

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

Beaded Wheels

No. 272 February/March 2005

\$5.50



HAAST RALLY REMEMBERED

A look back at this landmark event in Vintage and Veteran motoring in New Zealand



HILL CLIMB ACTION

All the thrills and spills from the Waitemata Branch annual CHELSEA HILL CLIMB





The photo above has been supplied for publication by Maurice Hendry. The location, Maurice notes as The Octagon, Dunedin, however the date and event

are unknown. The use of crash helmets would indicate a Vintage rather than period event. Any further details would be appreciated.

Submissions of photographs for this page are welcome from Beaded Wheels readers. Please send original photographs of historic interest with any available information to Beaded Wheels, PO Box 13140, Christchurch. Laserprints/photocopies are not suitable. Photos will be returned as soon as practicable.

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management committee

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All administration matters should be addressed to the **NATIONAL OFFICE** in the first instance see opposite page for details.

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Please note this information changes annually - these details are valid until August 2005

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Beaded Wheels

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

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

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Beaded Wheels

Issue 272 February/March 2005



Ivan and Joan Bennett took part in the
Otago Branch 50th Anniversary
celebrations, page 32.



Weather caused a few hiccups for the
Waitemata Branch in the running of
this year's Chelsea Hillclimb, page 22.

VIC VINTAGE
says



Vehicle Identity Card
Debate

Club Registrar Rod Brayshaw
replies to some of the issues
raised in the debate over the
introduction of identity cards
on page 10.



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COVER

Entrant 206 in the Haast Rally was a 1907 Cadillac entered by BS
Pester of Canterbury Branch. Canterbury correspondent "Big End"
recalls the *kins* ingenuity that made this memorable event such a success.
Photo Euan Sarginson courtesy of the Palmer collection

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vero 



president's message

When you read this, the first month of 2005 will have passed and (hopefully) you will have enjoyed a relaxing time over the Christmas and the New Year holiday period. Although the weather hasn't been what we would normally expect for the summer break, I hope you have managed to make good use of your historic vehicles when travelling in holiday mode.

Our Club's Diamond Jubilee year (2006) is not very far away now and the events that are being planned up and down the country to mark this big occasion will be on the "drawing board". The highlight of the year will of course be our International Rally – it is less than 12 months away now and I expect that many members will be planning restorations, as well as those maintenance tasks, to culminate then. Russell Hawkes (our Rally Director) and his team will be working flat out to ensure that their hard work over the last few years is on target. Registrations for the Rally opened in February 2004 (closing on 31 July 2005) and to date, accommodation booked in and around Invercargill doesn't equate with entries received. I reiterate Russell's plea from the Club's Annual General Meeting – ".....if you are a potential entrant, then please do not leave your entry until July 2005." Those of you who have organised a Branch, National or International Rally will understand that there are numerous items that need to be "gestimated" until the close off date – please help those hardworking folk who are endeavouring to put together a successful and memorable event by forwarding your entry to them as soon as

possible. If you have any questions regarding your entry, the contact numbers are on page 3 of the entry form. Russell will be attending the Executive Meetings and Annual General Meeting this year too, so you will be able to address any comments/queries to him (via your Branch Delegate at the Executive Meetings, or personally at the Annual General Meeting.)

Last month, we were invited to join Marlborough Branch at the Brayshaw Park Heritage Day where I had the pleasure of opening the Branch's new Parts Shed. What an enjoyable occasion this was. The building is most impressive and follows extensive fundraising led by a small team of members. It must be very satisfying for them to see it all coming together so well. The Branch members made us very welcome and we look forward to seeing the new shed again when the parts are in situ.

This is the busy motoring season and I am sure a number of you will be eagerly anticipating taking part in Branch as well as National events.

As I write this, we are looking forward to taking part in Wanganui Branch's Burma Rally during Wellington's Anniversary weekend in January where at the prize giving dinner, I will be presenting Richard (Dick) Lyth with his 50-year Badge. Tony and I are also looking forward to attending the National Motorcycle Rally hosted by Waikato Branch that will be centred around Cambridge, as well as the following Tour around the Coromandel area.

Happy and safe motoring for 2005.

Leigh Craythorne



vintage viewpoint

Even though our focus is our old motor vehicles and their associated bits and pieces we are surrounded by technology, like it or not. Without technology, for instance, this magazine would not be as attractive as we humbly think it is. One area where technology has impacted greatly is selling or buying your old vehicle or vehicles. You have a bewildering array of options to present your vehicle to the buying public and likewise, if you are in the position of buying you have many options open to you. This is progress and gives greater choice and is a fact of life these days.

What I do want to emphasise is that by placing an advertisement of your vehicle for sale in the *Beaded Wheels* you are directly targeting those who would be most interested in buying your vehicle. By all means take the scattergun approach and advertise in Trade Me, E-Bay, other overseas web sites and the local press if you wish. However, to not also place the advertisement in the *Beaded Wheels* is to ignore the approximately 8000 readers who are directly interested in your advertisement by virtue of their interest in our magazine. A *Beaded Wheels* advertisement is focussed on your potential target and you also have the option of having the advertisement on our web page for two months for a small extra fee. Not to mention such placing of your advertisement assists the finances of our magazine and ensures that we are able to keep the low cost structure for members! I might add here that members pay appreciably less for the magazine than others do.

Kevin Clarkson

Beaded Wheels

CORRECTION AND APOLOGY

We apologise to Alastair and Gwen Jones who supplied the Behind the Wheel article (1937 Railton Claremont DHC) published in our December/January issue. Apologies also to Scott Thomson to whom this article was wrongly attributed.

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national office news

Subscription Time Again!

Your invoice renewals will be sent out mid to end of February so keep your eyes open. If you don't receive yours then please let your Branch Secretary know before mid-March so they can advise the National Office. You don't want to have the late penalty payment because the postman has lost yours!

Don't forget to let National Office know if you have changed your address or sold/purchased any vehicles.

**MEMBERSHIP CARDS ARE
FORWARDED TO FINANCIAL
MEMBERS IN APRIL.**

Executive Meeting

The next Executive Meeting will be held on 12 March 2005 in Auckland. Should you have any item you wish to be discussed by the Executive, please advise your Branch Chairman or Delegate.

Notices of Motion

Notices of Motion that have been received in accordance with the Club's by-laws will require a postal vote. Prior to this, the by-laws state that members can

make submissions on the proposed Notices of Motion to the proposers/seconders. These must be made by 20 March 2005. All branches will have been sent the relevant information so please ask your Secretary for a copy. Once the submissions are received, the proposers/ seconders have the choice of changing their original proposed Notice of Motion.

The final copy must be with the Secretary/Treasurer by the 20 April. They will then be sent to each branch along with a copy in the June/July issue of *Beaded Wheels*. Voting papers are distributed early July.

Email to Members - Winner

In November 2004 an email was sent to members who had supplied email addresses to the National Office, asking for assistance with some questions and being put in the draw to win \$250 of petrol vouchers.

The winners both came from the Auckland Region and were:

Mr Aaron Mawkes
Mr Alan and Master Bradley Eyes

Julie Cairns

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VCC Events

For inclusion in our next issue, the details of Club Events to 03 332 5627
by 10 March, 2005 or email us at beadedwheels@vcc.org.nz

FEBRUARY

5	Southland	50th Anniversary Rally
5-6	Wellington	see notice below
5-6	Banks Peninsula	Motor racing at Ruapuna
6	North Otago	P Class Rally-Waitangi Day Run
11-19	Waikato	19th National Motorcycle Rally & Tour
12	Auckland	Veteran Rally
13	Waimate	Wallaby Rally
18-20	Hawke's Bay	Art Deco Rally
19	Gore	Festival Rally
19-20	Otago	Vintage Venture
20	Nelson	Annual Motorcycle Rally
20	South Canterbury	Mid-Island Rally
26	Manawatu	Ruahine Ramble
26-27	Canterbury	Annual Rally
26-27	Otago	SFOS Hill Climb and Road Race
27	Auckland	50 year Re-Enactment Run

MARCH

4-6	Auckland	North Island Commercial Campout
5	Southland	30th Anniversary Veteran Rally
5-6	Waikato	Vintage Venture
5-6	Wairarapa	Rex Porter Rally
6	Canterbury	Rear Wheel Brake Rally
6	South Canterbury	Mystery Run
11-13	Far North	Dargaville Weekend

11-13	Taupo	Lake Rally
12	South Otago	Annual Motorcycle Rally
13	Horowhenua	Ted Green Motorcycle Rally
13	Gore	Frank Robson Memorial Trophy
19	Otago	Swap Meet
19	Horowhenua	Swap Meet
19	West Coast	Scenicland Rally
20	Waitemata	Pebblebrook Hillclimb
25-28	Timaru	National South Island Easter Rally
26-28	Horowhenua	National North Island Easter Rally

APRIL

1-3	Waikato	Mooloo Meander
3	South Canterbury	Winchester Swap Meet
9-10	Wanganui	Annual Autumn Motorcycle Trial
23-25	Wellington	Club Captain's Safari

MAY

7	Ashburton	Annual Swap Meet
14-15	Northland	Northland Motorcycle Rally
15	South Canterbury	PV, PWV, P60v Rally

Wellington Club Captain's Safari Rescheduled

The Club Captains Safari scheduled for 5/6 Feb 05 has been postponed due to other local events in and around Wellington until 23,24,25 April 05. On those three days the Wellington Branch is organising a three day serious motoring event from Wellington to the Wairarapa to Taihape, then onto Napier via the Gentle Annie Road, then back to Wellington.

mailbag

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

Dear Sir

Re Beaded Wheels No 271 Page 2 photo of racing car

Our Auckland Branch Library has a copy of the 1922 AAA Yearbook which shows a picture of the start of the NZ Motor Cup race on Muriwai held on 11 March, 1922. The car shown in the Beaded Wheels picture sent in by Peter Faber is clearly shown as a starter in the main race of the day and has Hudson painted on the tail.

A further search of our archives produced a programme for the race day in which No 25 Hudson was entered by C E Johnston (owner). S Craig with the Packard won the race and the Hudson was not placed, someone who was there wrote "sick" beside No 25.

Dick Messenger was also in that race with his father's Vauxhall and was placed third behind W Ah Chee in a Cadillac.

Barry Robert
Auckland Branch Librarian



Dear Sir

I was interested to read in S. Barnard's letter (Issue No. 271) that he had opened the engine cowls to see the layout of the engines. I was under the impression that, because of insurance costs and the fact that the Rolls-Royce R-Type engines (not Napier) had been borrowed, the Thunderbolt was sent out to New Zealand for the Centennial Exhibition either without engines or with empty blocks in place. One of the Thunderbolt engines is on display in the Science Museum in London and the other is on display in the National Motor Museum at Beaulieu. Does anyone have further information on the Thunderbolt engines?

Eric Young

Dear Sir,

I write to record my appreciation to Julie and Graham for the time and spontaneous friendliness extended to June and myself on a recent visit to Christchurch. We made time to visit the National Office and as requested we rang to arrange a suitable time. We were most impressed with Julie's response and apologies because she was busy and said please to phone Betty the Archivist and see if and when she would be available to show us around. To cut a long story short, Graham answered the phone and in ten minutes we were picked up from our motel, given a tour of the building, inspected the archives, met Julie and a team who are making a video, and were delivered to Fazazz.

It is important to me that the members who may never have the opportunity to visit the Club headquarters or meet the people, who make it tick, should know the basic friendliness and helpfulness in owning and loving old cars that inspired the formation of the club almost 60 years ago is still the predominant attitude of those in Christchurch today.

Thank you team for a splendid and memorable morning.

Graham & June Mock,
Taupo

Dear Sir,

I write to bring to the attention of members my experience with the Club's Insurance Partner, Vero.

I began with the company (then SunAlliance) with my first Vintage many years ago and found them to be a most agreeable and professional organization, due to this I have since transferred all my portfolio consisting of several vehicles and properties to them.

Recently we suffered a number of misfortunes but none of these in any way fazed Vero, they were straight into the problems without delay or fuss, they completely took any load off us and their treatment and decisions were more than fair, in fact in one case, they went well beyond what may have been expected, our problems were solved in hours rather than weeks which other companies are known to take.

I can not speak too highly of this company and strongly recommend all members who are not using their service, to make an approach to them, their rates are very competitive, but even in the event of a small increase, their

service and attention cannot be measured in a few dollars.

JS Hibbs,
Member, Upper Hutt.



Dear Sir

Could I please put my finger in the pie with regard to John Cook's photo of the Vauxhall and the Model A Ford in mailbag of the August/September issue.

I would like to venture the Vauxhall is not a 1955 model, but rather a 1956 one. Both models were virtually identical except for a few minor details. There were 92 vertical bars in the grill (including the end pieces), of the '55 model (whereas the '56 model had fewer, thicker and further apart ones), and the '55 model still had the smaller back window. The 1957 model was also virtually similar, but now the grill bars were in the horizontal position.

Please note the grill of my Dad's 1955 Velox - yep, there are 92 bars!

Tony Russell

Dear Sir

Thank you for the acknowledgement by Kevin Clarkson in BW 271. The phone still rings, I have been in technicolour in local papers, and have friends I never knew existed.

May I comment on Bill Sheill's interesting series on aero-engine specials? Firstly, the Stanton Special did not have a solid rear axle as stated on page 14. The unsprung weight would have been horrendous. It had an independent rear suspension designed by Charlie, the tubular trailing thrust link being visible in the photo on page 15. Although Charlie publically admitted this IRS was an unknown quantity it was quite successful. I knew the Stantons very well and at times was their lap scorer. The Gypsy-engined car (neither the brothers nor I ever accepted the silly term cropcluster invented by some excited journalist) was one of the most ingenious specials ever conceived in this country. I recall its development from the beginning. It originated in Charlie's brain and started off as front-engined. I recall Maurie announcing the chance to see the engine layout to

myself and Pokey Atkinson in the Peg (the Belfast pub) just after Charlie had advised Maurie of the change. He had been as much in the dark as we were up to that time.

