 1911 Mitchell restored by the late Ian Mitchell is now owned by Ross and Jeanette Sice and remains in Nelson proudly displayed in Ross's toy shed.

Don Jenks from South Otago, Roger Healy of Central Otago and David Vernall from Geraldine are all working on Veteran Chevs. David's 1916 model was a collection of parts from the estate of the late John Rogers. He's been sandblasting and painting engine parts and running gear and doing his best to locate missing bits and body patterns. I hear the pattern problem has been solved; a totally complete original car has been found belonging to a lady in Wellington who recently inherited it and was willing for it to be housed in Roger's shed. A concerted working bee will be held during



The 1911 Mitchell.

the Christmas period using this car for patterns. Incidentally the car was originally a Central Otago vehicle.

Wilbur Brown from Warkworth has his 1912 Metz running and registered for the road.

George Page of Arrowtown found a Veteran Hupmobile motor at the swap meet to add to his collection.

Doug Hamilton from Wellsford is looking for lights and possibly another body for his newly acquired 1911 Cadillac.

Hawke's Bay's Peter McCool hopes to have his 1918 Chandler ready for the North Island Easter Rally. Grant Stott imported it to New Zealand about 20 years ago. It is mostly complete but he desperately needs rims and locking rings.

I asked for information on a photo in the last Brass Notes and have received several replies that I will share in the next issue.

BW

From across the water

Ian Parsons was forwarded a copy of the letter Dirke Rinckes wrote concerning the identity of a vehicle featured in a photograph published in *Beaded Wheels* issue 324. He identifies the vehicle for us here.

I can confirm that the car is a 1914 model Vauxhall A Type with the Ascot 2 seat torpedo coachwork. I have one in the UK. It is 1913/14 rather than 1912/3 as the bonnet flutes go all the way along the bonnet.

Here are two other photos of this particular car. I attach them. NA is a Napier registration and the photos I have are enlargements from a New Zealand archive. They were given to me by Tony Airs when I bought my car from him in 2007. The photos were useful in completing the rebuild. I got the car running in 2009 and have since driven 6,500 miles in it. It goes really well as Peter Croft will testify. I attach a photo of my car on a VSCC event in April this year.





Frank Metcalfe

two wheels and other things

I contemplate this edition from my desk and looking across our garden on a rather grumpy and unpleasant October spring day. Spring is the great time of renewal, renewal in our gardens and the natural world around us and renewal of our own energies. Somehow spring fires me up anew and with so much to be done in the garden it is just as well. There is much pleasure to be had from a wander round our large garden to see the tiny fruits forming on peaches, apples and plums and the first of our 'ready for Christmas' spuds popping their green shoots out of the soil. All I have to do now is make sure they come to no harm before harvest. For those of you resident in warmer climes to the north it is worth noting that our gardens here in Marlborough really don't get going until early or even mid November. No good planting out the tomato plants on Labour weekend, they'll just sit and look at me for about three weeks until the soil temp suddenly comes right.

This time around, apart from the foregoing gardening lesson, a bit of Two Wheels and a dose of 'Other Things'. To start with my encounter with a motor cycle; one of only 25 manufactured and, I am sure, the only one in this country. The machine in question is a 1962 Matchless G50 CSR.

At an early stage in my life with AMC motorcycles (Matchless and AJS in particular) I came into contact with Murray McLean, a then resident of Nelson, now Golden Bay, and widely known as an AMC guru, especially the singles. When we moved to Marlborough that contact expanded and I have enjoyed many a conversation with Murray and his mechanical skills are in big demand and highly prized. If it's broke and Murray is on hand, problem solved. He is the proud owner of said G50 CSR. But before we talk of that a bit of history.

The Matchless G50 derives from the AJS 7R, that iconic 350cc ohc race machine from the 1950s, but it wasn't until 1958 that development of the G50 got under way with the first machines going into production in 1959. The engine used the same 78mm bore as the 7R and a stroke of 90mm to give a capacity of 496cc. Power output was claimed as 51



Matchless G50.

bhp at 7200 rpm with a top speed of 135 mph.

On the track the new racer proved highly competitive, able to give the Manx Norton a run for its money and frequently quicker through the corners. Production ran from 1959 to 1963 with 185 machines being built. The American Motorcycle Association (AMA) decided that the G50 should not be permitted to compete in the USA because it was not based upon a production street machine; perhaps not too difficult to sense a whiff of fear and the need to protect the local product in this decision. AMC overcame that difficulty by creating the G50 CSR, a fully road legal version fitted into the G80 CS scrambler frame. It seems that only 25 were needed to meet the AMA ruling so that is all that was made. To add a little recognition confusion the CSR was badged 'Golden Eagle' following a naming competition. The idea allegedly derives from the gold coloured engine casings of the machines.

All G50 production ended in 1963 and in 1966 AMC sold the tooling and spares to sidecar racer Colin Seeley who went on to build a range of Seeley G50 'specials', some carrying Seeley Condor badging. In more recent times replicas have been available, the Seeley G50 Mk2 and the George Beale G50.

Back to Murray McLean. He is the proud owner of one of those 25 G50 CSRs and with that tiny manufacturing run it would be most unexpected, I think, to find another one of that group in this country. I am not sure what history is known of Murray's machine but presumably it was shipped from Plumstead to the Matchless US agents, Berliner Corp, and then found a home somewhere in the USA. At one stage it lived in Rhode Island, New

England, and subsequently found its way to France from whence Murray extracted it in January this year.

I was lucky enough a few months back to be able to catch up with Murray and to see the G50. What do I think? I think it's cool. It's not a drool-over hugely handsome machine, but not many were back in the '60s; but it's cool because of what it is, as is the 7R. It's cool too because of that honky looking motor all gold with a big top end that straight away makes you think there's some grunt going on here. Otherwise it looks pretty much like a Matchless of the era; but no other Matchless single would top out at 135mph. Mind you I don't think I would be game to wind it open and hold on all the way up to 135; 40 years ago, perhaps? Actually I don't think this street version would have reached 135 mph but no matter, it is still a seriously quick road going single. I haven't ridden it, of course, and I think I might have to smile very sweetly indeed at Murray and sugar coat that with a substantial quantity of brown bottles to have any chance of getting near the rider's perch. I'll keep hoping, and stock up on brown bottles.

To Other Things

The subject is diesel and stemming from that vehicle relicensing, commonly called registration, and Road User Charges.

For us every day road users the more common fuel in use for private transport is petrol, but during the last decade or more that other fuel diesel has made a resounding comeback. No longer is diesel the stuff of noisy clattering engines, mostly homed in large size trucks, farm tractors, heavy mechanical equipment, railway engines and billowing unsavoury clouds of heavy black smoke. Diesel is everywhere now and almost every model



of private car, regardless of size, can be obtained with a diesel engine. (Not necessarily in New Zealand though.) Diesel engine technology has progressed in leaps and bounds to the extent that Le Mans has been won (twice I think) by diesel powered Audis and the diesel power plant under the bonnet of your BMW, Nissan, Hyundai or Citroen is a quiet, refined, clean, reliable, very economical and surprisingly powerful unit. There is no longer a stigma attached to owning a diesel powered vehicle and it is not infrequently the case nowadays that the road testers of new models opt for the diesel version of the car under test as their preferred drive. British and European private buyers are switching to diesel vehicles as are fleet operators because of miserly consumption and lower operating costs.

But here in New Zealand that enthusiasm has not quite caught on and there are two big issues that get me really annoyed, along with every other diesel vehicle operator that I know. Those issues are the annual relicensing cost and the anachronistic and archaic road user charges.

Let's start with the relicensing cost. First up a new vehicle has to be registered. That initial registration cost for a petrol powered car over 2600cc is \$462.09; for the same car powered by a diesel motor over 2600cc the cost is \$591.94. Why?

Now each year you, the private owner, have to relicense that vehicle. The cost for a 12 month relicense for your petrol car will be \$280.34 and for your equivalent diesel car a whopping \$410.19. Hold up! What on earth is this all about? Two vehicles as good as identical in so many respects but they burn a different fuel. Why the cost difference?

Let's take a look at another example; your common ute. They are everywhere

these days, two door or four door with a deck for carrying almost anything from the farm dog to the holiday jet ski and almost universally with petrol or diesel engine options. I've got one, the estate workhorse, a 1993 2.7 litre diesel with 300,000kms on the clock and to relicense that last time around for another year set me back an eye watering \$589.25. But if I owned the petrol equivalent the cost would have been \$325.98. That question again; why the cost difference for the same workhorse but operating on different fuels? I don't know the answer but if you look closely at the receipt you get next time you relicense you'll see a pretty hefty fee for the ACC levy as the biggest part of the cost and if you take a look at a diesel

Two vehicles as good as identical in so many respects but they burn a different fuel. Why the cost difference?

equivalent receipt the ACC levy will floor you. It is outrageous.

As I understand ACC the levies we pay are to cover the cost of accident and injury and if that understanding is correct, or somewhere near correct, I can't help but arrive at the conclusion that my diesel powered ute is an absolute death trap compared to its petrol equivalent. What is this all about? What possible justification can there be for diesel vehicle owners to be charged these hugely inflated ACC levies? Again, I don't know the answer but I suspect that the levy derives from an earlier time, when ACC was invented and

when almost all diesel vehicles were big heavy trucks, and it was deemed appropriate to set their ACC contribution under a different formula. Time has moved on but the revenue collectors were quick to realise that not tampering with the formula ensured that the growing diesel fleet was going to contribute a rather large sum of money to the ACC coffers, never mind the class of vehicle. Of course I am speculating, but can anyone think of a sound reason why a small diesel private car should pay almost twice as much as the equivalent small petrol car in the annual relicensing fee? Frankly I think the difference is indefensible.

The other irksome issue is the antiquated and outdated system of road user charges. From memory these charges were introduced long ago as a means to collect extra revenue from the heavy transport fleet which allegedly did much more damage to our highways than the ordinary private vehicle and so a means of redress was required. Well ok, maybe, but that doesn't at all explain why we still have this outdated legislation when a significant proportion of the road user fleet is 'mum and dad' private cars fuelled with diesel.

It is also said that because diesel is not taxed at the pump like petrol, the road user charges make up the difference. Fair enough, but really that's a pretty thin excuse and hardly a justification for maintaining an antiquated administration heavy system which requires the diesel vehicle owner to traipse along to his/her Post Shop, or other outlet, from time to time, fill out a form and purchase another windscreen sticker that says he/she can drive their diesel vehicle for another few thousand kilometres. How old fashioned is that? It's like carless days all over again. And for that annoyance you'll be paying, for your ordinary diesel machine, an extra \$53 per 1,000 kms plus a small admin charge. It has also been advanced that this whole system was invented because farmers have diesel tractors and the like so they needed to be free of the fuel tax for their farm vehicles. I reckon that's a load of cobblers. Take a look at the farm fleet; tractors, yes, and most, not all, are diesel fuelled. But look further and you'll find farm motorcycles, quad bikes, farm utes, trucks and cars, chain saws and other power equipment and various engine powered utilities. By and large these are petrol powered machines so the story about helping the farmer hardly stacks up. If the farmer can figure out his tax rebate or whatever from

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using petrol he/she can figure it out from
using diesel.