I was present at many of the Special's notable achievements all over the country.

Contemporary was Ralph Watson's incredible Lycoming – the work of a true genius. Not explained was the O-290 designation of the engine. All American piston aero engines complied with the typically logical US identifying system where the initial letter indicated the cylinder layout, and the following figures gave the piston displacement in cubic inches. Thus O-290 meant an opposed design of 290 cub inches (4,700cc). The most famous of these American engines was of course General Motors Allison V-1710, a 28 litre V-12 as used by Len Southward in Redhead, and my friends the Grant Brothers in their phenomenal dragster now in the Southward Museum. It was affectionately called "Bill's Big Booming Bastard." Bill never used anything like full throttle!

Recently another friend of mine, Garth Hodgetts of Matakana, has created another Allison V-1710 dragster of sensational performance, appropriately named Wild Thing.

As a footnote, the Allison, often maligned (notably in Len Serrights' book *The Power to Fly*) was a magnificent design in every respect and one of the finest aero-engines of World War II. I knew personally Packard chief engineer Clyde Paton, who supervised both the Allison and Merlin production in World War II, plus pilots who flew Allison powered aircraft, including Tony Le Vier, expert on the P-38 Lightning.

The best source of information on the V-1710 is Dan Whitney's book, *Vees for Victory*, published by Schiffer 1998. In this 470 page book the Allison and Merlin are compared by an expert aero-engine designer and many comments will come as an eye opener. For example how well is it known that all Merlins, including English built ones, had Allison's famous steel-backed bearings, the true origin of the Vandervell ones? Allison powered P-40s flown by Aussie and Kiwi pilots played an important part saving this country and Australia from the Japanese, a feat quite as notable as the Battle of Britain though far less publicised.

Maurice Hendry

Dear Sir,

I think that you may be interested in the accompanying photograph. It is of my grandfather's Buick in 1917. My grandfather was a dentist and the family lived in Dunedin. My father told me that my grandfather's Buick was the first electric

I do not have the registration number of the Buick, but it would be interesting to know if any of your members own a car of that model and know its early history as I would really like to know if that particular vehicle is still in existence, please?



Left to right: My grandfather Henry Lawrence Glover 1879-1971, my father Lawrence Glover 1907-1974, my aunt Coreen Glover 1905-2003, my uncle Denis Glover (the poet) 1912-1980, my uncle Brian Glover 1914-2004 and my grandmother Lyla Glover nee Eliza Matthews 1878-1962.

My father settled in England at the age of 23. I was born and brought up in England where I live. I have visited New Zealand as both a child and adult between 1964 and 1994.

Philip Glover
philipglover@btinternet.com

Dear Sir

I was delighted to read the letters in the last issue of *Beaded Wheels* from Malcolm Brown and Ken McIntosh who apparently share my reservations about the Vehicle Identity Card Scheme. Right from the start when we had a visit from two members of the Executive to explain this new scheme I have found nothing of any value in it. I currently own three club eligible vehicles ranging in age from 1925 to 1964 and for each of these vehicles I have the original registration papers. What on earth do I need any other certification for? Will having an Identity Card assist me in any way to motor my cars? I think not. Some people, I can imagine, may seek to reinforce their claims about their cars by having a certificate which proves what they say their car is or is not. I do not believe that a VIC proves anything and it should never be taken as gospel so what use is it? Will the Club stand by the information contained in the card? No. I do not think so as there is no guarantee of its accuracy. But as years go by and if the story is repeated often enough...

In 2006 there will be the National Rally based in Invercargill. Will I be there? Yes. Will I be taking part? No. Why? Because I will never apply for a card. Will I

leaving from Invercargill to tour New Zealand YES.

This is the first time I have felt the need to burst into print so I make a simple plea to the management of our club. Please take another look at it. Our Club should be encouraging participation not excluding its own members from its major events. As we and our cars get older it is going to take inspired leadership to keep the membership numbers up. Identity Cards do the opposite.

Brian Anderson

Dear Sir,

As the organiser of the aborted 3rd National Commercial Rally scheduled for January 2005, I would like to throw my two penneth into this anti-VIC tirade. Interesting isn't it, that all three letters to I have appeared thus far have come from the pen of motorcyclists, that erstwhile group who probably have least to fear from any pressure that might be applied to our movement on New Zealand roads.

The 3rd National Commercial rally would have been the first under the new regulations so Mr McIntosh's surprise as recorded in issue 271 is certainly spurious. The rest of his comments on the VIC's are not worthy of a response, but I will say this, the Commercial Rally was cancelled purely and simply because the non-members who were contacted had no desire to join the Vintage Car Club and insufficient members responded to make it viable. It seems to be lost on some people that membership is a pre-requisite for participation in a National event, not just a VIC.

The most compelling argument for acquiring VICs is occurring right now. Land Transport New Zealand (formerly LTSA) is in the process of introducing a heavy vehicle brake test. Several options have been released; a load placed on the tray, or what is more likely to be introduced, a load simulator which is a device in the pit of a testing station with heavy chains that are slung over the axles. Downward pressure is exerted by hydraulic rams while that axle sits on rollers and the brakes are applied. The thought of this horrifies many commercial owners, who care as much for their trucks vans etc as do car and motorcycle owners and who by and large carry nothing more than their picnic lunch on the back. Our Registrar, Rod Brayshaw, attended a meeting with LTNZ in November where he made a submission on behalf of the club's commercial owners. He was given a good reception and it would seem that we commercial owners can expect dispensation from this requirement, provided that the vehicles are over 30 years old and are authenticated by the club with a VIC. So

reason enough for commercial aficionados to have a VIC for their vehicles. This time it's us, next time car owners, after that, motorcyclists perhaps!

John Campbell
Auckland.

Dear Sir,

Re: Beaded Wheels Oct/Nov 04 Paul Whitehead letter.

I am angry and disappointed at the introduction of Vehicle Identification Certificates (VIC). I understand that, regardless of whether you are a fully paid up member of the club, in the future if you do not possess a VIC then you will not be entitled to attend National Events run by the Club.

In and of itself the idea to establish a VIC register is a reasonable service to offer the membership. However, to force participation in this register by leveraging off membership privileges is morally and ethically unacceptable. It reduces what is essentially a reasonable service to a draconian bureaucracy. It is also likely to be counter-productive and act as a discourager to anyone considering membership of the club.

The amount of effort and compliance needed to meet the requirements of the register are considerable and act as significant discouragers. The need to pay a \$35 registration fee, as well as take specific photos of a vehicle from specified angles and then have these printed to a stipulated size is time consuming and costly and therefore should be something that a person willingly undertakes because they see value in it. The suggestion that you will impose penalties in order to force people to comply indicates that there are some reservations about the value of the service to the membership. If that is the case then might I suggest you test its worth by making registration voluntary?

For myself, I will need to review my membership in the club and in all likelihood will reduce my participation to non national club events such as the Mooloo Meander. I have many friends who feel the same.

Your loss.

Cameron Francis

Dear Sir

I write in support of recent letters challenging the new VIC ruling regarding the necessity for it on National rallies.

Why, I ask?

Already, it appears, it is causing problems. *Beaded Wheels* 269 page 16 Vero Rally report, they are experiencing grief with only half the entrants complying and also, more recent reports of rally cancella-

We are a club of volunteers all doing their bit in their own time. Why all this extra, as I see it, unnecessary, dictatorial, paperwork. It is a nonsense.

Members in general conversation are not bothering with the Vero Rally, because of it, and I sympathise.

As a member who has been in this club forty plus years with the one beautifully original and well maintained vehicle dated back in Eric Galt's time as Registrar and the vehicle cannot attend, come on National Executive, get real.

I am most reluctant to knock the toilers at the top, but come on guys, sometimes we get it wrong. I wonder what our overseas guests think of it all, transport costs, NZ Rego, WOF and now all this extra processing. I think it is offensive and not the Kiwi way.

I say withdraw it now!

Earl Preston

Dear Sir,

Shame on the members. Not a single reply in the last *Beaded Wheels* to Roger Fiewkes cry for help in *Beaded Wheels* 270. Or perhaps I'm being a little harsh, after all, most members wouldn't have experience of such an old vehicle as a 1938 Dodge D8.

This conversion is quite common in our club with a Reo and a 1931 Chev in the South Island and an MG TF and an Auburn in the North to mention just a few, as I understand.

I haven't had any personal experience myself in this matter, but an acquaintance in Christchurch tells me the easiest way to achieve this is to leave the gearbox attached to the Nissan engine and put the lot in and be done with it.

My own thoughts are save on conversion machining of drive shaft, and add the Nissan shaft, oh yes and add the back axle, good brakes will help.

As regards the radial tyres - great idea! If you can find some Fargo light truck wheels put these on your Dodge as they look cool, they certainly look good on Chev coupes of the 36-38 era.

Yours in motoring

Major Kochupp

Dear Sir

It was interesting to read in the Dec/January *Beaded Wheels* that the Chairman invited letters from only those who disagreed with the VCC VIC critics. Since I have an interest in vehicle history, when the scheme was first announced I volunteered to be on the Christchurch Branch dating committee. As a Marque Specialist for the Vintage Motor Cycle Club (of Britain) I felt that I could also possibly be of assistance in motor cycle

first meeting when a car which had been modified by cutting the saloon body and formed into a convertible was declared as being original and I realised that I was wasting my time. Despite my protests it was, according to VCC VIC rules, apparently 'original' as it had the same chassis with which it left the factory. (My problem could be that as an ex-Pom I do not understand the Kiwi interpretation of English. 'Original' appears to have a different meaning to that which I learnt (not the American learned) just as I cannot relate to a "Life Sentence" being a period of only seven years.)

Likewise, with my vehicle history interest I considered volunteering for the Archive Officer position which was becoming vacant. However, on being shown what was required it was apparent that the major requirement was a once a week visit to the Head Office to move VIC forms "from these boxes to those boxes" as the bureaucracy of the VIC process moved from one stage to another. (Hence the reason why we are urged to make applications early and not leave it too late if requiring to enter a particular National Rally.) So, no, I did not progress my interest in the Archive position.

With regard to having my/our own vehicles, as my wife and I possibly do not have too many years of active National Motor Cycle Rallying left we decided to VIN two bikes for the Cambridge Rally in February 2005. It will be interesting to see entry numbers at Cambridge compared with previous such rallies.

As far as our cars go we are still undecided about Invercargill but have decided to give the South Island Easter Rally a miss this year and to go on a less interesting one-make club rally instead; and purchased another car so that we could!

As an ex-Pom, with experience of the other side of the world I have this nagging thought that once the VCC have provided 'the authorities' with the information of 'who owns what', and how many old vehicles there are we could be easily moved into the position of French, German and Australian owners who have restrictions on use such as 'only on designated days' or 'within a limited range of the vehicle garaging'. I have expressed these concerns to the VCC President, but to no avail.

I was interest to read elsewhere that a region of the AA have declared that the VCC Vehicle Authenticity Statement is "not worth the paper it is written on." So probably it's only use is on resale of a vehicle to a gullible purchaser as 'proof' of 'originality'.



Dear Sir

Re English Bodied 1938 Hudson Eight
Thank you for publishing my letter in *Beaded Wheels* Dec/Jan 04. I have had a lot of useful feedback and stories about both the car and its first owner, Mr Kevin Dun.

Thanks to Chris Railton, who has access to Coachcraft's records, we have been able to positively identify the car as Hudson Eight 1938, body by Coachcraft, Special Sports Sedan.

It was one of 48 built late 1937 through early 1938. The body style was offered on Hudsons from 1935 - 38, and about 200 were built all up. Much of Coachcraft's work was for Railton, Coachcraft also put bodies on Bentleys, Rolls-Royces, and other English marques. In fact, on the way back from the Hudson's first outing to the Nelson branch of the Vintage Car Club of New Zealand's 40th Anniversary rally, I met a man who had owned a mid-late '30s Rolls with a Four Light Special Sports Saloon body by Coachcraft. This is the same body which adorns my car.

There appears to be only one other survivor which I saw recently near London. While it is restorable it is a major rebuild!

My car has spent all its life in New Zealand, and is still in good original condition. I have now done the mechanicals and have repaired and repainted the body. The interior will be brought back as it was.

Mechanically it is stock Hudson. Bodywise the only sheetmetal that is Hudson are the grille, headlights and sidelights.

The Hudson Motor company in England sold chassis to Railton and Brough Superior among others.

My restorer felt that the quality of the actual bodywork was superior to that of the guards - so perhaps Coachcraft bought those in too! Perhaps someone knows.

History: The car was imported new into New Zealand about 1938 - certainly pre WWII. The owner, Mr Kevin Dun, was a wealthy Dunedin industrialist whose family company made the oatmeal product, Creamota.

I have been fortunate to be sent a picture of the car in Queenstown in the early 1950s. It clearly shows some British number plates under the New Zealand ones, so the car must have been registered in England prior to its export.

During the war it was laid up. There was a fire in it when it was returned to use. So far details are sketchy. If anyone has positive details I would be most interested. It was repaired in Christchurch, probably by Steels.

Kevin Dun kept the Hudson till about 1964. It was then owned by someone in Dunedin, and was briefly in Wellington in the 70s. I did not see it although I was here all the time. The car then moved to Auckland where it was owned by the late Frank de Latour. Subsequently, it was sold to Rotorua, and may have been used there but prior to my possession it had not been street legal since 1987.

From the response I have had, the car was famous, and a very historic car in New Zealand. Many of the responses were from people who remembered the car from their youth in Dunedin and some included stories about Dun. I have tried to contact all those who contacted me - if I did not get to you many thanks for your response and apologies.

Michael Taylor

VEHICLE IDENTITY CARDS.

One of the objects of the Vintage Car Club of New Zealand (Inc.) is to assist and encourage its membership to foster interest and engage in the preservation and maintenance of motor vehicles within the club's recognised categories, from the first motorised vehicle through to include motor vehicles that are at least in their thirtieth year since their date of original construction.

Other objects of The VCC are:

- to obtain and conserve all historical records concerning such vehicles or concerning any aspect of motoring in New Zealand.
- To promote the value of historic vehicles with the regulatory bodies to ensure full use and individual freedom on our roads.
- To advocate and lobby on behalf of the members of the club to protect and advance these objects.

The objects above are part of our club constitution.

The Vintage Car Club of NZ (Inc.) Vehicle Identity Card system encompasses all of these club objectives.

The introduction of our Vehicle Identity Card system commenced with the Royal & SunAlliance Road Show on 20 January 1999, visiting all branches in both Islands, presented by the Registrar and Management Committee Members. The Road Show was an unprecedented success as it attracted large to capacity audiences at all venues.

Through negotiation, the Vehicle Identity Card has assisted The Vintage Car Club of New Zealand (Inc.) to develop an understanding and respect from Land Transport NZ, formally Land Transport Safety Authority, and as a result we are recognised as the *Historic Vehicle Authority of New Zealand*.

Both organisations have negotiated a position within new and future safety rules for historic motor vehicles in New Zealand, using our Vehicle Identity Card system to support the date of manufacture and provenance of all vehicles that have reached 30 years old and older, during any vehicle certification examination. Our system provides an affective "green path through the process" (like the airport customs system.)

The VCC is involved in the decision making process, rather than the alternative of decisions and legislation being made by some other organisation on behalf of the historic vehicle owner.

Over 4213 Vehicle Identity Cards have now been distributed to historic vehicle owners and 497 Date of Manufacture and Authenticity Statements have assisted members compliance and register their

historic motor vehicles for use on New Zealand roads.

Speed event organisers have applauded the use of the Vehicle Identity Card as an entry requirement: Quote "we can now concentrate on organising the event without the distraction of vehicle eligibility."

Our growing database of members historic vehicles is our own and for exclusive VCC use. One important utilisation is to assist our Registrar with on-going negotiation with the authorities. Please continue to support the system by ensuring all our members' vehicles are included.

We are one of the few countries in the world to enjoy the privilege of using our historic motor vehicles whenever we choose. The Vehicle Identity Card is maintaining that freedom. The compulsory element now in place has given us an added credibility and a recognised responsibility that ensures we continue to look after our own affairs and members needs for the foreseeable future.

To further the continuance of our bobby we advocate that our membership predominantly restore and rebuild historic motor vehicles not create new ones. This is why the Vintage Car Club of New Zealand (Inc.) needs to be involved and our interests considered in any new legislation concerning the use of motor vehicles in New Zealand.

I picked up my copy of *Beaded Wheels* 271 and read two letters from motorcyclists from the Auckland region, while at the same time sitting on my desk were 60 applications for Vehicle Identity Cards (one weeks delivery) for approval that contained 22 motorcycles. Over the past five years, up to 8 December 2004, I have approved 515 motorcycles.

At the same date the Club membership had grown again for this quarter by 168 to reach a total of 7,737 members. When I was elected as Registrar in 1996 the club membership was 5,476, and has continued to grow year by year ever since. Where is the declining membership the letter writers seem to know about!

One letter writer asks "what happened to 'I don't Know?'" Restorers should know the difference between an original, a reproduction, and a fake component.

Another has read of a regional AA declaring our documents are not worth the paper they are written on. I also read that letter and have investigated this to find it has no official substance at all. It seems it may have come from the imagination of the one and only member who has had a vehicle temporarily declined for road use. The same writer has stated our archives are not worthwhile and apparently the time spent wasted. The same archives the AA has placed its historical collection with for display and safe keeping.

He also has fears the Vintage Car Club of NZ (Inc.) database is available for other organisations. Our database is our own and for our own use. The authorities have never asked for it and I doubt if they ever will. Why would they? After all they have the data of all on road vehicles renewed every time we licence and WOF our vehicles, and as for Big Brother, well, if you licence your vehicle and purchase your fuel by credit card, they not only know what you are driving, they also know where you have been, and if you have a cell phone turned on, they also know where you are.

To remind members again, we provide the documents to assist vehicles through on-road compliance and continuing on-road use, we are not responsible for the construction methods used, or the standard of repair or indeed any guarantee of any vehicle's safety compliance. We offer guidance through *The Repair and Restoration Technical Manual 2001*. Our documents assist the inspectors correctly identify our vehicles.

We are one of the few countries in the world to enjoy the privilege of using our historic motor vehicles whenever we choose.

When the Daylight WOF system disappeared in late 2002 I started negotiations with the LTSA for a better system that eventually saw the VCC administering on the LTSA's behalf, commencing on 3 April 2003, the LTSA Headlamp Endorsement categories (a) (b) & (c), soon to be called a Lighting Equipment Endorsement, that is attached to the VCC Vehicle Identity Card. To date we have issued over 130 on behalf of Land Transport NZ.

The VCC had a respected authority card system and a thorough Vehicle Technical Code already in place and available to use at short notice to assist the authorities and historic vehicle owners at that difficult time when owners who bought vehicles with a Daylight WOF that only was current to the original recipient, and not transferable to a new owner. The new Headlamp Endorsement applies to the vehicle and is transferable.

There is a possibility the VIC will be used to assist heavy truck owners use their vehicles as display vehicles, and there are other uses in the pipeline, like smokey vehicles etc.

One letter writer states "we are a club of volunteers all doing their bit in their own time." How very true, but let me assure you

some members are doing very much more than their bit in their attempt to keep our vehicles on our roads, and foster the huge tourism potential to attract overseas historic vehicle owners to our country to motor on them as well. Another suggests "our VCC President is not taking note of the restrictions that other countries have imposed on historic motoring." Sir, that is why we have and defend our VIC system, and that is why it has seemed advantageous to the over 4,000 members who have supported the system and obtained VIC's for their historic vehicles.

Another member assumes he has to pay \$35.00 to get a VIC. The VIC is currently free to members, and available at the authorities request to non-members for a small fee that is priced to only recover actual costs.

We live in an ever-changing world and that's why respected senior members of our club introduced the VIC system to assist historic vehicle owners to use and enjoy their vehicles, and ensure the continuation of our hobby and interest.

It is not a huge effort to obtain a VIC. It takes 20 minutes on average to complete the application. Three copies of one standard size photograph for inclusion. A 45c stamp and envelope and you are there. To choose to not partake in a National Rally is no gain, in fact you have lost a precious opportunity to mix with fellow enthusiasts and enjoy what will continue to be many successful rallies.

The Federation of Motoring Clubs have just asked, within FOMcall, that its member clubs (predominantly one marque clubs) as recent as December 2004 consider a similar system as the VCC VIC system, to "devise some system of vehicle equipment authentication." I say why re-invent the wheel? When New Zealand already has a well oiled wheel rolling along gaining momentum available to all historic vehicle owners, members and non-members alike. This call identifies that there are now difficulties within other clubs with the authorities.

This recent development alone must illustrate to our greater membership that past and current Management and Executive members of our Club were indeed forward thinkers and innovators who now all must have read these letters from an uninformed minority, (mainly motorcyclist members who suggest they are about to revisit the one marque clubs activities where they may be required to get an authority document or card from to enable them to continue to use their vehicles) and wonder why the message has not got through.

report from VCC rep
Andrew McClintock

Imagine if 400 defence force personnel had been killed in action last year, there would have been a public outcry.

Students would have marched on Parliament. Well about that many people were killed in motor accidents and unless you were involved with a person or family personally you probably did not bat an eyelid.

Land Transport NZ (which came into existence in December 2004 with the merger of Land Transport Safety Authority and Transfund NZ) have a goal to reduce road deaths to 300 or less by 2010. Bear in mind there will be more vehicles and we will cover more kilometers by then. It is a worthwhile goal and one which I believe is achievable. They intend, among other things, to improve our roads and signage, update the safety features on new vehicles (this is already being done with second hand imports), monitor speeds especially in high risk areas, improve driving standards, make heavy vehicles safer and improve load security.

There were meetings around the country at the end of last year to discuss all the above. Transport industry representatives, Federated Farmers and the Federation of Motoring Clubs were invited. I was fortunate in being able to attend the meeting in Christchurch. It was very interesting but that is another story.

Knowing new lighting rules were coming up and heavy vehicle brake testing was to change I took the opportunity to question Land Transport's senior engineer about these changes.

The new lighting rule takes effect from 27 February. The main changes will:

- place a limit on the number of optional lights that can be fitted.
- allow vehicles manufactured overseas to international lighting standards to be used in NZ without being changed to meet domestic requirements (provided they dip to the left).
- control but not ban the use of cosmetic decorative lights.
- allow the use of a wider range of cycle lights.
- change the dip angle requirements in most cases to those specified by the manufacturer.

My question to the Land Transport engineer was in regard to the Canterbury Branch's Dennis fire engine. It has a large red light mounted on the scuttle in front of the windscreen. When the vehicle was decommissioned from the fire service the light was not disconnected but now all lights fitted must be in working order. However the light is not allowed to be fitted if working. In my opinion to remove the lights from historic emergency vehicles is like removing the wheel from a unicycle. I was told anyone with vehicles of historic significance can apply to Land Transport for an exemption. This may also apply to the blue towing roof lights that were required in the '40s and '50s. If you have a VCC ID card for your vehicle check with the Club's Registrar Rod Brayshaw, it may be simpler to have an exemption on that.

My other questions were about heavy vehicle brakes and emission testing. I was told of an up-coming meeting about the heavy vehicle brake rule. This meeting was attended by Terry Pidduck

Most of the pollution is being caused by the vehicles referred to as gross emitters ... I suspect they will be poorly tuned and maintained, 10 to 30 year old vehicles in daily use.

(Federation of Motoring Clubs) Roger White (VCC) Ross Hopkins (Federation of Motoring Clubs and Military Vehicles Clubs) and three representatives from Land Transport NZ. The concerns were requirement for historic vehicles to undergo laden brake tests and the possibility of damage to vehicles with axle or chassis pull down devices. Would early trucks with rod or cable brakes pass the new tests?

It was proposed that historic vehicles should have special consideration. It was suggested that historic vehicles could have a condition imposed on them that they cannot be used anymore in commercial service. If the load capacity for these vehicles is restricted they may not need to be subject to load simulation. If vehicles

with a decelerometer (Tapley meter) may be more practical than a roller brake test. Land Transport is to consider this option. Land Transport will allow historic vehicles to undergo a non-load/load simulation brake test if they are down rated to a lower G.V.M. All very boring stuff unless you own a vehicle with a gross mass over 3500kg.

Now a more interesting subject. By the time you read this the VCC, the Federation of Motoring Clubs and no doubt a large number of others will have put in submissions on a Ministry of Transport discussion document about the emissions screening programme. The proposal is to test vehicles at COF and WOF time. Some of the questions they want answers to are:

- What gases should be tested for and what particulate (black soot) should be allowed with diesels?
- Should some vehicles be exempt from testing eg new vehicles (if so to what age) or old vehicles (if so from what age)?
- Should the test be more stringent for newer vehicles and imports?
- Should vehicles be tested every 6 months or 12 months?

I am sure the VCC and the Federation of Motoring Clubs can convince the authorities that our club cars are not making any measurable difference to the air quality. Most of the pollution is being caused by the vehicles referred to as gross emitters (described as being about 10% of the fleet). I suspect they will be poorly tuned and maintained, 10 to 30 year old vehicles in daily use. They need to identify and deal with these vehicles first.

I have heard that some testing authorities are having second thoughts about the logistics of testing the entire fleet. It is probably going to take about five minutes to test each vehicle. If a testing station were averaging 100 cars a day, unless they make changes to staffing and test procedures they will only process 75 cars a day, so obviously they will need more staff and a change of procedure. They will not mind, as it will mean more work and more profit. It is the small operator who will be inconvenienced, other work will have to be put to one side or they will just say sorry I haven't got time to do your WOF today. Food for thought.



1927 Harley-Davidson, Veteran of the 1972 Dunvegan. Student transport

1924 Overland.

Grant Hitchings hears from Alastair McIntosh who, as well as being a long-serving member of Southland Branch, was National President from 1987 to 1993.

THE WAY WE WERE

As compiled by Grant Hitchings



My first fateful car memory is of an Austin 7 Ruby. My Dad, Mum, four kids and a huge suitcase strapped to the luggage rack were journeying, at the end of the war, from Dunedin to Auckland and boiling all the way up to the top of

Plymouth Cranbrook which were apparently assembled in Belgium, but most American cars were pre-war and still worth a premium. You could still get the new price for a good '39 Chevrolet when it was sold twenty years old.

As a teenager I longed for wheels and got my driver's licence on my fifteenth birthday in one of those 50's Morris Oxfords, now only seen in downtown Calcutta. Eventually, in the early 1960s, my brother and I bought a 1928 Chevrolet tourer for £25. This gave great service while we were students. It was followed by a '31 Chevrolet that regularly stopped outside butcher shops. I had been told by an old-timer that hard bacon rind made excellent water pump packing and he was right. This car cost me £25 and was on horrible 16" wheels and tyres. In those rubber-starved years, the man from AutoParts gave me £25 for the wheels and threw in a set of correct 19" wheels and tyres. What a wonderful place Dunedin was in those years for old car spotters.