So we are left with an old fashioned,
almost manual system of keeping track of
how many kilometres our diesel powered
vehicles have travelled. The system
obviously keeps a bunch of people in
employment but in this electronic age it is
unnecessary and unjustified. Do we really
need to stand in a queue to purchase a
sticker for our diesel vehicle which will tell
us how many kms we are allowed to travel
before we have to buy another one? Total
nonsense.

As to solutions: To me the simplest
would appear to be adding the tax to the
pump price. Why not? Our technology is
good enough now to manage that without
problem and I think it reasonable to guess
that it would be cheaper to operate.

Summing up; I think our transport
regulators have failed dismally to provide
suitable licensing and tax systems for the
new age of diesel powered vehicles. Diesel
is now a clean fuel; it provides cheap,
efficient, reliable and powerful motive
power for a whole new range of motor
vehicles. We should be embracing it and
providing equitable and modern regulatory
systems which will encourage the user.
And if that means that the ever-suffering
motorist gets their transport a little more
cheaply that would be brilliant.

What I see right now is a relicensing
system built around an historic formula and
which stated bluntly, is a rort, maintained
to gather, quite unfairly, considerable sums
of money from those choosing to use diesel
fuel. And I see an archaic road user charge
system that in my view has absolutely no
place in our modern transport systems.

Finally, I have been careful here to
avoid any debate as to the final km/litre
cost of petrol v. diesel. I have tried a range
of convoluted calculations and generally
arrived at a conclusion that indicates that
even with the charges referred to in this
article my diesel vehicle might still be
marginally, and I mean marginally, cheaper
to run than the petrol equivalent. But my
service centre owner, a man of vast experi-
ence and knowledge, is of the view that
the only way to make savings using diesel
is to clock up very high mileages. Also
the price of diesel is a factor and it seems
to me that that price is steadily creeping
up on the petrol price. Almost any diesel
vehicle is a significantly more economical
fuel consumer than its petrol equivalent
and so if the relicensing costs were evened
out and an at the pump fuel tax calculated
in the same way as for petrol was applied I
reckon that diesel vehicles would suddenly
look rather more attractive.

BW

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High resolution digital photos are acceptable
if taken using a minimum six 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 or email kevin@vcc.org.nz

**Our lucky winners of the Beaded Wheels caps for this issue are
Roger White and Graham Duthie.**



marketplace

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1914 C TYPE PRINCE HENRY VAUXHALL (18/02/1914) in good motorable condition with replica Brooklands roadster body. Full historical details available. Offers to Nigel Price 03 544 5532 MEM

1922 BSA H2 4 1/4hp 557cc motor cycle Second owner since 1959. Practical, reliable, low mileage quality machine. Totally original in every detail with accessories. Period sidechair chassis available that has been used on motorcycle. Full details and offers to Nigel Price 03 544 5532 MEM

1928-29 FORD A SPORT COUPE. Three owners. Original condition. Hawke's Bay new. \$30,000. Phone 027 440 6590. MEM

1930-31 MODEL A PARTLY RESTORED, engine and running gear runs ok. Suspension, brakes, engine mounts, exhaust etc have been overhauled using new parts. Vehicle on wheels. Most parts below the body are present. Front guards professionally repaired and painted; rear guards, hood parts etc are ready for painting. Body rough, needs another or new body. \$6,500. Jim McLean 03 579 4983

1939 DESOTO Good body, motor and gearbox. Needs restoring. Reg on hold. Phone 03 578 5701. \$5,000

1953 MORRIS MINOR RIMS, 7 of 5 have been sandblasted and cream powder coated. Tidy but used condition. Other 2 original condition, complete with hubcaps. Also 2x near complete differentials to suit rims. Reasonable offers. 021 136 3155 or 07 378 9109 Greg. MEM

A QUANTITY OF 1970 DATSUN marketing/giveaway items that were used in sales, pen sets, cufflinks, tie clips, key rings and two model cars, all unused and now collectable. Interested members to call me on 04 528 4621, I am in Upper Hutt and inspection is welcome. MEM

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

BENTLEY R TYPE 1952 Last Chance or it's scrap phone Michael 0274 148 145 MEM

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 10 1/2" 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

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Ronald Lever, 87 Tui Rd, Papatoetoe, Auckland 2025. Phone 09 278 3888 evenings.

ARMSTRONG-SIDDELEY 346 motor and gearbox, was running sweetly when taken out of car. \$400 ono phone 07 575 3819. MEM

AUSTIN-HEALEY PARTS MANUAL. BN4 pages good back cover missing from ring binder \$10. 100/6 BN6 pages good, front and rear covers missing from ring binder \$10. Phone George Tier 09 439 8911. MEM

AUTOMOTIVE LIGHTING AUTOMOTIVE BULBS in 6, 12 or 24 volt including most hard to get bases in both 6 & 12 volt for conversions. These are the old type standard bulbs not the more expensive Quartz type. Try me for all your bulbs preferably with a description rather than an obscure number Info and quotes. Phone Stuart Neill 03 472 7199 or email stulyneill46@gmail.com

BEDFORD 1931-32 RADIATOR with surround and badge. \$500 plus shipping and handling. Phone Ronald 09 278 3888 evenings. MEM

BSA SLOPER 1929 SIDE VALVE \$14,500 ono. Reg on hold. Last run with magneto only. New period batt case. Little wiring needed. Phone Barrie 07 853 3906. MEM

BUICK 1930 TAIL LIGHT. Original glasses with other buckets and rims. \$450 the lot. Phone 021 0245 7984. MEM

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COACHBUILDER 50 YEARS EXPERIENCE. Back from overseas, seeks work. Own tools. References available. Contact Robin Officer 027 965 5865, 358 1383. MEM

DAIMLER CONSORT FRONT MUDGUARDS \$20 each. Daimler Conquest seats, they have covers on \$100. Jaguar Mark I leather seats, good condition \$200. Phone 07 575 3819. MEM

FORD CORTINA 1983 2.0 Ghia auto, straight body, paint poor, upholstery a little sad, reg on hold, as is where is. \$1,000 ono 07 575 3819. MEM

FORD MODEL A 1928 ROADSTER Older restoration, reg on hold, good runner, dry stored 30 years. Offers. Phone 03 313 3094. MEM

FORD T RADIATOR with nickelled brass surround and cap. \$500 plus shipping and handling. Phone Ronald 09 278 3888 evenings. MEM

FULL FLOW OIL PRESSURE FILTER conversion kits for Austin A40 Devon & Somerset engines. More info contact George Tier, phone 09 439 8911. MEM

JAGUAR MARK VII AUTO GEARBOX \$200 ono. Front bumper for early model \$20 ono. Phone 07 575 3819. MEM

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JAGUAR MK II 2.4. New front exhaust pipe. Box of panel beating tools approx 24 items. Phone Julian 07 579 2441. MEM

JAWA 350 TWIN SPORT MOTORCYCLE for sale lovely original condition goes well 26000 km 1988 model rare sports bike and value at \$1,750 Phone Mel 03 426 1433 or 027 433 7298.

LOTUS 11 BODY MOULDS. Owned by Peter Bruin. Price negotiable. Phone Tjebbe Bruin 09 480 9408.

MASTER CHASSIS PARTS LIST FOR V8, V12, V16 Cadillac and La Salle cars to about 1935. 870 pages of information in two volumes. Many detailed pictures and parts illustrations. Plus the Master Body Parts List for the same cars, 590 pages in one volume. Spiral bound with hard covers, all in excellent condition. \$150 plus shipping for the lot. Contact Kevin Casey on 034530818 or caseyleadlights@xtra.co.nz. MEM

MG WORKSHOP MANUALS FOR MIDGET TD and TF \$30, MG A and 1600 \$30. Service parts list for Midget TD and 834 (June 1958) \$25. Illustrated list of service parts Midget TD issue 1 1950 \$30. Illustrated list of service parts Midget ZA 1954 \$30. Service parts list MG A twin cam (no covers, pages ony) \$25. Body service part list MG B \$20. Mechanical service parts list MG C \$20. Body service part list MG C \$20. Offers on job lot considered. Phone George Tier 09 439 8911. MEM

MORRIS 1000/A35 GEARBOX fully checked and warranted. \$250. Also A40 Devon gearbox checked and warranted. Floor change and column change. \$250. Phone George Tier 09 439 8911. MEM

MORRIS 8 1935-38 MUDGUARDS (front) \$500 pair plus shipping and handling. Phone Ronald 278 3888 evenings. MEM

PARTING OUT 1924-25 BUICK SPORT Tourer model 55 body. All new woodwork, fit this on your running gear. \$3,000 firm. Phone 021 0245 7984. Tauranga. MEM

SOUTHLAND BRANCH VCC has for sale a pair of good fibreglass front mudguards for a B1600 Mazda, \$100. Phone Alwyn Hoskins 03 215 9302.

MEM

TIME TO CLEAN OUT THE GARAGE. I have the following for sale: 4 x 16" White flappers, 2 x Bridgestone 8 Ply 650 x 16, 1 x Yokohama 10 Ply 650-16, 1 x Yokohama 6 Ply 650-16. All tyres are made in Japan. Make me an offer. Leigh phone 09 236 0571, 027 285 1000. MEM

TYRE 4.75x5.00x20 Reidrubber BF Goodrich Tyre. New and never used. Phone Randolph 03 544 5543 or waller@xtra.co.nz MEM

VANGUARD PHASE 3 COMPLETE CAR dismantling for parts. Magneto Lucas 4VR 4 cylinder excellent condition. BTH JA4 magneto 4 cylinder both fit in place of common British distributors. Carburettor brass updraught Studebaker model Stromberg L52 17/16". Carburettor brass/alloy Zenith updraught model 30VEA 13/16". Carburettor brass Solex side draught 1" complete with air silencer and drip tray, mint condition. Daimler V8 2.5 carburettors, good spindles and bodies. Jaguar XJ6 series 2 Kienzle clocks and other instruments. Prices by negotiation or swap. Phone 03 541 9391. MEM

VILLIERS 197CC cylinder barrels, cranks and crankcases and three speed gearbox also bits and pieces. Phone Dean 03 693 9016, South Canterbury 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: mscoombesltd@clear.net.nz

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1930 FORD MODEL A, an old restoration in reasonable running condition, could do with a repaint or touch up, otherwise goes well, currently registered. Expressions of interest welcome. Phone 09 292 5770 or mail me at ceol-mhor@xtra.co.nz



1954 CITROEN LT 15. This vehicle is registered is in good condition and has a current WOF. Asking \$12,000 ono. Phone 06 306 9246 or email: thurston.thomson@xtra.co.nz

MEM



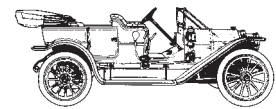
1924 TT HUCKSTER in good going order registration, WOF, VIN. Restored three years ago. Great promotion eye catching vehicle. \$14,000 or near offer Peter Nightingale 06 368 7160.