Formal study was what we were there for but how could an obscure minor poet or a concept in calculus compete with the appeal of old Dodge tourers, Model A Fords of all descriptions and the examples of rare SS Jaguars, MGs and Austins? I used to pass the section where Mike Taylor kept his herd of giant Vintage Packards all carefully re-licensed with new permanent number plates while he drove a very smart mid-20s close-coupled Studebaker to his job at the fire station. I visited a chap called Tony Carroll who drove a beautiful '26 Chrysler tourer while he rebuilt a fabulous Frazer-Nash in a garage off George Street. He belonged to a Club but membership needed to be earned and a Chevrolet 4 was at best marginal! Up on Highgate a superb old Ansaldo or a rakish old Alvis sports could often be seen. There was a Minerva tourer that had had a fire in the dashboard and another big two-door sedan with an odd sloping windscreen. This one had big, twin side-mounted spare wheels that would not have looked out of place on a truck. A chap called Dunkley had another Minerva converted to a mobile home over in Kaikorai Valley. From time to time the most wonderful old vehicles were being found in garages of stately homes. A huge '32 Buick straight 8 with some sort of exhaust powered heater in the floor of the back seat, a '26 Overland 6 with its brand proudly written on the spare wheel cover, and that big black mid-30s colonial Hudson with all the chrome on the front that has resurfaced recently, more or less

Mount Kilmog. Dad had the bonnet sides hung out like seagull wings to aid cooling and I thought this looked frightfully racy. The expedition must have been approaching some limit to the laws of physics and my sister was acutely carsick. I can still recall all the smells and noises of that little car and, sad to say, I've never had much joy with Austin 7s since but after that experience I was a confirmed car enthusiast.

Boyhood was spent mostly in Gore, where I met Earl Preston at school, and in Geraldine where we had the life-long association with the Morrison family. The car interest was fostered particularly by Mr Jack Morrison who ran the Morris garage and was a real enthusiast, eventually donating the car museum to the town. His nephew Peter Morrison maintains the interest with a lovely little Bullnose Morris Veteran that has been in the family for over half a century. Geraldine had some amazing old cars from Angus Bell's old De Dion single to Frank Sercomb's Veteran Delage, while two elderly sisters still ran the 1927 Chevrolet roadster they had bought new. They later drove this car in the 1965 Haast Rally and I watched them anxiously navigate Dunedin. On Friday afternoons in the 50s the town would be full of big cars from the sheep stations, dusty Armstrong Siddley Sapphires and Humber Super Snipes. Big newer American cars were still hard to get and some sharp Aussie had just made a killing in Central Otago by collecting an illegal deposit from one keen cocky after another on a new Chevrolet V8, he claimed he could get for them on the black market. He was gone, their money was gone and no one was anxious to report the sort. There were a few Pontiacs and



Clockwise from top left: 1911 Wolseley at the 1981 Brighton Run. Bentley 3 litre owned by Alastair for 17 years. Alvis competing at Queenstown, 1986. The ex-Ken Dakenful Armstrong Siddeley. A family outing in style.

Two marvellous Buicks, one a Vintage tourer with mint upholstery and paint and the other a '38 drophead tourer equally as pristine figured prominently in Capping events. I wonder if they survived.

Owning old cars and motorbikes had great potential for two things. It made a person resourceful and it taught you the basics of engineering – both skills which have been invaluable since. Things were different in the '60s, too, parts were plentiful and cheap. On one trip near Oamaru the generator light came on as that unit died. I went sadly into the nearest farmhouse to ring the AA, but instead found another wreck under the macrocarpas, bought the generator and went happily on my way for 2/6d. It was a rare farm or country garage that did not have a supply of Vintage raw material lying outside.

Like most people of my age there was fine line between a Vintage car and an everyday car and most of us could not manage both. I had owned a motorbike or two, graduating to a BSA A10 Golden Flash which came from a chap who went on to pinch a plane from Wingatui and vanish off the radar screens for ever. In fact he had ditched it in a Fiordland lake and hi-tailed it for Australia, only to get an attack of conscience thirty-odd years later and return to face the music!

My first modern car was a '60 Mini, bought about 1968. It had over 160,000 miles on the clock and had never been touched. The former owner lived fifty miles from town so the car never did less than 100 miles each time it started. When this got too small for the family it was sold to Howard Kingsford-Smith, who thirty five years on is still racing Minis. My first workshop was a converted wash house in a rented house. I had gone to Invercargill to work, had an old vehicle in the drive and received a visit from Barry Barnes, who checked out everything then reasoned out loud that, if I was going to mess about with old stuff, it might be better if I were in a Club rather than out. A few weeks later I was Branch Secretary, to Neil McMillan in the Chair, and committed to a quarter century of involvement in Branch administration. Some time later I met Alan Sutton who would later make Bentley ownership possible, and from then on came to know an increasingly wide network of practical, unassuming and highly individual southern restorers. As young motoring enthusiasts, we wanted to sample as many different cars and motorbikes as we could. Some

It is hard now to remember that 40 years ago there was such a great range of cars available to the hopeful vintagent, from the big Essex, Studebakers and Packards to the small Fiats, Rileys and Citroens, and there was no reason in those happy times to think that there might one day be a scarcity of interesting projects. We drove an early narrow track Austin 12/4 for some years and regarded these excellent cars as some of the finest Vintage vehicles made. We drove a 1926 Armstrong Siddeley as a family car for several years, when house purchase mopped up any surplus dollars – its eccentric mechanicals were only surpassed by its ugly looks and I always had to drop the kids off away from the school gate. We even tried an Austin 7 or two, but again, they did not take. As a final note on that subject, I recall visiting the late George Tofield and spying a collection of Seven parts in the corner of his shed. He explained they were for his son to restore. It was essential, he felt, for modern youth to experience the gnawing anxiety that came with Austin 7 driving! I could not have put it better myself.

Most farms had saw-benches and these delivered up great Vintage treasure in the form of single-cylinder De Dion motors, Renault twins and sundry Veteran radiators. Every trailer was a possible early front axle, such as the one Ashley Bell found that was a spare for the I.O.M. TT Sunbeam, while lots of old engineers' lathes were driven through interesting gearboxes. One Gore enthusiast found a shearing plant shaft driving through an open valve Ford T block! The stories of great finds were the stuff of legend and much retelling when men met over the popular amber fluid.

Invercargill had an old wrecking yard started by Andy McIntosh (no relation) of the TT Sunbeam notoriety. He was eventually lost out to sea while flying north in a Tiger Moth. They were following the coastline for navigation and mistook a fog bank near Oamaru for land. The yard was then owned by King Dick and was full of really good cars like a 1936 Packard coupe, a Chrysler roadster and assorted easily restorable Auburn, Graham Paige and Hudson Vintage models. The custodian was a German Shepherd dog on a long chain but it was rumoured that he could be bought off by a forequarter of mutton ...like so many other treasure troves, it was bulldozed eventually. Somehow a yard of dead Mazdas will



But it was the detailed finish of English and European Vintage cars that eventually won me over – the beautifully made dashboard instruments and the complicated castings and linkages. Never mind that, if you were serious about getting there, old Yanks were the strongest and most reliable; an MG, Sunbeam, Alvis or Austin had a certain flair and over time I've owned wonderful examples of all of these. On a good day these cars offer sublime motoring amid quality leather and nickel plating. On other days, of course, they are enormously frustrating and unnecessarily complicated. If the starter motor gets loose on a Sunbeam, for example you risk destroying the back of the motor. If the same thing happens to a Yank, it just stops working.

But besides experiencing ownership of interesting cars, the other great pleasure has been doing restorations re-creating something attractive and functionally pleasing out of what is often worn-out junk. Most members know that it can be a financial trap for the unwary and I had a couple of false starts. Other people clearly have too, and just about anything I've since restored has been a stalled project that someone else had dreamed about, and usually completely dismantled. For all that, however, a Veteran Swift and a 12/50 Alvis have been restored feature cars in *Beaded Wheels* and I have enjoyed the challenge posed by the rebuild of other Veterans and Vintages. It is a huge interest tracking down similar models, even in Australia or UK, visiting other experts and locating or making missing parts. Our most recent restoration has been a 1933 Alvis Speed 20 which came via Wallace McNair from South Africa ten years ago. It is definitely, without doubt, absolutely my last restoration ever. Well maybe!

I have been lucky enough to own some of the great marques in period motoring at a time when we have experienced great motoring conditions and I still have some fabulous vehicles to play with. Over 50 years I have met many wonderful skilled people through the interest; mechanics, machinists, upholsterers, and DIYers. It has also been really great belonging to a Club such as ours, meeting like-minded people both in this country and overseas and being privileged to be involved at a national as well as local level. It has been a unique thing to experience Vintage motoring in all its forms, with great companions, in the best part of the best motoring country in the world. But while the motoring scene is still very good, I can't help thinking that the way we were,

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BEHIND THE WHEEL

1931 STUDEBAKER MODEL 80

Four Seasons Roadster

Text and photos Maurice Hendry

The saying goes that what happens in the USA will happen here in ten or fifty years time. It even applies to Europe – look at Airbus bragging about their airliners which are a blatant copy of what Boeing offered back in the 1950s. Another example is the recent takeover of Rolls-Royce by BMW, which shows a striking similarity to Studebaker assuming control of Pierce-Arrow 86 years ago.

In both cases, a far bigger, stronger and more technologically advanced corporation breathed new life into a small company which had little to offer other than a name, mystique and posh aura that they envied and could not hope to equal, and was what they really wanted. Neither Pierce-Arrow in 1928 nor Rolls-Royce in 1998, had the cash to finance development of an all-new model which was essential to stay in business.

At Pierce-Arrow, Studebaker's lifeline was a godsend-just like BMW's massive infusion of capital was to Rolls-Royce. Even before the takeovers, in both cases each big corporation was supplying technical aid – BMW with its V-12 engine and ZF transmission, and Studebaker with engineering staff who influenced the all-new Pierce-Arrow straight eight.

However, that the Pierce Eight was a Studebaker President has been well debunked by the best authorities. The Pierce Eight was designed in the Pierce-Arrow engineering department in Buffalo-not at Studebaker in South Bend. The two cities were as far apart as Auckland and Wellington!

There were important differences in the two engines. Stroke/bore ratio, piston displacement, number of main bearings, camshaft and generator drives, and even the block casting iron material, which had a harder alloy specification in the Pierce, determined by Pierce's own engineering department. This required a different casting procedure from Studebaker. Although both blocks were cast in the same foundry, (at South Bend) Pierce blocks were cast on different days, and all final machining, assembly and inspection were made at Buffalo. Finally, the Pierce engine was considerably bigger and more powerful than the Studebaker President Eight. Although with Stude, Pierce operated independently as Rolls-Royce did under Vickers, they never used major Studebaker components like RR has used BMW units (engines, transmissions, bodywork, frame etc.) Pierce-Arrow remained all-Pierce to the end.

"We already had, in the President, a car which was considered good enough in the fine-car market" Otto Klausmeyer told me. "And it was about half the price of a Cadillac, Packard or Lincoln." (Otto, a long time friend of the writer, was there as liaison engineer between the whole association of the two companies.) He continued, "But what attracted Erskine (president of Stude) was the glamour and prestige of the Pierce name-synonymous with quality, luxury and elegance, and the highest class of automobile."

"The Pierce-Arrow engine," he told me, "was not a Studebaker. Basic differences were many. But there were interchangeable components in the interests of manufacturing economy, such as valves, fuel pump, oil pump gears, flywheel ring gears and clutch pilot bearings.

There was total collaboration between the two engineering

Erskine's stated aim was 'Pierce-Arrow-the Finest Car' An interesting fact is that Barney Roos, a brilliant engineer who had been at Pierce-Arrow before he came to Studebaker was actually responsible for design of the President Eight engine! Whereas, the Pierce Eight engine was designed by John Talcott of Pierce-Arrow-under the supervision of and direction of Karl Wise from Studebaker!

Now if you have been able to figure out that lot, let us take a look at one of the finest examples I have ever seen of a Studebaker President, right here in New Zealand, owned by my good friends Doug and Barbara Bixley of Hastings, Hawkes Bay.

Their business association is Arataki Honey, but if you want to watch their eyes light up just mention "The President—a real honey of a car!"

It is a 1931 "Four Seasons" Roadster with the big 337 cu in (5.5 litre) nine bearing engine developed from the original 1928 President 313 cu in (5.1 litre) five bearing engine. The 1928 model had 100 hp, the 1931 an impressive 122 hp—only ten less than the Pierce Eight! This power is delivered so smoothly, quietly and flexibly that it is comparable with cars of double the price tag and is combined with excellent performance and incredible high-speed endurance, proven many times over.

In November 1928, two President roadsters (certified as production line stock by the AAA technical committee) were driven for 24 hours at Atlantic City 1/2 mile speedway, officially observed and timed by the AAA, at an average speed of 85.2 mph for the whole distance of 2045 miles.

The previous July, a squadron of stock Presidents, two roadsters and two sedans, were similarly driven for an astonishing 30,000 miles continuously at the same track, again AAA observed and timed. (I am taking these figures from my copy of the American Automobile Association record book, page 106, plus the Studebaker Wheel magazine for October 1928, kindly lent by Doug Bixley.)

The sedan's best time was 72.52 for 2000 miles (27 1/2 hours) and as this included all stops for fuel and servicing, obviously the cars were driven at full throttle.

Two Presidents also did rather well in the Brooklands Double Twelve next year, a 24 hour race split into two successive days daylight running. Later, in 1931, a President Roadster similar to Doug's car, again selected at random from the production line by AAA technical experts, certified and sealed by them as a standard car, was taken to Muroc Dry Lake for an attack on the AAA sprint records from one kilometer to 100 miles. The car was fully equipped even to dual side mounted spares, and the only stripping down consisted of folding the top and windscreen. They held every record from one kilometer to 50,000 km.

On 3 November, driven by Studebaker research engineer George Hunt, this car was electrically timed by the AAA at 91.79 mph for the mile and 90.35 for the 100 miles. The mile run was the average of runs in opposite directions and the 100 miles was over a five-mile circular course, professionally surveyed, and certified accurate by the AAA Contest Board.

Neither Doug nor I, of course have any ideas of emulating these performances with a treasured 73 year old car, but I have no doubts that Doug's car in its heyday could have put up similar figures. As with any good quality Yank, it is a very easy car to drive in relaxed American fashion, will dawdle happily down to a walking pace in "high", even sharp bends can be taken at this speed without downshifting and it cruises contentedly at 65-70 mph, the beautifully smooth purring of the big straight eight contrasting with the loping gallop of contemporary V-8s. The gear lever can be ignored for almost all driving and brakes are excellent. The only criticism I have is that the steering was



The big roadster had factory right hand drive.



Studebaker's brilliant chief engineer Barney Roos, came from Pierce Arrow. In World War II, he went to Willys to develop the Jeep.



Striking sidelight design is in harmony with rakish style of car.

matter in hand. Of course, driving in and around the outskirts of Hastings brought the usual stares, waves, smiles and shouts of delight from passers-by, which make Vintage motoring such gregarious pleasure. The car is always a crowd pleaser as shown by its consistent selection as "people's choice" at countless old car meets. You can circle this car at rest without finding anything to fault in its stunning good looks, in any way, shape or form. It is at the pinnacle of "classic style" of its era.

Doug first saw this car in 1966, and vowed then to own it, but this took twelve years (like my ambition to own my Pierce Twelve — only realized many years later). He bought it in 1978 from a previous owner who had picked it up in 1959 for only £60! It had been run in wartime on a mixture of diesel fuel and aviation



The four certified stock Studebaker Presidents at Atlantic City Speedway ready for their amazing 30,000 mile run in 1928.

A 3.5 rear axle replaced the original 4.32, and gives 12 to 15mpg in all round driving. It was imported to the order of one John Holden by well-known Tourist Motor Company of Hastings, landed at the Port of Napier from the S.S Winton 18 October, 1931, and delivered to Mr Holden on 15 December, 1931 at a retail price of £1,132. 18 shillings. Tourist made £336 on the deal.

Tourist imported many Studebakers over the years, all of Gerhard Husheer's Presidents plus Dave Lane's, and of course the two Pierce-Arrows of Husheers as well. Mr. J M. Blake, head of Tourist, was a fine gentleman and always happy to recall the cars to their later owners. The record of Studebakers in service car work in this country of course, is well known and comparable with Cadillac and Hudson. This reflects the tough Wild West Studebaker Brothers themselves, whereas Pierce-Arrow symbolizes the wealthy, polished Eastern aristocracy of New York.

The 1931 President model in all versions, Model 80 and 90, was actually built from June 1930 until September 1931. Total production over that period was 9,203 cars, and the model continued until 1933, exemplified by Bryan Jackson's ex-Husheer

sedan. A remarkable achievement for such a luxury model in the pits of the Depression.

Footnote: The Giant Stude. For years an enormous replica of Doug's model stood on public display at the North end of the Studebaker Proving Grounds. It was 2 1/2 times normal size, built out of hardwood by Studebaker craftsmen in the factory body shops. It was created for a company film for dealers 8 minutes long featuring the Studebaker orchestra. After the film was made it was set up as a striking outdoor advertisement and remained alongside the main highway for five or six years. Eventually it became obsolete, deteriorated and vandalized, so it was deliberately destroyed by fire, but not before factory workers had souvenired a number of huge parts off it-hubcaps, steering wheel etc. The steering wheel alone weighed 41 lb. The car was 41 feet long with a wheelbase of 325 inches and weighed five tons.



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The 'A' Team and a partly cured Missed Piggy

2004 Gisborne

Safari Rally

Text and photos Pat Malcolm

Friday 22 October was a crisp, clear morning as 38 cars assembled at Anderson Park, Greenmeadows for departure on the 2004 Safari Rally to Gisborne – and what a safari...



Gordon Vogtherr taking good care of his new companion Miss Piggy



First stop morning tea - Tutira

Organisers this year were Carolyn and Roger Anderson and Lyn and Trevor Charman. Trevor gave us our briefing for the day, and introduced "Miss Piggy" who was to be awarded to various lucky (mostly unlucky) recipients throughout the rally. Following us on the Safari were tail end Charlies Todd Anderson with fuel, oil, tyres etc, and Cyril Jones with his tool kit. Those who wished were free to travel the main highway, and the other option was safari. This saw many of the cars turning off at Eskdale and taking the Waipunga Road, Darky's Spur Road (not recommended for vehicles over 9m or caravans, and we could soon see why), and Waikou Road to regroup in Tutira for morning tea. Miss Piggy was awarded at this stage to a recipient who has handled bacon for many years as he missed the Waipunga Road turnoff on the Taupo Road not once, but twice. At Raupunga we headed inland on the Cricklewood Road – oh those corrugations, and two farmers chose that day to shift their cattle. We came out on the main road at Ohinepaka and enjoyed a quick lunch stop at Mike Little's in Wairoa where we viewed his Vintage motorbike

to Gisborne which was a very scenic drive, stopping to view the Te Reinga Falls and enjoying a pit stop at the Tiniroto Tavern. A new recipient for Miss Piggy was spotted here, changing a flat tyre as everyone else was departing – he was looking a bit "Green" about it. Several also detoured in to Doneraille Park - a very tranquil picnic area. We all arrived safely in Gisborne and settled into our accommodation before meeting at the Waikanae Beach Holiday Park for Happy hour – a good old noggin and natter about the day's events.

Saturday was a free day and many enjoyed a wander up town, some visited the East Coast Museum of Technology while others visited the Eastwood Hills Arboretum 35 kms east of Gisborne. This is a beautiful park donated to the people of New Zealand by the late Douglas Cook, modelled on the parks and gardens he loved in Britain. Most vintage members took up the offer of a trip around the park in an Oldsmobile (Trevor's terminology for a Suzuki and trailer and realised later he was looking after a particular age group), but there were the young at heart who enjoyed walking. A lot of us enjoyed a very relaxed lunch in the grounds and it was

pigeons and listening to all the bird life. Several also travelled up to the Rere Falls.

The Gisborne VCC members were our hosts on Saturday night for a barbecue tea and prize giving, and prizes and trophies were awarded as follows:

1st prize - The Challenge Trophy

Neil & Pat Malcolm 1928 Ford Model A Tudor

Howard Challenge Cup (PVV Section)

Noel Powell &
Joan Thomson 1938 De Soto coup

Andrews & Beaven Cup (Vintage Car Section)

Pat Bren & Mike Stuart 1926 Alvis 12/50

Commercial Cup

Wayne &
Shona Richards 1929 Ford Model A Pick Up

Hard Luck Cup

Mike Green &
Eleanor Hall 1937 Austin Cambridge

Oldest Driver

Charlie Black 1931 Ford Model A Phaeton

Furtherest travelled International

Bruce Black from London.

Furtherest travelled in New Zealand

Gary Cook, Wanganui 1935 De Soto.

The men (and some ladies) enjoyed snooping around in the Spare parts dept., and Todd's ute came in handy for goods going back to Hawkes Bay.

We enjoyed a delicious barbecue tea and desserts, and the Gisborne VCC raffle was great fun - at least 50 prizes and a lot of fun was had by all. Many thanks to our Gisborne friends for their great hospitality.

Sunday was the Safari run, and once again people were free to travel the main highway for our eventual destination of Tokomaru Bay. However, most chose to go Safari and there sure were a few casualties during the day. The morning tea stop was 55 km from Gisborne on a forestry road, and luckily we didn't encounter any vehicles travelling towards us - it was metal, winding, hilly and bumpy! Starter problems with one vehicle which had a birthday girl on board, front bumper off a 3 wheeled vehicle - Miss Piggy presented, an Alvis needed a pull to flat ground after overheating and Carolyn and Roger arrived with fire extinguisher at the ready after wiring problems. On the next leg we experienced a slight quiver (thought it was just the corrugations) and next thing our left front wheel was beating us down the road. Fortunately we were only travelling slowly, were able to retrieve the wheel, and thanks to the very experienced Cyril Jones as tail end Charlie, after a bit of a tap here and there we were on the road again - knew Miss Piggy could come our way that

night. Tail end Todd was also called on for petrol, oil and tyre troubles. Our late lunch stop was Tokomaru Bay, then south to Tolaga Bay where some walked the pier, and then a very scenic coastal drive back to Gisborne. Happy hour was at the Waikanae Beach Motels and a nice meal was enjoyed by everyone at the Gisborne Cosmopolitan Club.

Monday morning we were homeward bound after a very enjoyable stay in Gisborne. We did manage to find a new home for Miss Piggy as Pete Johns found a new friend in the Cossie Club carpark - a very intoxicated man laying between two cars and when last seen Pete was receiving the biggest cuddle he could wish for. Miss Piggy is in good hands until next year. With a few experiencing minor problems after many miles of motoring, most chose to travel the main road to Wairoa, but there were still some hearty souls who travelled east and west of the main road (on metal) to eventually reach Wairoa, and then their home destinations. On our return to Norsewood we had travelled over 600 miles.

It was certainly a great Safari 2004, and a big thank you to Carolyn, Roger, Lyn and Trevor for the tremendous job done in organising the weekend. ■

South Otago

33rd Clutha Rally

Text Mel Tapp photos Jim Beeby

It may have been the 13th but the South Otago Branch were lucky with the weather for the 33rd Clutha Rally. A turn out of 99 entrants, ranging from a 1912 Sunbeam to a 1974 Rover 2200 TC. Entrants gathered at the Town Hall for morning tea after which they all departed in brilliant sunshine over back roads to Purekireki and down the Owaka Valley, over the Morris saddle to the picnic ground at Tawanui in the Catlins. A distance of around 70 km. Although there was a lot of gravel the road surface was good and the scenery made up for the dust. After lunch cars made their way back to Balclutha with many taking time to visit the lovely Purakanui Falls.

There was a good spread of cars from each decade and a sprinkling of motorcycles. The one car to catch my eye was a very rare 1927 Arroll-Johnson from Invercargill owned by Mr W Nicholl. This



Rob and Dianne Ross, 1936 Chrysler leads Neale Kidd in the 1928 Dodge.

Southland by a Scottish family and has a rather unusual tourer body. It is perhaps one of very few in the world. It is unusual also as being built after the takeover of Arroll-Johnson by Aster, it retains the Arroll-Johnson name and not Arroll-Aster as most models were branded after the transition. The takeover caused many complications with different models including a straight 8 with sleeve valves, a 3.3 litre capacity and was available with a supercharger.

Also on the run was a 1964 Bedford

breakdown truck now owned by the daughter of the late Jim Murray a foundation member of the club. It is a pity more of the old breakdown trucks have not survived. I can recall the local garage in Milton had a 1928 Studebaker that had been a Mount Cook service car before being converted that had a power winch powered by a Ford 10 motor. The Ford Garage at the same time had a 1929 Model A with a two speed diff, very low geared and had amazing pulling power.

For results and more photos see page 37.



Left: Peter & Robyn Levett 1972 Honda 750.
Below: Malcolm & Vicki Brown 1929 Indian Chief



Auckland Annual Motorcycle Rally

Text and photos by Alan Groat

The last weekend in November saw Auckland Branch run their 24th Annual Motorcycle Rally.

Following tradition, the event ran over three days - Friday evening had a noggin & natter barbecue, Saturday was Rally day and prize giving, and Sunday was Swap Meet day. This year the rally had a change of venue, having been based south of Auckland for the past several years, the organisers thought it was time to re-visit some favourite rally areas north of the Harbour Bridge and based the event at Albany.

Some 70 entries were attracted, more than for several years, and they hailed from Whangarei to Wellington and many points in between. Start time was 10am, under threatening rain clouds (which weren't long in living up to their threat) - but as often happens in Auckland the rain cleared within an hour and stayed away for the rest of the day.

Rally plotter Clarrie Flutey had devised a route which got us quickly out of the suburban sprawl (no easy task) and onto good motorcycle roads through Orewa, Helensville and Riverhead to get to lunch break at Paremoremo. Here, an optional visit had been arranged to part of the well-known Corrections establishment, where believe it or not they have a motorcycle restoration workshop as part of the rehabilitation process. Very interesting, but I for one was glad to be able to get away from the double razor wire! The afternoon run took us on a tour through Riverhead and the Waitakeres to finish back at Albany where the prize-giving was held later in the evening. Results proved to be closely contested with seconds covering the first three places, and youngest rider award going to Glen Bright on the oldest machine in the event!

Thanks are due to the organising team for the hard work involved in running a very enjoyable weekend.

Paul Tomlin 1925 Harley-Davidson and Michael O'Kane 1952 BSA.



Above: Ken Campbell, 1928 AIS 500
Below: Colin Turner, 1952 Matchless.



Results		
1st overall (& 1st PWV)	Colin Turner	1952 Matchless 350
1st local (& 1st P60V)	Peter & Robyn Levett	1972 Honda 750
1st Veteran	Glen Bright	1913 Douglas 350
1st Vintage	Peter Cooper	1930 Scott Flyer 600
1st PV	Dave Tomkins	1942 Indian 500
1st Lady rider	Claire Newcombe	1951 BSA 250
1st Combination	Wally & Rosaline Hunt	1936 BSA 500
1st Velocette	Norm & Pat Dewhurst	1966 Velocette 500
1st American bike	Steve Owen	1926 Indian 600
Oldest rider	Roy Cope	1951 Ariel 500
Youngest rider	Glen Bright	1913 Douglas 350

Ah, Spring!