MEM



1985 LANCIA BETA COUPE. This rare Italian 2 litre twin cam fuel injected coupe is a head turner, refurbished after being shed stored for 10 years. Travelled approx 94,000km, is super responsive and loves the open road. It is now owned by an elderly couple who wanted to relive their youth phone 07 577 9314.

MEM



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

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MEM.



WOLSELEY 1936 SERIES 2 25HP. Original unrestored car in very good order. Present owner has had the car for 43 years, motor was o/h five years ago. New reg and WOF. Spares include complete mobile body with trailer load of mechanical parts. \$17,500. Phone 03 342 9974

MEM



1974 TRIUMPH STAG, manual overdrive, a very original car, all mechanicals in excellent condition. No rust, hard top needs touch up, soft top inc. Near new Cavallino radials. Owned 28 years, sad to see it go, current reg for new owner. \$17,000. Phone 09 292 5770 or ceol-mhor@xtra.co.nz

MEM



SOUTHLAND BRANCH VCC has for sale a Rover 9 Radiator with a heavy brass surround. Phone Alwyn Hoskins 03 215 9302.

-MEM



1956 MK VII M JAGUAR AUTO Full restoration completed 2002 body and chassis dipped, 13,700 miles since. New radials at 9,800. Electronic ignition. Many books manuals and parts. Spare gearboxes torque converters lights and instruments. Reg & WOF. Reasons for sale age, health, space. \$23,000 Phone Ralph 07 823 3338 or 027 671 5605.

MEM



1974 TRIUMPH 2500 AUTO. Fully restored. Current Reg & WOF. \$4,000 paint job. Immaculate condition. Labour of love! Reluctant seller. Email photos available. \$4,500 ono. Phone 03 308 5311 or 027 440 8022 Email lghands@xtra.co.nz

MEM



2005 HYUNDAI ELANTRA What a good buy, then what a blow! The very day after getting my new (to me) car home, my Doctor informs me, because of my sudden and unexpected illness, I would need to give up my work and my driving! It's a great buy for somebody at \$9950 for further details phone me, John Marshall 06 347 2997 Wanganui.

MEM



1947 PLYMOUTH CLUB COUPE Only known RHD coupe in NZ. Full ground up restoration finished 2003, only 13K since. Factory radio, clock, heater controls, day/night mirror. Converted to 12 volt. \$59,000. Phone 03 437 0809 Oamaru, or 021 230 1062, Email; plymouthnut@xtra.co.nz MEM.



SOUTHLAND BRANCH VCC Has for sale a 9 or 10hp motor, probably Rover with gear box, top cover and gear lever missing. Enquiries to Alwyn Hoskins 03 215 9302. MEM



1962 MORRIS 1000 2 owners, current WOF & reg. No rust, Morris drip. Many spares inc. tyres, bonnet, starters, axles, springs. Treated with fisholene, seachrome and undersealed when dry stored for 22 years. Very original, drive away. \$8,000 ono. Phone 09 439 6021 for info. MEM



FORD V8 1946 SUPER DELUXE 4 door. Fully restored, New Zealand new, immaculate condition inside and out. Black. WOF and Reg. Genuine replies only \$69,950. Phone 03 358 5622. MEM



1954 TRIUMPH TERRIER 150 CC. Relatively rare PWV. Has VCC identity card. Rides well, registered and will be warranted for sale. Light and easy to ride. Older restoration but less than 1000 miles on clock since. Paint fair. Mechanicals excellent. \$4000. email- martyn.seay@gmail.com. ph 0274 803171 Auckland.



CLASSIC CAR STEERING WHEEL COVER Quality reproduction 1940s/60s style vinyl covers with foam backing. Made to measure with a choice of colours, includes stitching cord, a bodkin and fitting instructions. Diameter of your steering wheel and rim required. \$56 each including freight. Phone Roger Honey 06 868 4846 or 027 478 0872. MEM



1971 ROVER P6B in regular use 43,000 miles, good tyres all round, drives well, uses no oil or water between changes \$6,750 ono. Also 1973 Rover P6B, easy restoration, reg. on hold, driveable \$1,500 ono. More email photos available for both. Email Consultech@xtra.co.nz or ph 03 471 0898 (Dunedin)



1933 AUSTIN ETON 12/4 Older Restoration in good condition. A rare model \$15,000. Phone Charles 06 356 1267 email cbhunt.pn@xtra.co.nz MEM



1958 ROVER 90 Reluctant sale 20,000 miles since engine reconditioned, reconditioned gearbox fitted last year, tidy condition. Regularly rallied. VIC PWV1052. For further details and photos contact Phone 06 379 7573 email tomjean@xtra.co.nz MEM



TRIUMPH TR3B completely rebuilt to high standard. Classic car show awards winner. Very enjoyable sports car, smooth running returning over 33mpg on highway cruise with overdrive. The only known 3B in NZ, fitted with TR4 standard 4 speed synchro gearbox. Original disc wheels with hubcaps available. To view please phone 03 612 6644. MEM



JAGUAR MKV DHC. 3 position hood. 1951. 3½ litre. Restored and fully sorted. Drives well. A genuine New Zealand new. Rare vehicle. Reg and WOF. \$130,000. Phone David on 07-863.9497. Email: h.hayward@xtra.co.nz. Waihi area. MEM



MODEL A FORD REBUILT SHOCK ABSORBERS, as original. With exchange \$195 each or \$230 outright. Arms and all connecting parts available. Postal delivery extra. Phone Jack 03 352 6672 Christchurch or cell 0274 322 041



DAIMLER E20 1935 Fitted with Armstrong-Siddeley drophead coupe body, needs full restoration, 6 cylinder, pre-select gearbox, worm drive diff, vacuum assisted mechanical brakes. Reg on hold. \$4,800 ono. Phone 07 575 3819. MEM



1979 TRIUMPH TR7 2 LITRE 5 SPEED Sound tidy condition. Owned since '80s used daily. Unsuitable to current situation and require a utility. Would trade a good A60 ute or similar up to \$6,000. Asking \$11,000 ono. Phone 03 541 9391. MEM



1930 FORD MODEL A SPORT COUPE. Restoration well on way. All mechanicals overhauled, panelwork 90% done, a good project to complete. Requires paint, hood, upholstery etc. Some new finishing parts supplied, runs drives exc. \$4,000 ono. Phone 07 884 8285, Te Aroha. MEM



1938 SS JAGUAR 1.5 LITRE 1.8 ENGINE. To complete total rebuild mainly upholstery and wiring loom about half fitted. \$23,000 ono. Phone Julian 07 579 2441. MEM



1935 CHEVROLET EA MASTER DELUXE Fully restored. New white wall tyres, 12v, reg & wof, VCC reg Fisher body, full history. Workshop manual, mint condition, receipts for \$60,000. Ask \$28,000, 027 436 8319, Nelson. MEM



1938 CHEVROLET Reg IA1938 alive. All leather interior. Custom door-top louvres. Four new WWW (\$1300). Almost rustless. Being Master Deluxe, has factory extras. Mint drivers manual and sales book. Fisher A body plaques. Authentic details. Rebuilt car and radiator. Knee action front suspension. \$3,500 up. Phone 03 354 9264. MEM



1964 MG B ROADSTER Restored in the UK approx 1980s and brought to NZ. Drives well, tidy and used in many events. Enquiries phone 07 868 7425 or email judenian@clear.net.nz. New WOF. Located Thames, Waikato. \$14,000 ono. Dog not included. MEM



PRINCESS 1800HL 1978 3 owners. In immaculate original condition, a real show winner. Low kms, no rust, uses no oil, very economical and lovely to drive. Must be best in NZ. WOF and reg. \$3,200. Phone 07 889 4220, vehicle in Manawaru near Te Aroha. MEM



1980 YAMAHA RX125G Registration on hold. Tidy condition for age, everything works and runs well. \$500 ono. Call Allan 03 542 3523 or email jaas@xtra.co.nz MEM



1939 MORGAN 4/4 2 STR FLAT RAD. Same family 52yrs. Standard 1267cc ohv motor exc condition, matching nos. Complete chassis o/haul, fastidious body rebuild (details avail). New leather in '90s. Running gear and suspension thoroughly checked or o/hailed. Spares, tools, handbook, history since '61. Offers around \$47,500. Phone 03 540 2079. MEM



1920 MODEL R HUPMOBILE in excellent condition. Authentically restored with meticulous attention to detail. Lacquer finish paint. Reliable motor car rallied extensively throughout New Zealand since 1971. Won numerous concours. Special car for an enthusiastic VCC member. Asking \$45,000. Joan Paul, Timaru phone 03 686 0164, russand joan@xtra.co.nz MEM



1960 RMS RALEIGH MOPED Mostly complete but still plenty more work for the enthusiast. More photos on skydrive <http://sdrv.ms/1baYXD4>. \$800ono Phone George 09 439 8911. MEM

WANTED TO BUY

1928 CHEVROLET NATIONAL aluminium radiator shell and radiator (together or separate) in good condition. Phone Randolph 03 544 5543 or waller@xtra.co.nz MEM

1949 FORD single spinner gearbox, external door handles, door lock assemblies. If you have any of these bits spare to complete my car and put it back on the road, more so the gearbox, please call John Stewart after 6.30pm on 03 358 0518 or 021 390 262. MEM

1953 EIP VELOX GEARBOX WANTED in great condition or good low gear. Phone Tom 021 0277 8926. MEM

1965-1966 SINGER VOGUE, must be in mint condition, North Island preferably. Phone 021 0222 2173. Bruce Poole. MEM

AUSTIN ALLEGRO 2 door model Any information as to whereabouts of one of these gratefully welcomed. Phone Jim Madgwick 07 888 0772, Matamata MEM

BUICK STANDARD 6 1925 MODEL 21X SEDAN. Wanted - body or body parts, doors, frame, windscreen, regulator ass, bonnet, taillight, Delco coil. Model 21x was produced for 1925 only. Body is similar to Buick Fisher sedan bodies 1924-27. Phone Les 03 488 3776 MEM

BUICK STEERING WHEEL. 1920 to 1923 6 cylinder model. Two types, one takes wood spokes other metal spokes, takes quadrant controls, no wood is okay. Russell 021 024 57984. MEM