The season which drives poets, at least those who in unenlightened times thought their verse should rhyme, to ever-greater raptures about verdancy and young men's fancies. "Sweet spring, full of sweet days and roses," warbled George Herbert in his prime, a fellow who obviously never had to organise a Vintage hillclimb at such a time of year.

Springtime fancies

CHELSEA HILLCLIMB NOVEMBER 2004

Text and photos John King



Main pic: Anna Thompson emerges from the trees to storm the horseshoe bend in her Daimler. Inset: If Robert McNam ever tired of watching the road, he can always study the Daimler's

For young men's fancies can be turned, every now and then, away from thoughts of love and towards rushing madly up hills in the shortest possible time. Young women, too, for let it be recorded that this organisation has joined the admirable ranks of those which encourage full participation of women and, indeed, are led by them.

But Mr Coleridge, he of the chemically enhanced poetry, was closer to the truth when he wrote, "And the spring comes slowly up this way", at least as far as the Waitemata Branch is concerned. For there is no doubt that spring in many parts of New Zealand can suffer from fickle weather.

Chelsea WALSH (Waitemata's Annual Local Sealed Hillclimb, held in the park-like grounds of the Chelsea Sugar Refinery in suburban Birkenhead) has been going for many years now, and the Waitemata organisers have learned a thing or two. One of those is, yes, the unpredictability of the weather, so this year a rain date was specified, just in case the conditions were not conducive to the smooth running of competitive events.

Sure enough, 14 November dawned wet and windy, and with a forecast on the lower side of rotten the decision was made to scrub the day and hold it the following Sunday. The weather then cleared to become warmish and dry, and lo, the gnashing of teeth could be heard throughout the land.

All was not lost, however, for a ship was tied up at the Chelsea wharf to discharge raw sugar, and with trucks and cars trundling up and down the private road all day any hillclimb would have been seriously disrupted.

Sunday 21 November, then. Yes, the forecast was favourable and yes, reality was once again different, in the form of early persistent drizzle. Undaunted, Club Captain Di Humphreys and her band of merry and only slightly damp men went ahead anyway, spreading hay bales and bags of empty milk containers in strategic spots and encouraging people in open sporting machinery to drive up this really nice hill. It will be lots of fun, they promised.

Their optimism was rewarded. The drizzle became intermittent and went away altogether during the second run, the road dried, conditions were ideal and seven runs were held before promises of a barbecue stopped play. True as far as times went the first run might just as well not have been

held, but it was all vastly entertaining and nobody took to the grass.

Ivan Cranch in his Lotus Mk 6 showed just how slippery the track was, slithering to a ragged halt but still on the road in the middle of the horseshoe bend. He only just managed enough traction to get going again and avoided the indignity of a push, and that run's 57.10 seconds was very nearly the slowest of the entire day. He rapidly improved on that in the dry to post his fastest time of 34.78, a whisker inside Alan Kerr's best in the Cooper-Triumph and enough for fourth fastest, behind the trio of Bucklers.

The Bucklers all sported Ford power, with speeds according to aerodynamics and angularity but with less than one second covering all three. Steve Sharp's 32.32 on his fifth run was FTD, followed by Graeme Brayshaw whose driving looks smoother every year, this time posting 32.92. Tony Southwick steadily improved his times on each climb and eventually managed 33.29 seconds.

Outnumbering the Bucklers were the Rileys, led by David Garrett at 35.52 which was only natural since he was powered by well-developed 1½ litres. Allan Booth headed the Riley Nines in his March Special Special, showing just how serious he was by removing both spare wheels and whittling his times down all day to 41.87. Brother Harold in his standard-looking but smooth tourer managed 43.47, 2½ seconds faster than branch chairman Gerald Watson in his Riley 9 special.

Morgans were restricted to two, although one of those had two drivers just to confuse the spectators. Having alarmed several people, not least himself, last year with a near-capsize in his Vintage V-twin model (those mufflers aren't just for show, you know), Peter Alderdice this time stuck to four wheels, plus a couple of spares still attached on the back for luck and double his previous total. His time of 43.04 was rather better than Leo Fowler's 45.00 in the same car, but etiquette suggests it's not polite to beat a car's owner. Kelvin Hill decided three wheels were entirely adequate on his Ford-engined Morgan (although he's probably never been treated

Photos at right from top: Harold Kidd has returned to Vintage motor sport with his Austin Seven.

V8 trucks, perhaps? Vaughan Boesley thoroughly enjoys himself in the GCS built by George C Smith.

Peter Alderdice (or is it Leo Fowler?) has settled

Ivan Cranch in his Lotus Mk 6 showed just how slippery the track was, slithering to a ragged halt but still on the road in the middle of the horseshoe bend ... and avoided the indignity of a push,





Left top-bottom: Waimana Branch Chairman Gerald Watson's Riley 9 has gone better since he ditched the magneto in favour of a coil-and-distributor setup. Given a dry track and some sunshine, Ivan Cranch can climb Chelsea in under 35 seconds in his Lotus Mk 6.

Harold Booth's 1930 Riley 9 tonner (his spelling is incorrect) is surprisingly quick.

Aerodynamics will get you anywhere! Steve Sharp's Buckler 90 gains FTD for Chelsea 2004, just ahead of the other two Bucklers.

Lined by substantial mature trees, the private drive of the Chelsea Sugar Refinery encourages drivers not to stray. Steve Sharp, Buckler.

Below: Kirsten Courtney appears to be unconcerned by a damp track on her first run.



to the sight of his rear wheel lean under stress) and turned 43.99 on his second-to-last climb.

Far more numerous than anything else and making up 30 per cent of the 30-strong field were the Austin Sevens, not one of which would ever be likely to be recognised by our Herbert. Not content with the fabrication projects going on in local workshops, Ian Williams campaigned for the second time the car he brought out from the UK — and managed to be the fastest Austin driver at 38.52, just beating Ryan McDonald at 38.60. Speeds depended on the amount of tweaking of all those 750cc, plus the odd weight handicap, but the first five all came in under the 40 second mark. Kirsten Courtney, driving a polished Austin Seven in an equally polished manner, has been showing steady improvement and is now within one second of father Mike's best time at 39.99.

Wallace McNair started his Vintage motoring all those years ago with an Austin Seven and dabbled in something even smaller in the shape of the odd Berkeley or two. These days, he says, he's progressed from all that cyclecar stuff, and it's true that his projects have been growing steadily larger. Not content with the aero engined Sunbeam, the McNair equipé this year campaigned some 13 litres of 1906 Darracq, nicely finished in French

racing blue but entirely devoid of coachwork. It was the star of the day and made by far the best noise.

Anne Thompson, who drove the Darracq to Chelsea from Hamilton, said the best part of the trip was the downhill run on the northern slope of the Bombay Hills. She said its somewhat exposed mechanicals didn't like cold and damp and the engine wasn't pulling on all four until later in the day, but she managed 46.66 seconds, rather eclipsed by Robert McNair who drove a creditable under-40 (actually 39.84) on his last run.

At the extreme opposite end of the capacity scale, with less than 1 per cent of the Darracq's, was the BSA Bantam which Les Harris rode to 39.19 seconds, although it's unlikely that Mr Villiers would consider the engine internals as resembling anything that came out of his factory. (With good reason! BSA used their own motor, cribbed from DKW, not Villiers! Ed)

Somewhere in between, and in fact the only other car with an engine exceeding two litres, was Don Suckling's historic GCS, powered by flat-head Ford V8 and driven with considerable verve by Vaughan Beesley. So much fun did Vaughan have in clocking up 38.41 seconds on his last timed run, in fact, that the organisers awarded him the John Simpson Trophy as the driver best epitomising the spirit of Chelsea.

Among the others, Martyn Gairdner was as smooth as ever in his Triumph special at 41.31, and Barry Howard's 38.11 in something called the Rivett Special might have been even faster if it hadn't sounded so strained and he'd been able to persuade it to run on all four continuously. Keith Cutten enjoyed himself in the excellent AC-powered Cutten Special, but almost 10 seconds faster at 38.59 was Laurence Poolman in his supercharged C-type MG, only half a second covering his four runs for the day.

And Ian Goldingham showed his television instincts in making a DVD of the day's festivities. It's debatable,





Above: Sunshine and times in the mid-30s require lots of determination from Alan Kerr in his Cooper-Triumph.

Clockwise from top right: Kelvin Hill keeps all three Morgan wheels on the road, although the inside front isn't carrying much weight.

The sole motorcycle at Chelsea this year is the indecently quick BSA Bantam of Les Harris.

The modest performance of the Singer gives Ian Goldingham time to video the course for a DVD.

Leo Fowler (or is it Peter Alderdice?) has four wheels on the road plus two on the back for luck.

At 35.52 seconds on this, his last run, David Garrett is the fastest Riley.

Keith Cutten's Cutten Special still looks smart.

however, if his times were better when solo but with one eye on the video camera's viewfinder, or with the lightest possible camera operator — Di Humphreys — in the left seat while he concentrated on the driving. Whatever the answer, the spread of five seconds over his seven runs gave Ian a fastest 44.29.

So another highly successful Chelsea hillclimb has been chalked up. The sun may have made only fitful appearances, but everybody stayed on the road and nobody admitted to any mechanical disasters.

And it was great fun. That's what Waitemata Branch events are all about.

Below: The shiny Austin Big Seven of Mike Woods is one of nine such devices competing at this year's Chelsea.

Below right: Allan Booth heads the Riley 9 contingent in his March Special Special at 41.87 seconds.



SOUTHLAND

Commercial Rally

Text and photos Glenys McKenzie

Saturday 6 November was a scorcher with temperatures of 26°C being recorded and we were not ready for such a heat wave early in November which is traditionally our windy month in Southland.

Sixteen commercial vehicles met at the SVCC Clubrooms to receive their rally route instructions before setting off on a choice of short or medium timed routes. The short route kept to tarsealed roads while the medium route only 11 km longer detoured to the Waituna Wetlands Scientific Reserve. Stretches of hard packed gravel provided a good driving surface but unexpected levels of dust for so early in the season.

Route instructions asked a series of questions with the answers to be found along the medium route, while the short route questions were more general in nature.

Both routes converged on the township of Wyndham in Eastern Southland where a series of field tests were held on a wide gravel verge leading into the township. Entrants were required to post papers in free standing letter boxes without stopping their vehicles or knocking the letter boxes over. Several drivers found they needed to stretch down from their higher than normal perches inside their commercial vehicles and some interesting tactics were deployed!

The second field test required entrants to line up two planks at the same spacing as their vehicles front wheel base while the third asked for the presentation of the Vehicle Identification Card.

Afternoon tea in the shade of the trees at the Wyndham Town and Country Club was most welcome before a leisurely drive back to the clubrooms for prize giving.

The newly introduced navigators awards took into account the number of questions answered correctly and field tests. 📄

RESULTS

Road Test

- 1 Trevor & Norma Wilkey
1931 Ford A pick up
- 2 Ian & Ivan Scobie 1948 Fordson truck

Field Test

- 1 Ian & Ivan Scobie 1948 Fordson truck
- 2 Alwyn & Shirley McKenzie
1950 Austin A40 pick up

Junior Navigator

Cameron O'Donnell
Driver Bill Richardson

Senior Navigator

Nathan Jeffries
Driver Ollie Olsson

Overall Winner

Trevor & Norma Wilkey
1931 Ford Model A Pick Up



The overall winner, Trevor and Norma Wilkey's 1931 Ford A Pickup flanked by Bruce Marshall's 1956 International on the left and Tom Burford's 1942 Chevrolet on the right.



Left: Jimmy Irwin and Navigator Audrey Hogg find this event well suited to their wee truck.



Right: Peter Hilson giving it his best shot in the 1967 Bedford.



The Wyndham Town and Country Club provided welcome shade.



The Walmsley Wander on Wednesday 10 November began with a request from Presbyterian Support Services for some vehicles to take residents on a drive around Invercargill.

WALMSLEY WANDER

We met at the residential care facility and encouraged our guests to select the vehicle of their choice. Our route took us out Queens Drive along Queens Park and around the new housing divisions in Rosedale. Many of these houses had featured in the 2004 House of the Year Awards and there were plenty of comments about changes in building styles. We continued out Bainfield Road to Mill Road and along McIvor Road viewing the increasing number of new ten acre subdivisions and palatial homes being built on the outskirts of the city.

The rhododendrons at the entrance to

the trees lining our drive through Donovan Park.

Our passengers enjoyed themselves and there was no doubt that the ride brought back memories of earlier journeys in similar cars. Sometimes we need to remember that things we take for granted can mean a lot to others. The simple task of giving up an hour or so and treating another person to a ride in our vehicles can give so much pleasure.

My thanks to Alwyn Hoskins, Bill Grough, Bill Skeggs, John Burke, Arthur Kent, Owen Davies, Bruce Miller and Albert Cussens who when shoulder tapped

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20 MINUTES FROM
LOS ANGELES AIRPORT USA



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The lucky winners of the Beaded Wheels caps for this issue are Keith Humphreys and Glenys McKenzie. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

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

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

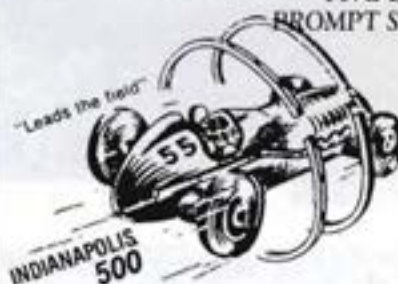
High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution. Please contact me if you wish to discuss an idea for an article.

Kevin Clarkson
Chairman Beaded Wheels Editorial Committee
Ism 03 385 9821, wk 029 234 3794
(leave your name/number if engaged)
email kevin@vcc.org.nz

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setting the standard

Sunday 6 March 2005 marks the 40th Anniversary of the running of the 1965 International Rally – what has over time become known as The Haast Rally. This event was a landmark in our Club's history, the organisers were out to prove a point and the international motoring community joined in the event with great interest.

As time passes the stories of this event grow – we remember the rally that created such an impression that many members use it as their yardstick by which to measure all other events.



Approval to run the first international Rally outside Europe was given by FIVA to the NZVCC. The organisation of the event was impressive to say the least, entry was oversubscribed from an early date. The team headed by Andy Anderson was out to create a different atmosphere - their route took in 1,300 miles in just 13 days.

Original doubts and misgivings were swept away in a tide of compliments from overseas competitors. Lord Montagu of Beaulieu who drove his 1914 Prince Henry Vauxhall enjoyed the chance to stretch his vehicle. "The European rallies are much shorter. The actual mileage of last year's international rally in Milan was only 100 – and this one was 1300," he said.

"It was a triumph. European rallies are rather minor events compared with this," commented Mr John Rowley, president of the British Vintage Sports Car Club. "Apart from the miles, the actual imaginative concept of what was required was far greater."

Weather was patchy to say the least and headlines of the day conjure up the atmosphere that was created as the vehicles roared through their itinerary creating a stir wherever they arrived.

A detailed account of the rally was published in the VCCNZ 50 Year Anniversary book - this issue we have a delightful article provided by a Canterbury member who remembers only too well the



A View from the Cookhouse

Photos courtesy Maurice Hines, colour photos Euan Sarginson courtesy Palmer collection. Text Big End



In 1965 I had seen the film *Genevieve*, and decided to try for a backroom job. Two years with a Regiment on cookhouse fatigues qualified me well. What a team we were, two men and two women, the men ex army and the ladies, one had been a shearers' cook and the other on P & O liners.

First action was at Mount Cook a day before the rally was due to arrive. Erecting the marquee was like a bad film script, the spikes would not stay in the rocky ground. Finally, after plenty of advice the tent was up, albeit a little crooked. Next sorting the petrol burners and cooking kit borrowed from the army. The gear may have been rejected from Gallipoli but we were in business and ready for 1,000 people. We were told we had some 33 tons of food for supplies and in the course of the rally 26,000 meals were served.

The real action was next day when they started to arrive. A dust cloud and seemingly endless stream of cars and motorbikes. We had a small town on our hands and we also had rain. The first meal was served after they had queued in the rain but it was served hot. That night the wind really had a go and blew the marquee down and rearranged a few of the tents and contents too.

Showers were not organized, so I walked into the Hermitage at night, found a

Unfortunately I was caught on the way out and told not to come back.

The next section was through to Wanaka and we had the chance to see the cars and bikes on the road, all shingle and bags of dust from the endless column. Going through the Lindis Pass we followed Geoff Hockley and an old racing mate of his both on Harleys. They were riding side by side and gently sliding the bends mile after mile, wonderful to watch from the front seat of the Riley. By this time the most unbelievable repair stories started, old Doc Shafer from America smashed a wheel on his scruffy old 1914 Dodge. He found a suitable piece of plate at a garage, cut it to shape and patched the wheel with it. It got him to Wanaka where a miracle happened and some one found him a wheel next day. That sort of thing went on and on, Peter Henry drove Mauger's tow truck and seemed able to fix anything with the contents of his tool box and pockets.

We had a couple of extra days in Wanaka because some drivers went through the Haast as far as the road would go. The Haast Pass opened later that year. We had the sprint at Omarama and this was an eye opener. The Stanley Steamer was quite a racer as it hissed off up the road. The more sporting cars were accompanied by the crunching of gears as they tried to out-do each other. One memorable run was

Bentley, she went through the gears at speed without so much as a click to be heard.

The cookhouse team were really getting into their stride by Wanaka and we were doing things like converting an old coal range with a giant petrol blowlamp to cook on and produce hot water. What a luxury. Every shed or shelter was commandeered with people sleeping in them. Every night saw parties going on and a special late night licence for the pub somewhere. There were over 650 cars and 20 motorbikes on the rally plus back up teams so there must have been over 1400 people invading the stopovers.

Queenstown was the next stop. Not the flash tourist trap it is today but we took over the town and every workshop in the place seemed to have a job in progress. Work was being done by Tilley lamp and torches at night. The parties went on



forever. Side trips up the Skippers were a challenge not to be missed. I scrounged a ride with the Dodds brothers in their Vauxhall and she went up there in fine style though later it did the gearbox a mischief. That was another epic piece of late night surgery and a new part made on a borrowed lathe, reassembled and on the road next day. One of the cars that did the Skippers trip was the film star Genevieve, no respect for stars on this trip.

The party on the good ship *Earnslaw* was a memorable event, a beautiful night on the lake with music and all the things that go with a shipboard party. We were all issued with cans of beer. I suppose an under water archaeologist could trace our course by the track of beer cans on the lake bed. The wake of the ship was a steady line of bobbing empty beer cans, definitely a pre-green, pre-environmentally sensitive age.

Te Anau was another stop to recover and effect more mechanical surgery. It was here I was allowed to actually cook something. I was set to work with a couple of large pans and a new clean dust bin. My instructions were to put the chops in the pans, turn them over, sprinkle this mixture of pepper and salt on them, then bung them in the bin. It sounded unlike the way my Mum used to cook chops but the result was amazing. The sheer mass of meat in the bin generated heat and kept on cooking resulting in the tenderest pile of lamb chops.

Most people took the opportunity to go through to Milford, of course a rough *Clockwise from top left: Eric Robins and 1906 Darracq against the elements. Albie Routree and 1926 Clyno. Alan Storer 1912 Cadillac with the Firestone team.*



The 1906 Talbot of FE Gill from Auckland.

single road. I scrounged a ride with Ron Duckworth in his Fiat. One of the staff at the hotel told us there was the remains of a car in the bush near the wharf. A shovel was borrowed and we proceeded to exhume the body. The front end of a Sunbeam complete with engine and gear box. I believe this lot is now part of the Sunbeam that was used on the Antipodean Antiquarian Automotive Expedition. Later in the Rally another excavation produced a useful find. A Buddy Stewart truck driver was accosted by a bystander with "I used to have one of them..." stories. It was buried in his chicken run and it had a four speed box. The gear box was checked out and changed over and the Buddy Stewart drove home with four gears instead of three. Maybe the whole scene was so new there were a lot of things still lurking in sheds waiting for someone to need them.

Invercargill is memorable for the number of oysters eaten. I must have been full on cookhouse fatigue duties, pot walloping or spud peeling.

Dunedin was an epic stop over with us in the showgrounds and folk sleeping in the stables. Lots of fun and games all over

town. Here they had a speed hill climb somewhere in the wilds. Lord Montagu was a driver who really thrashed his Vauxhall up the hill. Ron Jacob did it stranding on the seat taking the salute in a far more dignified manner. Another memorable mechanical repair was to a Deemster with a back axle problem miles from anywhere. The crew pulled the problem apart on a fence post and fixed it.

A wonderful assortment of cars were on the Rally and it is strange to look back and remember that Model A Fords and Austin Sevens were regarded as too common to really rate. The contestants came from Australia, Britain, South Africa, USA, Malaysia and Holland. I see many names that are still active in the club. Ron Battersby had his 1924 Triumph, Allan Wills I remember his immaculate Harley outfit. I wonder what became of the fellow with a big port AJS from Wellington? He wore leathers and the bike ran in a haze of Castrol R fumes and went like stink too. He was a Traffic Officer and was reported in the Otago Daily times at speeds over 80mph. Some drivers are still campaigning the same cars. Bob Scott's Fiat, Bob Turnbull's Sizaire Naudin etc. One most





John Palmer's Unic about to pass a Vintage Chrysler.

impressive vehicle was the huge nine litre Renault from Malaysia. You could hear him winding up a long way off and when he really tried it sounded like a squadron of Lancaster bombers.

Big cars, little ones really old and frail but all together a wonderful experience and I for one was very glad to be part of it

Centre: The Veterans await their turn for the Hill Climb test. Also seen is Miss S Matthews, Taranaki and her 1925 Fire Engine.

Bottom right: Along the road to Haast.
Bottom centre: Bill Piddington and 1910 Regal.
Bottom left and below: Throughout the rally crowds gathered along the route and assembly points to view the rallyists.



Russell McIvor, 1930 Aston Martin, completes Clellands Hill Climb sprint.



Intrepid Bob Turnbull and the 1907 Squire Naudin over the Teretonga race track.





OTAGO BRANCH 50th Anniversary Celebrations

Text Barry Longstaffe. Arthur Bennett

On Saturday 17 July 2004 Otago, the first formed branch of the Vintage Car Club of NZ, celebrated its Golden Anniversary. Congratulations to our founder members who had the foresight to start a branch 50 years ago.

It is amazing to look back through our Branch records to see the effort made by many members to obtain clubrooms, run many and varied events, such as hill climbs, motor shows, parades, picnic type runs and swap meets to name a few. The stature of this Branch within the city and beyond is measured by prestigious events such as the Brighton Run, National events and other civic duties that we perform, so it was pleasing to see such a large support of vehicles and people for our Anniversary weekend. It was also rewarding to see a great number of vehicles from other branches. In fact there were 35 from places such as Christchurch, Invercargill and Wanaka as well as a passenger from Melbourne.

The Friday night at the clubrooms had a large attendance of former members who had served the Branch in earlier years. They also helped eat their way through the mountain of supper. Saturday was another glorious Dunedin day although the frost wasn't ordered - it came along anyway! We had 107 starters on three different length routes with all vehicles meeting back at Wingatui Raceway for lunch before starting out on the second section. It was pleasing to see such a varied array of cars and motorcycles from the 1900 Wolsley to a 1974 Holden Station Wagon from Timaru. Scattered amongst the entrants were the full selection of VCC classes - Veteran, Vintage etc. No one particular make stood out and we had British, American, Australian and European vehicles out for the day. On its maiden rally was an outstanding 1928 Cadillac coupe convertible just recently restored by Kevin Casey, which caught the eye of many. It was very desirable in its aubergine colour! Also making its first appearance was Julian Smith's 3 litre Bentley Vanden Plas short chassis Speed Model tourer, very impressive in its black décor. After many miles of scenic motoring under cloudless skies it was time to return to



Clockwise from top left: Ivan and Joan Bennett, 1922 Lorraine Dietrich, winners of the short route.

Russell Quinn's 1913 Overland.
1925 Morris Cowley and 1914 Model T.

A Wanaka member goes home a happy man with this find from the parts department!

the Shoreline car park to end the rally section. Saturday night started early with pre-dinner drinks which led on to the meal proper. The Branch was privileged to have Leigh Craythorne and husband Tony to present the plaque from the National Office, which will be hung in our clubrooms for all to admire. Representing Dunedin City we had Dame Elizabeth Hana who spoke about our part in the life of the city over the past 50 years and the part played by Sir Leonard Wright and his family in the Brighton Runs. Fifty-year founder member, well respected in competitive motoring circles, Gordon Sharpe, spoke on the early formative years of the branch, then a short time later Bob and Judy Oakley cut the nicely decorated birthday cake. As time was getting late and some of our 170 guests wished to return to their homes outside of Dunedin, our guest speaker Huia Ockwell abridged his address on the birth of the Volkswagen and its input into motor engineering at the turn of the 20th century, a short very entertaining address.

Sunday morning was back to the clubrooms for a chance to look through the parts department. The turnout was excellent, the parts room was bursting with people, mostly out-of-towners, trading was brisk and profitable for buyers and sellers alike. ■

Congratulations to the following branch members on receiving their badges at the 50th Anniversary dinner on Saturday 17 July, 2004.

25 YEAR David Cunningham, Colin Winter and Travis Michelle (absent)

35 YEAR Bob and Judy Oakley, Ray Craig, Ken Walmsley, Bob Woodford,

Ivan Bennett and Colin Winter



Estelle and Barry Longstaff, Lynley Hammer (Timaru) and Marion Craig.



Judy Oakley, Geoff Merhtens (50 year member), Bob Oakley and Rosalie Merhtens.



Foundation member, Gordon Sharpe (50 year member) and his wife Yvonne.



Arthur and Maureen Bennett, winners of the long route on the Anniversary Rally.

OTAGO BRANCH 50th Anniversary Rally Results

Route 1

- 1 Ivan Bennett 1922 Lorraine Dietrich tourer
- 2 Russell Quinn 1913 Overland tourer
- 3 John Armiger 1967 Wolseley (Chch)

Route 2

- 1 Hec Browett 1967 Mik I Triumph sedan
- 2 Jan & Sandy Long 1970 Mercedes
- 3 Alon & Tracy Mayhew 1938 Nash sedan (Wanaka)

Route 3

- 1 Arthur Bennett 1954 Hudson jetliner
- 2 Murray Hamilton

South Otago VCC Moped Run

5 December 2004

Text Mel Tapp Photos Jim Beeby



Lunch stop.



Roy Parker lining up for spot of target practice.



Malcolm McDonald, 1906 NSU



From left Stuart Quartier, Don Jenks, Murray Jarvis, Neville King, Judy King

Club Captain Ian McDonald no sooner got our Clutha Rally over, and with his helpers he was organising the Moped Rally. With a good turnout of 33 entrants we all gathered at the Clubrooms for morning tea before we headed off. The route took us through Balclutha and around the river road to Paratai and back past the Telford Farming Institute back to Balclutha over the bridge and down to Kaitangata for lunch. Those on the longer run turned off at Stirling went on down through Inch Clutha and back over the steep arch bridge controlled by traffic lights, as you can't see the other end, and on to the lunch stop. It is quite a pull over the arch bridge and if you have to wait for lights to change its hard work for any bike. There was a great range of mopeds and clipons as follows. Three Suzuki, three Puch, three Honda, two Zundapp, two NSU, two Motobecane, two Crescent, two Velosolex, and one each of DK., Smith, Gizmo, Hobart, Vespa, Benelli, Phillips, AC Sociable, Mobyette, Homemade, Yamaha and Victa.