DRUM HEADLIGHT OR GLASS WANTED with the words "Spreadlight" across bottom. Three sets of 2 lugs around edge Pat Pend 8½ inch x 77/16 inch. Phone Grahame 03 542 3847. MEM

DRY SUMP PUMP WANTED to suit a BMC A-Series engine. Pump should be the type fitted to the XSP works racing engine. Replies by email to westonhouse.co.nz MEM

ENAMEL MOTORING SIGNS WANTED. Anything to do with early motoring. Phone Bob 09 444 4066 or deb.rob@xtra.co.nz MEM

HOT BOX FOR MANIFOLD of Buick small straight eight. Also need cover for bottom of fly wheel. Phone 03 615 9066 email: menorlue@gmail.com

I AM A PRIVATE COLLECTOR looking for V8 Pilot Panel bits - grill, steering column and wheel, front screen, seats, door handles and any other parts you have to make this project easier. Phone John Stewart 03 358 0518 after 6.30pm or 021 390 262. MEM

JAGUAR MARK VII overdrive gearbox wanted. Phone 07 575 3819. MEM

MILLER B59 MAGNETO with cover for a BSA winged wheel. Phone Bill 06 758 4244. MEM

NEW STEERING SUSPENSION and other parts wanted for Vintage and Post Vintage cars. Ronald Lever 87 Tui Road, Papatotetoe, Auckland 2025, Phone 09 278 3888, evenings. MEM

1930-'35 V8 ROADSTER WANTED Average condition or in pieces is fine. No rust. Phone Steve 07 575 0886. MEM



SPARE WHEEL COVER WANTED similar to that shown in photo as used on many 1930 - 40s British cars to cover typical 16 inch tyre, 700mm dia across back edge, 200mm centre hole. Close sizes could be OK. Phone Warwick 09 4077494 or w.woollams@gmail.com MEM

ONE OR TWO WHEEL nuts brass wanted. Left and right if possible for wire wheels. Houk. Wire wheels corp Buffalo, must be in reasonable condition. Phone 03 542 3847, Nelson. MEM

PARTS FOR SPRUNG HUB TRIUMPHS, phone Pete on 03 216 5298, or email blacktowhite@xtra.co.nz MEM

PLAQUE FROM THE 1960 3rd National Easter, Morrinsville. Small toolbox as fitted to Veteran running board. Petrol can holder, the type as placed on running boards. McLaughlin-Buick rear spare tyre and rim carrier, Veteran and Vintage era. Copies of the New Zealand Motorists Road Guides North and South Island editions phone Neil 03 434 9470, neil.nonie@xtra.co.nz MEM

PRE '66 HOLDEN WANTED for restoration, unfinished project welcome. Also 138 Holden twin carbs and manifold. FC and EH parts also wanted. Phone 09 432 7525 or 021 487 835. MEM

STANDARD TRIUMPH exhaust extractors to suit Vanguard 6, Triumph 2000, Mk1 Triumph GT6 Mk1. Matched pair early bullet-style race mirrors. Ibis, Berkeley or similar small sports car body shell. Phone 03 541 9391. MEM

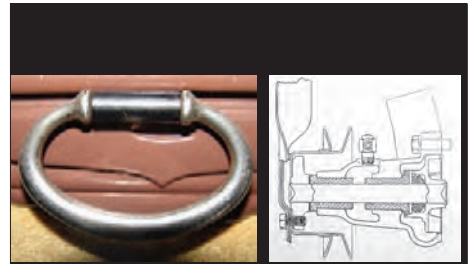
STARTER FOR 1927 4 CYLINDER DODGE, Northeast 6-volt model SBH type 6404. Plus wanted distributor for the same engine. Phone/text Peter 021 059 0800. MEM

THE MOTOR (ENGLISH) ROAD TEST Annuals wanted. 1950, 1951, 1952, 1958, 1959, 1961, 1962, 1964 any or all to complete my collection. Phone Alasdair Chapman 03 435 0235 or write PO Box 199, Twizel 7944. MEM

USED SOUND 26 x 2½ x 2¼ B.E. motorcycle tyre suitable for static display wanted. Phone Nigel Price 03 544 5532. MEM

VAUXHALL PRINCETON 20/60 early 1930s in reasonable condition. Phone Carrick on 09 426 4792 or 021 660 960 MEM

VETERAN KEROSENE side lamps and head lamps. Suitable for 1902 single cylinder car. Any make considered. Prefer matched pairs. Several single kero and gas car and motor cycle lamps available for swaps. Phone 06 357 5706 email btr@actrix.co.nz MEM



1934 HUDSON 8 PARTS WANTED, first I would want door pull ring as per pic and a water pump as per pic. They came out as a replacement pump in late '34 and were installed on the '35 Hudsons. Phone John 09 422 7895. MEM

VETERAN SINGLE OR TWIN CYLINDER PROJECT WANTED. Anything considered, regardless of condition or lack of bits. Phone Wayne Richards, 06 878 3914 or Email Richardpart@xtra.co.nz MEM

VINTAGE LAWN GAMES WANTED croquet set, rope quoits or horseshoes set, skittles set. Phone Leigh 09 236 0571, 027 285 1000. MEM

WANTED FOR BUICK 1929 MASTER ENGINE: Sump and bottom bell housing front plate; valve rocker shaft pedestal and left hand rocker, or whole shaft setup. Marvel automatic air valve carburettor, model D.M. with inlet manifold diameter of 1½". Phone Geoff 027 208 3001, g.m.buick@wnation.co.nz MEM

WANTED TO BUY. Old Petrol pump/bowser. MEM condition, restored or project. Phone Brett 09 630 1101 or 027 493 9143. MEM

WELL RESTORED BRITISH CLASSIC CAR WANTED: A55, A60, A90, Victor FD. A well restored car that has an overdrive or that a 5 speed gearbox could be fitted to would be acceptable. Immediate cash available for the right car. Phone John Kinvig 0274 524 326 MEM

21 INCH DUNLOP Sankey wheels 5 stud suitable for my 1923 Star tourer. Phone Greg Elder 03 202 570 or email elderlea@xtra.co.nz MEM



Please advise National Office of any changes of address or sales/purchases of vehicles. Email admin@vcc.org.nz or post details to VCCNZ, PO Box 2546, Christchurch 8140

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GREYMOUTH, WEST COAST



We're Just Waiting for You All to Arrive Now and Enjoy the West Coast Rally



Principal Sponsor of the 2014 National South Island Easter Rally

Register now
 Contact: ri.devlin@xtra.co.nz

Bay of Plenty Vintage Car Club
 'ANNIVERSARY WEEKEND' Veteran Tour
 25th to 27th January 2014

This event, for Veteran Vehicles only, will be held around the beautiful Rotorua Lakes district, with overnight stays at Kawerau and Lake Okatiana.

Route is on fully sealed country roads for entrants comfort.
 Secure parking for trailers available at no charge.

Book your accommodation early!
 Entry forms/enquiries to Murray Toms, ph 07 573 5526 or Bruce Hutchinson ph 07 573 6197

2014 VETERAN & VINTAGE TOUR

CENTRAL NORTH ISLAND

22 September - 3 October 2014

A tour is being planned for Pre-1931 vehicles.

It is anticipated to start in Fielding and finish in Fielding the day before the Manawatu Swap Meet.

(This is one week before the Canterbury Swap Meet in Christchurch.)

Daily runs will be approximately 100 miles Daily Happy Hour and some pre-planned dinners

This is being planned by Alison and Walter McFarland, Whakatane and Raewyn and Graeme Fenn, Waihi Beach.

We are looking for expressions of interest in this event.

Please contact: Raewyn and Graeme Fenn
 07 863 4090 or fenmo@xtra.co.nz



2014 National North Island Easter Rally

EASTER RALLY

18—21 April 2014

Based in Waipukurau, and hosted by the Central Hawke's Bay Branch, the venue is the scenic Pukeora Estate—a stunning hilltop function centre with on-site accommodation

Rally entry numbers will be limited by accommodation so don't delay in making a booking

A relaxed back-to-basics rally—just like the "old days"
 No open day or gymkhana
 Two days of pleasant motoring on scenic roads

For entry forms and accommodation details, contact the Rally Secretary, Suzanne McCool (06) 856 8087 or
 cools29@hotmail.com

SWAP MEETS & RALLIES

Horowhenua Branch VCC NZ Inc.

ANNUAL SWAP MEET & COLLECTABLES DAY

Saturday 22nd March 2014
Gates open 7am

Levin Show Grounds Events Park
14 TiroTiro Road Levin

Admission

Stall Holders \$10 - Public \$5 - Children Free

Food and Drink on site all day
Something for everyone
Spares open at 10am

Inquiries to Pete Collins
06 368 5885 or 0274 862 639
horowhenuaglass@vodafone.co.nz



2014 NATIONAL VETERAN RALLY

Hosted by the Waikato Branch VCCNZ

19-23 March 2014 Te Awamutu

followed by the

FOUNDERS PRINCE HENRY TOUR

24-26 March 2014

The Waikato branch invites all Veteran Owners to participate in the 2014 National Veteran Rally to be followed by a three day optional Founders Prince Henry Tour.

The rally will be a hub rally and cater for the specific needs of all types of Veteran vehicles and the full range of their capabilities. All roads used for the rally are sealed secondary country roads with Saturday 22 March being the only competitive day.

The Optional Founders Prince Henry Tour will be more of a "challenge" for Veterans, drivers and passengers.

Entries close 5 February 2014

Entry forms will be available with Rally Newsletter No 3 or can be obtained from the Rally Secretary P.O. Box 5697 Hamilton 3242 or email: reece.sue@orcon.net.nz



Principle sponsor of the 2014 National Veteran Rally

HAWKE'S BAY

TREMAINS ART DECO WEEKEND

21ST – 23RD February 2014

MORE THAN JUST A RALLY!

ORGANISED BY THE H.B.V.C.C.

This year's featured marque is Packard, highlights are:

- **Friday evening** Guest Speaker – Arnold Van Zon's, 1929 Packard Restoration
- **Saturday** Show & Shine, Rally, Automobilia Parade - (pre 1945 vehicles only)
- **Saturday Evening** - Beachcomber Ukelele – only 100 tickets - Enjoy a beach buffet and sing-along.

- **Swinging Sunday** - Brunch, Entertainment, Prize Giving and pre 1910 veteran car rides at our new clubrooms then picnic on the beach.

Open to all Club Eligible Vehicles
Come and join us for a great weekend.

Don't miss out
– BOOK EARLY

Contact HB Branch VCC (Inc), PO Box 3406, Napier 4142
Ph: 06 843 9396 Email: hawkesbay@vcc.org.nz
www.hbvcc.org.nz

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www.artdeconapier.com
or Ph 06 835 0022

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



MANAWATU BRANCH VCC
50th Annual
RUAHINE RAMBLE

1-2 March 2014

The Manawatu Branch is pleased to be able to celebrate with a similar event, the 50th Anniversary of the first "Ruahine Ramble" on 7 March 1964.

Saturday 1 March Rally, Concours, Driving Tests
Dinner, Awards, Social evening.

Sunday 2 March Morning tea and farewell.

For entry information contact
Dennis Milne Ph (06) 3293 830 or milne@xtra.co.nz

Far North Vintage Car Club
AutoSpectacular

Saturday 4th January 2014

Eastern Rugby Football Grounds
East Street, Taipa.

All Roads lead to Taipa, just North of Coopers Beach, Doubtless Bay for Northlands
Premier Motor Show.



Vintage and Classic Cars
Hot Rods
Motorcycles
Trucks.
Stalls

Swap 'n' Trade Vendors
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Art 'n' Crafts
Fun stuff for the kids

Free Entry to all Show Vehicles and Driver

BP2Go 90 Mile Motors Peoples Choice Competition

All enquiries to:

Rosco Pennell: Ph.09 406 8807. Cel: 027 651 8885 email:rosco.adventure@gmail.com



VCC NZ Ashburton Branch
SWAPMEET

Saturday 3 May 2014

Club Grounds 86 Maronan Road, Tinwald Ashburton

No Dogs Allowed • Catering by Ashburton Lions Club

Site Bookings to **KATHRYN SHAW**

30 James St, Ashburton 7700

Email katrev@clear.net.nz

Phone 03 307 8896

Gates
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7.30am



VCC NZ GORE BRANCH

GORE SWAP MEET

SUNDAY 17 APRIL 2014

WAIMEA STREET

8am start • Breakfast Available

Admittance Adults \$3 • Children Free • Seller Sites \$5

Enquiries Stewart 03 208 7932 Barry 03 208 5370

OTAGO BRANCH
60TH DUNEDIN-BRIGHTON
VETERAN VEHICLES RUN

SATURDAY 25 & SUNDAY 26 JANUARY 2014



Photo Lynette Duncanson

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

In addition optional long routes are available on Saturday. Following the prizegiving on Sunday a scenic run has been organised.

For further information and entry forms contact **Tony Devereux**
Phone 03 4811 903 Email: tonydevereux44@gmail.com
or Vintage Car Club of NZ Otago Branch Inc. PO Box 5352 Dunedin.

2014 NORTH ISLAND
CLUB CAPTAIN'S
TOUR **6 - 16 APRIL 2014**

REGISTRATION OF INTEREST

The tour will begin with a get together morning tea, at the Waikato Branch Clubrooms in Cambridge on Sunday 6 April, and finish in Waipukarau on Wednesday afternoon 16 April, in time for the North Island Easter Rally. The tour will take you through the South Waikato and Bay of Plenty areas, then around East Cape to Gisborne, and finishing at Waipukarau. There will be 10 overnight stops enroute before the finish and covers approximately 750 miles.

Entrants may join or leave the tour as they wish.

To register your interest, and receive an itinerary, please contact



Paul Collins, North Island Club Captain
376 Port Albert Road,
R.D.2 Wellsford, 0972

Ph: 09 423 7888 • email: nicc@vcc.org.nz

SWAP MEETS & RALLIES



SWAP MEET

Saturday 22 February 2014

Swap Meet starts 7am

Entry: Adults \$5.00 Children (under 12) Free

Vintage Car Display – Car parts old & new - Motoring books & manuals - Collectibles – Bric-a-brac – Refreshments – Sausage sizzle

Venue: Wellsford/Warkworth Vintage Car Clubrooms
Satellite Station Rd, off SH1, 3 km south of Warkworth

EARLY BIRD REGISTRATION OPEN

12th National Model A Meet

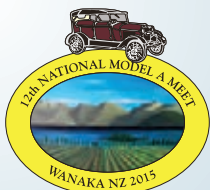
WANAKA • NEW ZEALAND

31 March – 6 April 2015

(CHECK IN 30 MARCH)

All Model A Owners Welcome

All information incl: early bird registration, promotion video



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BECOME AN EARLY BIRD REGISTRANT TODAY

Eastern Bay of Plenty's Annual Rally

EAST COAST RALLY

8-9 February 2014

Rally starts and Prize Giving Dinner
at Awakeri Event Centre
Includes touring section
Entry forms available December 2013

Enquiries to

Rally Director: Les Costar

Phone: 07 323 6406 les.gail.costar@slingshot.co.nz

Rally Secretary: Thelma Forward

Phone: 07 304 9883 leasantthelmaforward@farmside.co.nz

EBOP Branch: Box 2168,

Kopeopeo, Whakatane 3121



VCC WELLINGTON BRANCH

BIENNIAL

MOTORCYCLE RALLY

18-19 January 2014

Another memorable Wellington Biennial Rally is being planned. Riders will see new parts of Wellington, meet great riders and share good food.

Entry forms available from the Rally Secretary,
Peter Simpson, from October 2013

Email: psimpsonnz@gmail.com Ph: 04 566 2675
Snail mail: 290 Normandale Road, Lower Hutt 5010



VCCNZ NELSON BRANCH

SOYR HERITAGE RALLY & TOUR

11-17 April 2014

Sunny Nelson invites all VCC members to:
Rally Weekend – 11-13 two routes on good roads.
Tour Week – 14-17 Nelson, Blenheim, Reefton,
Westport, Greymouth.

Real Vintage Motoring – Join the fun
You can enter either or both

Contact: Rally Sec. 4 Marchwood Gr. Richmond, 7020
jimnkyra@xtra.co.nz Phone 03 544 9998

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Join South Canterbury members, Nola and Alistair Day with your Dodge and travel New Zealand during November 2014

Starting north of Auckland 5 Nov,
concluding in Bluff 25 November 2014.

This is a non-competitive, leisurely tour, to celebrate the achievements of John and Horace.



Email nola.day@xtra.co.nz
or phone 03 688 2617 (evenings)
or Alistair's Cell phone 027 202 5007.

Entries close 7 October 2014

Bay of Plenty Vintage Car Club ANNUAL RALLY

21st-22nd March 2014

Nog-N-Natter at Clubrooms Friday night.

Rally commences 9:00am Saturday, and finishes at Clubrooms with a BBQ and Prize-giving in the afternoon.

Book your accommodation early!
Entry forms at Branch Secretaries in December.
Enquiries to Stewart Gradon,
email to— smackss@clear.net.nz

This Rally is proudly sponsored by **HEARTLAND** Building Society



Ashburton: Donald and Carol Williamson 1930 Chev on farm track at Mt Potts.



Ashburton: A bogged Pontiac at Mt Potts, photo S. Moore.



Ashburton: Rob Ross diagnosing a problem in the 1915 Dodge, photo S. Moore.



Ashburton: Line up at Erewhon Station, photo S. Moore.



Ashburton: A change of transport at Erewhon, photo S. Moore.



Auckland: Mark Tomlin's Daihatsu Charade coupe, winner of our PV-P80V rally.



Auckland: The late Bill Shears racing his 1914 AC.



Auckland: Colin Bell's 1939 Chev coupe on our PV-P80V rally.

Ashburton

Diane Ross

A successful opening run was held with South Canterbury Branch. Seventy vehicles gathered at Orari and travelled to the Albury area. We then moved on to Peter Cook's shed to inspect his collection of mainly Fords and tractors.

The dream of well-known long-time VCC member and immediate past patron of our branch, George Aitken, has come to fruition thanks to the efforts of son Rob, who has carried on his father's wish that a scholarship be set up at Ashburton College to help a departing pupil enter a trade.

A successful weekend at Mt Potts Station has just been held. We had permission to use our higher wheeled vehicles on the station roads and those with unsuitable vehicles were passengers so didn't miss seeing the wonderful views on offer. On

Sunday we moved onto Erewhon Station and enjoyed a draught horse-drawn wagon for a 45 minute ride into the area alongside the Clyde River behind the station homestead. We were lucky enough to see an eight horse team working a paddock as this only happens for one week each year.

September Club Night was held at Duncan and Debra Ross's new Panelcraft workshop. A short time after the Rosses started their business in a purpose built shed on their small holding just outside Ashburton it was burnt out in a disastrous fire. Some months ago they moved into their new premises in the town's industrial area. A lot of interest was shown in the work being carried out on all types of vehicles, many of the classic and Vintage type.

Auckland

John Stokes

The branch extends its condolences to the family of Bill Shears. Initially he rallied a 1930 Model A Ford, and for a while a 1928 Oakland before discovering the automotive loves of his life; a 1917 Moon and a 1914 AC. Bill was known for helping newer members both with his extensive technical knowledge and also for his rally skills. At this year's branch Veteran Rally Bill and Royce got an award for attending every Auckland Veteran rally since its inception.

Motorcycles: Recent guests at monthly meetings were Andrew Stroud and Ray Williams. Andrew enjoyed a successful racing career, mainly on Yamahas, but also on the Britten motorcycle. Ray had a very long racing career in cars, mainly Porsche. New motorcyclist Michael Thomson owns a 1971 Laverda and two 1970s Ducati



Bay of Plenty: Murray Toms' 1956 Jaguar XK 140 dhc.



Bay of Plenty: The gathering at Mt Maunganui.



Canterbury: Kerry Jones (foreground, left, in white) and friends, were the Womens' Drivers Rally winners.



Canterbury: Ilam House Women Drivers' Rally.



Canterbury: Ilam House Women Drivers' Rally.



Canterbury: Ilam House Women Drivers' Rally. L to R, Judy Abel, Judy Collins (standing), Carol Townsend, and Mery Tweedy.

Desmos. Martin Spicer won the Kick Start Rally on his BSA Golden Flash. Peter and Judy Alderdice and Leo Fowler 741B Indian took motorcycle honours at our PV PWV rally

Vintage: The Shaw vehicle sanctuary has purchased the late Brian Wilson's 1929 Chev coach, Michael Thomson has a 1928 Austin 7 sports as well as his bikes. Bill and Sherrill Hulse have joined; they are seeking a Model A Ford.

Commercial: Bryan Belcher is driving his 1940 Diamond T all the way to the forthcoming National Commercial Rally. John Perich in his 1954 Ford Thames Trader and Don Johnson and Colin Shoebridge in their Chev pickups will also attend. Murray Firth has his work cut out to have the 1931 Bedford ready.

PV-P80V: Our PV-P80V rally attracted 41 entrants and travelled from Henderson into the Kaukapakapa area and on to Makerau through to the Wellsford branch's clubroom for lunch and then back down to Orewa, Redvale and Albany to finish in Hobsonville. Overall winners were Mark and Paul Tomlin, 1983 Diahatsu Charade. New member Dave Kirk has a collection of Ford V8s, a '65 Mustang and there is a Chev Camaro and a Model A Deluxe Roadster as well. Lachlan Redall has joined with a '57 Ford Anglia and a '59 Ford Prefect.

General: Midweek tourers went to Henderson Vintage Car Restorations for a look around. The work on a 1929 Buick roadster impressed them. The library has been lent an enormous amount of material

from a relation of WS Miller, a prominent Auckland motor dealer from the Veteran to PV period. The photos have been digitised and the written material photocopied for binding. Miller was an active Chandler and Nash agent, and we have very complete records of his city to city record breaking attempts in Chandler and English Star cars.

Bay of Plenty

David Joblin

The branch was involved in the Mount Mainstreet Fathers' Day activities at Mount Maunganui. An excellent turnout of 54 branch vehicles plus some others attracted a great deal of interest in the display from the general public. So numerous was the crowd and so keen were the onlookers that we ran out of membership application forms which is a good sign for the future. Several cars stood out. Amongst them was Steve Lawson's rare 1925 Rover 14/45 which has just been finished and Murray Toms' 1956 Jaguar XK 140 dhc, out for the first time after six years of restoration.

Our September run was a leisurely trip to Te Puke through the back roads of the Bay of Plenty then to Martin Carey's workshop in Te Puke to view progress on his Rolls-Royce, which gets better every time we see it.

Another interesting Wednesday run was to Ohope to view and sample the wares at the Scilla Chocolate factory. This proved to be a popular outing with 23 cars and 42 people attending. As well as sampling the wares, we learned how to make a hobby into a full blown very busy business.

On the restoration front Ivan Allen has finished his part in Doug Wood's 1930 Morris OHV Bullet Sports.

New Members welcomed are Merv Cavanagh; Phillip Singleton, 1939 Buick Sedan; Craig and Donna Williams, 1978 Rolls-Royce Silver Shadow and 1963 Rolls-Royce Silver Cloud; Larry and Loreen Williams, 1925 Studebaker Light 6 and a 1953 Bentley.

Canterbury

Tony Becker

Canterbury Branch Swap Meet and Display contributes more than vital funding for our annual running costs. As the biggest in the country it offers a consistent annual meeting place, attracting national and even international visitors to engage with local enthusiasts. The modified 2013 version was no exception. Mobile homes and caravans homed in from many parts of New Zealand. For some it is an annual pilgrimage. Clear weather throughout the three days made minor history; the first dry Cutler Park Swap Meet for at least ten years.

Public support, particularly on sunny Saturday, revived memories of earlier years when thousands of lightly clad bargain hunters fossicked through goodies on around 600 sites. With steeply rising insurance and other costs becoming a burden for all clubs, we really needed this year to be a success and so it was. A problem due to gale-blown tree damage was overcome, Cutler Park being cleared to near perfection. The only visible signs of devastation were confined to the wrecked plantation across the road. The



Canterbury: Line up outside Ilam Homestead at the lunch stop. Tony and Leigh Craythorne in front of their Morris, with Judy and Don Bennetts to right.



Central Hawke's Bay: CHB members prepare for a day exploring local native reserves.



Central Hawke's Bay: Branch members go native with New Zealand's largest Totara tree.



Eastern Bay of Plenty: EBOP members outside the De Luxe Theatre waiting to go into the movie



Eastern Bay of Plenty: Cars parked outside De Luxe Theatre Opotiki for silent movies.

day after that storm on 11 September, a long-planned 9-90s section midweek visit to the the rubbish landfill site at Kate Valley was on. What a massive and well managed eye-opener that was. Accessible only by coach with guide, 50 members boarded at member Gary McVicar's emerging Classic Car Museum near Leithfield. Pre-paid roast lunch at the adjacent Castle Park Cafe was sadly abandoned due to widespread power outages on the day. A revisit for another 50 members is in plan for next year. An Awards Dinner was held last month for presentations to 50 year members Gay Goodman, Ron Sew Hoy, Bob Humm, Alan Wills and Derek Meynell along with several 25 and 35 year badges for continuous memberships. The Annual Women Drivers' Run organised by Gary and Rhonda Genet, covered a testing 115 miles with lunch at Ilam House and afternoon tea with the Sedgemere Community. Parts Shed boys provided the "field test". The motorcycle section Rough Run at Cutler Park added seven machines to Don Bennett's Branch VIC list on the day. The Commercial Section travelled by bus to meet up with their Ashburton mates.

Central Hawke's Bay

Sarndra Raybould

It goes without saying that we are spoilt for choice in this area when it comes to deciding on a destination for a Club Run.

Eleven cars and about 24 members, some who had dusted off their more modern

classic cars for the outing, headed out for a run to three nearby native reserves.

With walking shoes on, our first visit was Adeane's Bush Scenic Reserve, a 38 hectare podocarp forest home to one of the largest Totara trees in the country at more than three metres across. This was an easy walk with everyone testing their knowledge of native tree identification.

The day's run travelled about 60 miles through Hawke's Bay farming areas, including two more leisurely walks in native reserves. This was a most enjoyable day and it is planned that this run will be an option to participants in the National North Island Easter Rally to be hosted by the branch in Waipukurau.

Eastern Bay of Plenty Les Costar

On 31 August five cars from our branch attended the Rotorua Sulphur City Rally covering a variety of country and main roads with points of interest making a most enjoyable day. Steve and Joy Growden came second in the Vintage class.

On 1 September we were invited to a classic cars breakfast at a country cafe. Eight branch cars attended adding to a total of 27 vehicles of various makes and models. The group was most interested our Vintage vehicles.

On 7 September nine cars left Whakatane with us dressed in our best Vintage clothing and headed for the Opotiki Annual Silent Film Festival. We had simple instructions via back roads to get to the Opotiki Rose Gardens for lunch

before heading off to the De Luxe Theatre and backing all the cars to the gutter out front. The movie was *Our Hospitality* starring Buster Keaton. A very funny film enjoyed with piano accompaniment.

On 15 September eight club cars were displayed at the annual Kawerau Wood Festival, along with numerous big rig trucks from various parts of the country.

On 11-13 October three cars travelled to Taumaranui for the King Country Journey Through Time Rally, with silent checks over back country roads, then on to South Lake Taupo for straight line navigation around Omori and Kuratau, and back to Taumaranui through National Park. Steve and Joy Growden came second in the P60 class.

We welcome new members Adrian and Julie Collins and family with a 1965 Mk3 Zephyr and a 1963 Norton Atlas.

Gore

Jim McFadzien

Our opening run on 8 September saw 22 vehicles eager to start the season. Our destination was Wyndham. The instructions took us out through Diamond Peak, Kaiwera and down Old Coach Road to Mataura, and then south to Wyndham. This little town has its streets named after battlefields of the Crimean War. Back to the clubrooms to a quiz and meal, rounding off a great day.

Bryan Neilson's 1942 Chevrolet truck went on its first outing. These were built for the war effort, and were known as the blackout models. Bryan and Frances will



Horowhenua: Don McIntyre and Peter Nightingale splitting Totara.



Horowhenua: Sandra Law's Austin 12/4.



Manawatu: The Avenger at Ohakea.



Horowhenua: Finished shake shingles.



Horowhenua: Shed raid at Dave Hobbs' shed.



Manawatu: Alistair Howard's Essex and Dave Livingstone's Paige about to leave the clubrooms.

enjoy many more trips in this marvellous restoration.

Our P60 tour on 20 October had running instructions which included questions as we progressed through Knapdale, Otama and Balfour to Lumsden where two cars from the Southland VCC joined. A mile of road works near Mossburn slowed us down because of a dust storm due to the extremely high winds, then a left turn at The Key took us off the main road to the control gates for the Manapouri power scheme, then to our destination of Manapouri for lunch. We travelled next to Te Anau where the lake was blown into lots of angry white tops and big swells. Homeward bound, a deviation after Lumsden took us through districts hidden from the main road, Longridge and Ardlussa, then back home to Gore.

Hawke's Bay Esther Smith

At our October meeting branch member Richard Anderson explained the VIN procedure for registering vehicles following restoration.

Over Labour weekend the Branch Annual Safari was held which this year was a bit further from home being based in Te Kuiti. The annual Hawke's Bay Show featured a car from each decade from 1900 onwards in the Grand Parade. Several VCC members took along vehicles, including Wayne Richards with his 1904 curved dash Oldsmobile, the oldest car in Hawke's Bay. Also celebrated at the show was 65 years of

Landrover which featured a number of early Series 1 Landrovers.

A further event was the commemoration of the mock landings by the US Marines on Mahia Beach in Northern Hawke's Bay in 1943. The commemorative event was organised by the Military Vehicle Collectors' Club, and featured a number of WW II military vehicles along with the 1941 British Fortress 36 inch searchlight and generator of local Wayne Clark which is seen at many public events including Art Deco weekend.

The 2014 Art Deco Rally entries are open. Some members missed out on entry to the Automobilia Parade last year, so this year entries are coming in more quickly. As usual Art Deco promises to be a fun week celebrating and remembering with music, aircraft, shows and of course Vintage vehicles, the highs and lows of the 1930 which saw the rebirth of Napier and other centres after the devastating 1931 Hawke's Bay earthquake.

Horowhenua Peter Nightingale

Another busy month; members turned out in force for the Sunday run visit to four members' sheds.

First stop Peter and Bev Kelly's tidy shed crammed full with Triumph 2000s a Fiat and two Austins, then onto Bruce and Bernard Scott's to view the nearly completed 1916 Cadillac tourer, ex mail run car in the South Island. From there to Peter Nightingale's Ford workshop where

he showed the group what makes a Model T tick and his nearly completed T tractor. The final raid was on to Dave and Debbie Hobbs' to view his three Model As and the 1924 T tourer. A short talk on trailer manufacture as well.

Tom Hayes, Don McIntyre, Gregg Moffat and I have been making the shingles required for the flour mill building. Gregg donated some totara. As it is a saving of around \$1000 we decided that we would give it a go.

Brendon Fox has started work on his KRIT, repairing the chassis with new rivets and sorting bits.

It was a long day for those who went to the Hyde Park Museum sale at Te Horo. The 1927 T sedan sold and most of the Model T bits but I understand the Model A bakers car did not make reserve.

Unfortunately the sale was on the same day as the Manawatu swap meet.

Manawatu Allan Hardacre

Spring is the time for a good clean out and a keen team armed with everything from chainsaws to chocolate biscuits tackled the clubrooms in late October sprucing up the gardens and booting the birds out of the spouting. Thank goodness it hasn't been all work and no play for the boys and some of us have been getting value for our taxes by wearing out the roads of the area.

The Vintage only run around the Bulls region organised by the capable Dennis



Manawatu: Entrants for the Burma Hill run regrouping at Fields Track.



Manawatu: Removing a tree to make a gap through the slip on the Burma Hill Rd.



Manawatu: Spring cleaning the clubrooms: Steve and Johnny removing bird accommodation from the spouting.



Manawatu: Len and Gladys Haycock squeezing through the gap

Milne took us around the Rangitikei countryside and then down into the domain at Bulls for lunch. Waiting there was a bunch of our colleagues from Wanganui ready to check out the cars and catch up with the gossip. After topping up the energy reserves, it was off to Biggin Hill. This is a special hangar at Ohakea where Brendan Dear keeps his toys. Brendan spends his spare time restoring things such as a Spitfire and an Avenger torpedo bomber. Those Grumman TBF Avengers, built for WWII in the Pacific, are big beasts.

Later in October it was off to tackle the Burma Hill with the Wanganui Branch. The 200 or so miles covered made it a big day in the cars. The route over the steep Burma Hill and down the Whangaehu valley is really spectacular and the storm the night before had added to the challenge with rocks and trees strewn over the road.

Marlborough

Chris de Wagt

Several members attended the Kaikoura Hop and enjoyed the mix of hot rods, American cars and a dozen or so English cars. The traditional bay drive-by took some time for the group to pass as they took up around three miles of road from beginning to end!

The Annual Shiny Parts Auction hosted by the motorcycle section was well attended and was financially successful.

The motorcycle section enjoyed a ride around the Queen Charlotte Sound and

stopped for a barbeque at the Harris' along the way.

A recent display of vehicles at the Clubs of Marlborough as they celebrated their 125th birthday was appreciated by the visiting public.

We welcome new members Peter Thwaites, 1928 Chevrolet AB National Van and 1970 Holden Torana XUI; Rusty Godsall, 1964 Triumph Tiger 100; and two Junior Memberships - Estella Tyrell and Rachael (granddaughters of Frank and Nicky Renwick). Also new to the branch are John and Janet Johnson, 1970 Morris Minor Ute; Grant and Caryl Simpson, 1928 Mod 52 Chrysler; John and Clare Humm, 1939 Ford Mercury and 1930 Ford Model A; and Raymond Fenton, 1939 Ford V8 coupe.

As I write members will have returned from the Nelson Rally and others will be in Christchurch for the swap meet.

Nelson

Geoff Ashton

Branch members recently supported the completion of negotiations with the Nelson Speedway Association for the purchase of their old clubrooms. This will allow us to own our own building on a site just out of Richmond. There are quite a few working bees to be arranged to bring it up to standard but this should not be a problem given the big majority of members who supported the proposal at the recent well attended special meeting. We look forward

to having a pleasant place to meet and to welcome visitors from other branches.

North Otago

Nonie Rooney

The opening run for the season was held on a spring-like day with six cars and 13 people. The run followed part of the very successful route which was used for the Pre-39 rally in August, though this time, through some unusually wet countryside. The pleasant drive included a picturesque stop at the north side of the Waitaki River mouth.

Club night in September hosted speaker Alan Dick. Alan has a long history with motoring and is the founder of *Classic Driver* magazine which has just celebrated its 50th issue. He also reports vehicle performances from prestigious continental dealerships being just a part of his involvement. A very interesting and humorous speaker much appreciated by his audience.

A run to Kurow to meet up with fellow motorists from the Kurow Cruisers, Zephyr Club and Ulysses Motorcycle Club was enjoyed by many. An interesting array of vehicles was present. Quite a number of members walked up to see how the building of the new twin Hakataramea bridges was getting on. The piling for the first bridge is complete and a start has been made on piling the second bridge. The assembly of structural steel is due to begin at the beginning of November. Both bridges are expected to open late 2014. These new bridges will be a wonderful asset for the



Marlborough: Beaded Wheels issue 324 provided reading for this group of intrepid motorcyclists in Vietnam where they were on a motorcycle tour on classic Urals.



Rotorua: Maurie Crowe's newly acquired Standard Vanguard utility earning its keep at the Cambridge swap meeting in November.



Nelson: 2013 Biennial rally start



Nelson: Isel House, Nelson.



Nelson: 1931 Vauxhall Princeton tourer.



North Shore: NS Spring Tour - Yvonne Allen's gowns.

area and will provide an uninterrupted crossing over the mighty Waitaki River, which produces enough hydro electric power for 830,000 average homes.

North Shore Mary Lloyd

Sadly Cliff Humphries passed away on 2 August. Cliff and Doreen in their 1937 Buick were keen participants in all the branch's rallies until it became too difficult for Cliff. Our sympathy and condolences go out to Doreen and family.

At our club night a much anticipated talk by Professor Olaf Diegel from Massey University did not disappoint. We were amazed as he explained the capabilities of 3D printing and its use in the reduction of the product development cycle. Cars to guitars can be produced this way and even body parts can be made. Could be hope for us yet!

The Triple Combined Rally was both challenging and enjoyable. North Shore Branch set a tulip course for our leg which worried those of us who had never done one before but we all rose to the challenge and had a lot of fun. Congratulations to

the overall winners: Richard and Rachel Andrews in their Metro.

One of the highlights of our year is the Spring Tour and this year was no exception. We went to Mt Maunganui and Tauranga and on the way enjoyed a visit to Rex Benz in Drury who has an amazing collection, Vintage cars and planes to ladies' underwear. In Hamilton we went to the Classic Car Museum and to the Military Museum in Tauwhare. The old Firth Tower in Matamata was well worth the visit and Ivan and Yvonne Allen's collection of cars and beautiful period clothes made by Yvonne was the icing on the cake.

A fantastic Spring Tour organised by Paul and Kathy Collins. The best ever. 46 cars and 92 people took part.

Otago Graeme Duthie

The Sparkoholics group visited the Town Hall in September where we were able to see the refurbishment in progress. In October we visited the O'Brien factory where kitchen benchtops are made. This was very interesting as it is virtually all automated from the pallet of board coming

in to the finished bench top coming out. The P60 rally was organised by Alistair Pegg who is new to our branch. He ran a good rally incorporating different ideas. The winners were Joan and Colin Pearce. Autospectacular, a one day motoring show and swap, was held in the Edgar Centre where the 2016 Rally is to be based. Although we had a stand for the branch, with some of the members' cars, there were also members' cars represented on a lot of other stands such as the Model T Club, the Vauxhall Club, the Ford utility trucks and the Packard stand. Bill Veitch's Honda won best overall for the P60 class. Coming up we have the Taieri Tour followed by the branch open day, the Veteran and Commercial Rally, and the Moped rally. Supporters are welcome to join the competing vehicles. The branch Christmas Barbeque will be at the clubrooms on Sunday 15 December and all are welcome by phoning the secretary on 453 0404. January brings the Jackson Memorial Rally and the 60th Brighton Run.



Rotorua: Neville Harper's 1961 Studebaker Hawk gleaming under the lights at the Rotorua clubrooms.



North Shore: Spring Tour - Rex Benz's collection, Drury .



North Shore: Chairman Peter Lloyd having a cuppa Spring Tour.



Southland: Southland Vintage & Post Vintage Selwyn Wills 1929 Chevrolet.



Southland: Southland Vintage and Post Vintage. Sue Eunson 1924 Nash.



Otago: Dunvegan prizegiving Ron Gilbert and Mark Wilkinson.

Rotorua

Ronald Mayes

Sixty cars were entered in the Sulphur City Rally held on 31 August, with good numbers coming from as far afield as Taranaki and Northland. The rally took contestants through a maze of roads in the countryside south of Rotorua before a lunch stop at the Waikite School.

Results

Vintage (and first overall)

Neville and Carol Harper 1931 Studebaker President PV

Greg and Jane Oliver 1938 Fiat Topolino

PWV

Tony and Judy Brierly 1957 Morris Oxford

P60

Graham and Muriel Gill 1971 MG B

Gymkhana

Neale and Carole Lindsay 1978 Triumph 2000TC

First Overall

Neville and Carol Harper

Show and Tell sessions at our monthly meetings continue to be popular and a lot of preparation is undertaken by owners beforehand, not only in the polishing of the vehicles presented but in the study of

the history of the manufacturers and the specifications of the cars. Recent presentations have been by new member Tony Fitzpatrick (1973 BMW 2002), David Taylor (1927 Ford Model A roadster) and Neville Harper (1961 Studebaker Hawk.)

New vehicles appearing on the scene in the hands of long-time members have been David Philps' immaculate 1966 Holden HR Premier and Maurie Crowe's 1961 Standard Vanguard utility fitted with a Triumph 2500TC engine and transmission.

An invitation to join their members on a Sunday garage raid by the South Waikato branch saw a number of Rotorua cars take part in visits to five properties. At these venues we saw no less than 20 vehicles, which ranged from a totally original 1919 Essex to a 1955 Jaguar XK140 drophead coupe. The ownership and restoration of multiple vehicles seems to be the norm in the Tokoroa area, and the support and help which members gave each other was obvious.

On a more sombre note long time member John Martin, a Porsche owner, passed away in October, after a short illness.

On Sunday 19 January 2014 the branch will once again host an informal car show on the Village Green at the Rotorua lakefront. This year 200 vehicles dating from the 1920s onwards attracted much interest and \$1,000 was raised to donate to the St John Ambulance Association. Show time will be from 10am to 4pm and all VCC and one-make club members are invited to take part.

Southland

Stuart Francis

The presentation of Wayne Nicoll's 50th year badge and certificate by South Island Captain Alon Mayhew was a very enjoyable event. Wayne's family were honoured guests and 11 past branch chairmen attended. It started with Wayne's grandchildren performing a powhiri. Ashley Bell acted as MC while Barry Barnes, Doug Willis and Audrey Hogg spilt the beans about Wayne's 50 years with the club. At one point it turned into a roast but decorum intervened. Wayne really appreciated the evening.

The first rally of the season was the Vintage and Post Vintage. Eighteen Vintage and four Post Vintage vehicles

set off from Invercargill on a bright but very windy morning. The route went by country roads to Winton, Dipton, arriving at Balfour for lunch. There were field tests and quizzes, as usual entrants found new and novel ways of failing them! The run continued on to Riversdale where the rally finished with visits to an antique shop, an agricultural museum and a car collection. Wayne Calderwood's Hubmobile split its radiator and had to be towed home. Bob McBurney's Ford broke its generator bracket but some ingenious work with fencing wire created a temporary fix. Overall winner was Olly Olsen in his Chrysler roadster.



Waitemata: Riley and Alvis parked up during the Shed raid.

South Otago

John Cook

In September Robin and Margaret McCall in their 1936 Plymouth and John and Jan Cook and their 1957 Humber 80 attended the Central Otago Branch VCC Blossom Rally.

Our opening run in October, organised by Gordon and Beryl Duthie, was a great day out. They had us visiting Timepieces Watchmaker and Repairs in Outram where they repair anything from grandfather clocks to small wristwatches. Then it was onto the Otago Vintage Machinery Club at Outram Glen where there was an interesting collection of Vintage stationary engines. Cranes to farm tractors and implements dating back to early last century are also on show. After leaving there we drove to HeliOtago at Taieri Airfield Mosgiel, where paramedics Andrew Duncan and Ian Ridley gave us an interesting insight to the work they do with the rescue helicopters as well as an inspection of the helicopters and equipment used.

Our condolences go to Margaret Hayman and family with the passing of Doug in September. Doug joined the South Otago Branch in 1973. Doug's first restoration was a 1948 Ariel Red Hunter 500 single motorbike which had been used as transport around his farm at Tuapeka Mouth and was completed in the late '70s. He then restored a 1928 Plymouth Four which was bought locally and completed the night before leaving for the 1980 Pan Pacific Rally in Rotorua. Doug was still actively rallying his Ariel and Plymouth into his eighties.

South Canterbury

Frances Irving

On Sunday 8 September, South Canterbury and Ashburton members met at the Orari Hall for a combined opening run. A good turnout of about 70 cars took part, driving around two different routes; one sealed and the other with shingle, ending up at the Albury Tavern grounds for lunch.



Taranaki: The newly restored Inglewood Town Hall built in 1913 with cars in front on display.



Taranaki: Committee member Les Bognuda all dressed up at the Inglewood Town hall opening.

Our next stop was the old Ammunition Dump near Fairlie, which was built in 1942 to store ammunition for the NZ Army. Many people didn't realise it existed. Our last stop was at Peter Cooke's place to have a look at his collection of vehicles.

A small number of cars went to Waimate on Saturday 5 October for the planting of a Totara tree in the grounds of Bushtown, sponsored by the South Canterbury Branch.

On 26 October 47 vehicles left the clubrooms in very windy conditions for the start of the annual Mt Cook Rally. To keep off the main highway back roads were taken to Waimate. Some of the more adventurous drivers then took the Meyers Pass route and met up with the remainder in Kurow for lunch. Sunday was a different day weatherwise, with wind and ending with snow on the ground at Mt Cook, a wonderful sight.

Main prize winners were

- Rutherford Trophy: Veteran Overall
Terry Wilson 1913 Fiat
- Brian Goodman Trophy: Motorcycle Overall
Lex Westoby 1936 Royal Enfield
- Ces England Trophy: Vintage Overall:

- R. Butchart 1925 Nash
(had driven from Hawera for Rally)
- Twizel Sub-Branch Trophy: Post Vintage Overall
J. Foster 1939 Buick
- B. & J. Goodman Trophy: Post War Vehicle Overall
L Goodman 1937 Citroen
- J. & P. Geddes Trophy: Post 60 Overall
D. Hydes 1962 Vanguard

Taranaki

Colin Johnston.

Another successful Rubber Duckie Motor cycle rally was held in true Rubber Duckie style with wind, rain and foggy conditions but the comradeship was still there and a great rally route was plotted with the longest route covering 130 miles. The rally took the entrants over the ranges on Mount Taranaki. Truly a real spectacle with water falls shooting off the cliff sides and the rain glistening on the mountain flora. The lunch stop was at Cardiff and then the long route went out to Mangamingi to the back of Eltham. The dinner and trophy presentation at the Fitzroy Golf Club with over 85 people was a very successful night. The overall winner was Bruce Hill from Masterton riding a 1954 BSA. Bruce Davidson was presented with his 35 year VCC badge at the dinner.



Wellington: Brancepeth historic homestead during the Carterton Daffodil Festival, Photo: Stan Garmonsway



Taranaki: Meg Muter, Beryl Watson and Veronica Oliver in their finery at the Band Rotunda in Inglewood.



Wellington: Motorcyclists about to travel over Field's Track on the way home. Photo: Ashley Blair

In October the newly restored 100 year old band rotunda and the 100 year old Inglewood Town Hall were opened with our members providing 25 club vehicles. Most members who took part were dressed in the year of their car which added to the atmosphere of this important event. All our members and vehicles were invited to the afternoon tea opening at the hall. Two Veteran cars, Roy Benton, 1910 Alldays and Onions and Stephen Oliver's 1906 Cadillac K were parked at the main doors of the hall and were much admired.

Taupo

Greg Natrass

Movie night this year featured the Roger Donaldson classic *The World's Fastest Indian* and a good turnout of members enjoyed the night out with popcorn and ice creams included. The run was our breakfast run, which involved a short drive from the town centre, around a few of the suburbs, then back to the clubrooms for a cooked breakfast prepared by the committee.

In October we were privileged to have David Holroyd as our guest speaker. David was previously the manager of Marsden Hall (our local antique shop). He held an

antiques road show type evening giving our members a valuation on their antiques, and also telling a few stories on the origins of different articles brought along. This year our posh afternoon tea was enjoyed on a fine day, so we were able to enjoy the rural outlook and fine weather at branch members Bob and Maxine Taylor's residence.

Member Prior Hoadley unfortunately passed away late September. He was 97. A colourful character, he was often seen around driving his green Lancia with his faithful labrador in the passenger seat.

Our 2014 Rally has unfortunately been cancelled, but plans are underway for a branch event that will also be open to our loyal out-of-town supporters.

Waitemata

Diane Humphreys

Instead of our planned event we had a shed raid. We left the North Shore on Sunday 29 September and headed over to Mike Hope-Cross' Waitakere shed and discovered Singers were his passion. While Mike spends time in his shed, wife Kris obviously spends time perfecting muffins in her kitchen! Just down the road lives

another Waitemata member, one whom we rarely see, Jan Hendrix. Jan and Marian are in to all things Triumph and had the envy of every bloke there with a massive, well appointed BIG shed. The Scenic Drive proved to be our next destination. Errol McAlpine has taken control of Rod Welsh's Veteran and Vintage Spares. A very keen Model A man, it seemed a sensible conclusion for him to build a large shed and fill it in a controlled fashion with all things Model A.

After lunch we were escorted to our final destination of the day. Paul Walbran, truly an MG man, saw an opening for an MG Workshop in Auckland and his new workshop is already full to bursting with MGs of all descriptions in all stages of restoration or repair.

An invitation from the Vintage Austin Register saw some Waitemata'ites visiting the Whenuapai Airbase. A Pub Run held on Sunday 20 October proved another success and Gerald Watson has this run down to a fine art having organised it a number of times previously.

The Chelsea Hillclimb is to be held in November and already we have good



Wellington: Heritage Rally winner Andrew Neal in his 1925 Willys Knight Photo: Ann O'Rorke

entries. Entry forms are now available for our 2014 Roycroft Trophy race meet at Hampton Downs circuit 8-9 March. If you would like further information or an entry form please contact me. smartchick@ihug.co.nz

Wanganui Fay Chamberlain

Our attendances for clubnights continue to be good. The Night Trial organised by Tom and Lyndel Wilson was a real test. Ed and Hinemoa Boyd were declared the winners, and get the job of organising next year's one.

We had great attendances too, for the Father's Day breakfast followed by a shoot-out at the local gun club, and not forgetting the usual shiny parts and other stuff clubnight auction.

Ed Boyd had great pleasure in presenting Ivan Kendall with his 50 year badge.

The club calendar and noticeboard is so full of events. Bring on summer!

Wellington Ann O'Rorke

The Wellington Branch has an energetic motorcycle section which meets monthly at the Petone Fireman's Arms for dinner and enthusiastic two-wheeled discussions. Every year members travel to the Taranaki Rubber Duckie and this year saw a rather smaller than usual bunch of five keen chaps riding their '39 Ariel VH600, '52 BSA B31

350, '54 Matchless G80S 500, '54 Velocette MSS 500 and '58 BSA A10 650 bikes. John Viner won the Post-Vintage and Hal O'Rorke took second Post-War. The usual practice is to take a long ride home and this year the group took the Parapara road and Field's Track to Waiouru, before embarking on the Gentle Annie to Hastings and home over the Rimutakas. The route allows them to reconnect with their favourite eating places, returning to Wellington slightly heavier than they left.

The Carterton Daffodil Festival saw members having morning tea at the Gladstone Winery before picking daffodils in aid of the Free Ambulance. They travelled on to *Brancepeth* for a picnic lunch and a tour of the majestic old Beetham homestead.

The October Heritage Rally had 19 Veteran, Vintage and Post-Vintage cars driving through Wellington then travelling around Island Bay and Miramar Peninsula coast roads. This route allowed for some testing heritage questions which had navigators leaping out of their cars at various points. The rally finished on the Beehive lawn where members picnicked in the sunshine before touring Parliament. The rally winners were Andrew Neal and Carla Lamberg in their 1925 Willys-Knight.

Wellsford/Warkworth

Anne Hamilton

Margaret and Harry Heaven did the South Island Club Captain's Tour in a 1962 Morris Minor and had all sorts of adventures. Rain, fog, a flat battery, another flat battery (this one brand new), getting lost (several times) and breakdowns. They maintain it was a great experience.

Our Triple Combined, organised by Hibiscus Coast, North Shore and ourselves was held in August and numbers were lower. However all except two cars were club eligible so there was quite fierce competition. Overall winner was Richard Andrews, North Shore in a Nash Metropolitan. Winners for our branch were Chris Field, with navigator Anne Richardson, in the Rolls-Royce.

Gaye and Harry Sutcliffe in their 1969 Wolseley 1300 entered the Rotorua Sulphur City Run. They found straight line navigation isn't so bad when you start at the right end of the page, while Tulip Navigation was a barely remembered term from reading Rally rules, but once they got the hang of it they had a ball.

The monthly Sunday run, took us to Chris and Warren Saunders Rootesville, They only have cars made by the Rootes Group. Among them the only 1959 Singer Gazelle convertible in New Zealand, a Sunbeam Rapier 1959 Series II which is one of two in New Zealand. There was also a 1963 Humber 90, with only 9,000 miles on the clock and a 1958 Hillman Minx Station Wagon, which is completely original.

In early September we hosted the Auckland Branch for the lunch break on their rally. It was a great turn out with over 40 cars and at least twice as many people.

A very warm welcome to new members Carrick and Margaret Oliver who are between cars and David and Helen Wenzlick who have a beautiful 1917 Model T Ford.

The Passing Lane

In this column we acknowledge the recent passing of club members, information is supplied to *Beaded Wheels* by Branch Secretaries.

	◆◆◆
Reed, Terry	Manawatu
Shears, W H (Bill)	Auckland
Timms, Trevor	Banks Peninsula
Wardle, George	Manawatu

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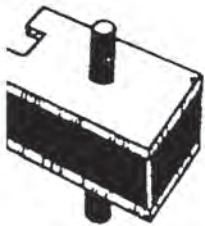
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