The three Veterans were the ex-

by local Stuart McCraw, my 1917 Smith Motor Wheel purchased from the original owner around 1977 (having its first outing for 19 years) and also the 1906 NSU of Malcolm McDonald. Also on the run was John Rutherford having his first outing on his very rare 1919 Hobart powered by a 250 cc JAP After lunch we moved to Graeme Jarvis for some target practice with an air rifle and back to the clubrooms for a cuppa before setting off for home after a very enjoyable day.

Results of Rally

Mystery Prize	
Wendy Martin	1958 NSU Quickly.
Overall winner and longest distance.	
Ron Nind	1959 Crescent
Riders Choice.	
Malcolm McDonald	1906 NSU 1906
Oldest Rider	
Tom McDonald, 81 years	Zundapp .
Questions on route	
Graeme Jarvis	1957 Puch
Rarest Bike	
Mel Tapp	1917 Smith
Youngest Rider	

VERO RALLY 2006

VCC Diamond Jubilee

Hopefully you will all have received updated information on the Rally from your delegates who attended the VCC Annual meeting in Taupo. If not then a brief indication of the current status is appropriate.

To date we have received some 350 fully paid entries. While below the numbers we would have liked at this stage



Above: Stewart Island
Below: Invercargill at night.

we do know the total entries will be at about the planned for numbers. We are monitoring the total bookings for accommodation through the coordinator and if all those who have booked accommodation enter then entries will be in the vicinity of 1100. Some types of accommodation are a little tight but all who enter are being placed. Please make your enquiries through the contact address in the information booklet. You are unlikely to be able to make private bookings

anywhere at this stage as our coordinator has most places tied up.

Enquires for the on-site camping ground are now starting to flow. At this stage it would appear that the camp would have at least 150 sites. There are plenty of sites available though, as the camp will be enlarged to suit the numbers. Caravans are not readily available for hire in Southland. Most stay on site in Central Otago. A number of groups around the country have joined together and made arrangements for their camping gear to be transported in a container for the event. If you wish to do this then the camp coordinator will arrange for delivery to site before you arrive. Just let us know. If you are planning on using the camping ground then please let us know. As you will appreciate the logistics of setting this facility up are fairly great. The earlier we have numbers the better. I would like to think that we have had expressions of interest at least from all who intend camping by the end of the year. If you cannot get a full entry in then please confirm a camp booking. The process is the same as for any other type of accommodation.

If you intend doing the Monte Carlo Rally to reach Invercargill then please get your entry in. The Monte Carlo accommodation people will not make bookings until you have entered the Rally and received your rally number. To date all first requests for a Monte Carlo Rally

route have been confirmed. As entries grow this will not necessarily be the case. First in first served.

Arrangements are going well. Please help us out though by entering early. The organising team would appreciate your cooperation.

See you in January 2006. There's only 310 sleeps to go.

Russell Hawkes
Rally Director.



My wife and I will be making our first visit to New Zealand, and wish to participate in the Vero Classic Rally in 2006, and would like to know if a member in your club is prepared to loan a car to use?

We are active members of The Veteran Car Club of Western Australia.

Our plan is to depart on a route from Christchurch, as this will be our entry point into your country.

I own and drive a 1936 Chevrolet Master sedan, a 1967 Mini Panel Van, and am currently restoring a 1928 Chevrolet truck.

Kind Regards,
Trevor Hooper
45 Bedelia Way
Hammersley WA 6022
Telephone: 08-94472629
Email (Nola): nhooper@rawlhouse.com

British couple would like to borrow/hire a car to compete in the Vero 2006 Rally. Austin Heavy 12/4 or similar reliable Vintage car would suit. Willing to reciprocate the arrangement in the UK with my Austin Heavy 12/4. Ring or email Richard Hill 0044 1244 536142, email-rjrichard-hill@onetel.com.



AUCKLAND BRANCH

50 Year Awards

Text Leigh Craythorne, photos Frank McClare and Mark Heaslip.

PHIL JONES

Phil says he grew up with a Model T truck that had been acquired from an uncle. It was the sole means of transport for the Jones family until his father purchased a 1924 Standard 14 in about 1938. He remembers that after the car arrived it was fitted into a shed and then jacked up and placed on blocks until the "brave road test".

With this start, Phil says, he just had to acquire an interest in old cars and that he went on to get his driver's licence in the Model T truck and didn't even clang the gears!

After starting work as an apprentice mechanic in 1952 he purchased his first car – a 1927 Morris Cowley, flat nose, four-seater tourer with 2 doors. He hastened to add that he retained his pushbike for emergency use, as the Morris was "evil and vile". It had two-wheel brakes that didn't know much about stopping and everything else failed at one time or another, except for the Simms magneto.

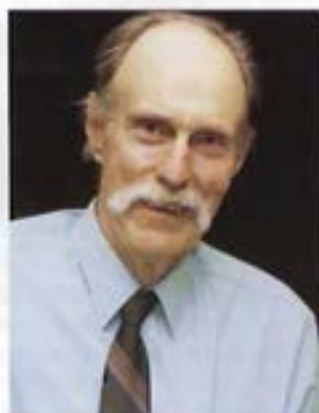
Phil's second car was a 1929 Light Six Nash – "the heaviest car on petrol I have ever had", he said, "It was on hire purchase and I paid £20 a month forever, and when it was finally paid off I found that it was worth nothing at all". This was the car he had when he joined the Auckland Vintage and Veteran Car Club in December 1954 after seeing an advertisement in the newspaper about a meeting at Hugh Johansen's studio.

In January 1955, Phil purchased a Model T Tudor Sedan that had come to Auckland from Southland. He had never even seen a picture of one. He can remember the black with white registration number 13908. Fifteen pounds, and it was his, and after putting new bonded linings in he was away! It was this vehicle that he took to Wellington to attend a training course in 1956 and while there he acquired a coupe of the same model which after spending weekends working on the engine he was able to drive home, letting one of the other course attendees drive the sedan home. At Taumarunui the sedan was run through a ditch and it collapsed a wheel. They had to go back for it at a later time with another wheel.

After arriving home from all this, Phil says he "took stock of the situation". The sedan needed a lot of work to get it up to scratch, and the coupe likewise. So he found an old advertisement for a 1926 Model T tourer. He rang the fellow and "yes" it was still there – about £30, which was about half what he wanted for it before. This did Phil for the next three years as everyday transport, except for a while when he had a 1926 Dodge tourer.

In 1957, while on a trip to Wanganui, Phil came across a very tattered 1923 Essex 4 cylinder tourer. "I enquired about the price – 20 quid. I thought I'd better have another look. The speedo had 40,000 miles on it, and it had wire wheels too. I paid the money and towed it around to friend's place. It's a long story from there, but I've still got it".

It was 1960 when Phil got his first Citroen – a 1939 model, and he says in retrospect it was the worst one he has ever had. However, with three bald tyres on it, the inherent handling characteristics were still there even though the car was found to



have had a severe disturbance in the front end and had positive camber on one side and negative on the other! The front end collapsed when cornering and the car was relegated to the "experience" file to be followed by a 1948 model.

At about the same time, Phil had a 1934 Ford V8 for a while, but states that he couldn't afford to run it although it ran quite well as long as it was not pushed too hard. A 1929 Essex, purchased for £5 was the next. Having heard it running nicely some time before he decided to get it going and then did a trip with a trailer load of Chev 4 parts to Napier for Phil Peach returning with a trailer load of Model T parts.

Shortly after that Phil purchased a very original 1929 Essex that was good mechanically, and so he used the best bits from the other one to make a good car of it, painted it up and he took it to the National Rally in Palmerston North in 1962. This car served as every day transport, as well as a club car for the next four years, covering 38,000 miles.

"Talking of National Rallies" states Phil, "we went in the Model T Truck to the '61 event in Hawke's Bay, taking 15 hours to get there and 15 back! We took the old girl back there in '72 and halved the time both ways – hard work though".

The Essex 4 cylinder was restored in time to go on the Haast International Rally in 1965 – very hurriedly in the last stages says Phil, but they only had one breakdown when the original ignition coil failed.

In the late 60s and early 70s, Phil served on the Auckland Veteran and Vintage Car Club committee when the meetings were held initially in the Art Society Rooms in Eden Crescent and then in the "Board Room" at M.O.T.A.T. until the present clubrooms were purchased.

After purchasing the next Citroen in 1966 (a 1952 model in very sound condition) Phil says he then "started to get serious". At present the Jones stable consists of seven club qualifying Citroens, of which three are available for club events, a Model TT truck which got a good going over for the 1980 International Rally at Rotorua and is still a good runner, but not as comfortable nowadays! There is a restoration in progress on a 6 cylinder Citroen Traction Avante that Phil hopes will be ready in time for the Club's Diamond Anniversary Rally in Invercargill 2006. "But", he adds, "there are other things to be done as well – the '23 Essex is waiting for an engine overhaul". In all there are thirteen club eligible vehicles and another six that may or may not become club eligible in the future. Of the total, thirteen are Citroens – "There's something about them!" says Phil.

Phil is frequently seen out participating in Auckland Branch Commercial Campouts, Hunua 100 and attends the monthly Commercial Meetings held at the clubrooms.

Auckland Branch enjoys the annual Night Trial Phil enthusiastically plots around the country area in which he lives.

JIM FRANCIS

Jim's involvement with engines, cars and motorcycles started at an early age. His father built several houses in the Greenlane area where they lived, and to transport his tools and timber, he had a 1913 Royal Enfield motorcycle and side chair which he tendered 30 shillings for from the Post and Telegraph.

One day when Jim was 10 years old his father left the motorcycle in the drive and Jim thought he would see if he could start it. The crank handle was on the side of the petrol tank and he gave it two turns. It kicked back and broke his arm. Jim says it was just as well the engine didn't start or he may have got into more trouble.

He is quick to add that later on his father broke his own arm swinging on that same crank handle. The 1913 Royal Enfield was sold and a later, 1920, model was purchased.

Jim and his brother, Len, biked to Cornwall Park School from Otahuhu, and they used to lend one of their bicycles to a boy for 6 pence a day while they 'doubled' each other. It was one afternoon while going home from school that Jim spied a 1912 Overland in a paddock in Huia Road, Otahuhu. It had a sign reading £4.10s on it - (quite a few sixpences!) He went home and told his mother "I'll do it up, and we'll tour New Zealand in it". His father saw it and said, "you're not bringing that home". Not to be put off, Jim went to a neighbour and asked the kind lady if he could put a car in her garage. She agreed and asked for one shilling a week (more sixpences!)

Every school lunch hour, Jim went to the stored Overland and cleaned and scraped and after about six weeks his father allowed him to take it home. After getting the motor running and painting the vehicle red and green, Jim had to get tyres, and so worked at weekends for a Mr Peter Smith. A few weekends went by and Mr Smith gave Jim four tyres and tubes. After a few runs around the paddock, a chap on Waiheke Island bought the Overland for £8.

His next deal was a 1924 Raleigh motorcycle, which he purchased for £5. Again, his mother said he was "not having that". But after convincing her that it would not do more than 25 mph she agreed to let him have it. Jim still owns this Raleigh and delights in telling that he did a run to Hamilton in 1938 and was second oldest bike entered - the eldest being a 1923 Indian.

One Friday night Jim saw a Durant advertised in Otahuhu for £5. He jumped on his Raleigh and went around and bought it. It had no tyres and so he advertised for some 23-inch tyres and he proudly states that this is how he got his Delage. - A chap answered his advertisement and said that he had a car with 23 inch tyres and spares. He bought it for £18, but the tyres did not fit the Durant.



The Delage had a rough van body, which housed a few old Model T tyres. Jim sold these and is proud to say that the Delage ended up costing him £5. For several years, Jim used the Delage to cart furniture in. On a damp day he had to put a hot water bottle on the magneto for half an hour before it would start.

One day, fifty years ago, Peter Maxwell came in asked Jim if he would like to join an "old car club", and that is how Jim became involved in the Auckland Veteran and Vintage Car Club. Nancy, Jim's late wife, was Treasurer for some time and meetings were held in the garage they lived in for ten years before building their house.

Jim proudly says, "Nancy was a lovely lady - a perfect wife and mother. Once I got her underneath the Delage holding up the fly-wheel!" He had the motor out of the Delage for a few years and pieces were stored under their bed.

Finding some hood parts for patterns, the body was rebuilt on the Delage and he, Nancy and family had a lot of fun out of it. The first run was to Tui Glen in Henderson where they ran out of petrol and Dick Messenger came to their rescue. When they started off, clouds of smoke billowed out, and a traffic cop behind had to slacken off because he couldn't see. Jim still motors the Delage and says he has owned it since 1946.

Other vehicles in Jim's "stable" are a 1912 Zedel and a 1926 Renault, which he and Nancy entered the 1965 Haast Rally in. An early Martini was sold for £20 and Jim says he has owned lots of motorcycles - one being a Brough Superior which he says, "I told Nancy to hop on the back and I'd take her for a run. I gave it a bit of throttle and looked behind and Nancy was on the ground. After that she wouldn't get back on!"

He was a "bit of a collector of old engines," but he had to hide them from Nancy and so hid them in tea chests at the back of his furniture shop - until Nancy unpacked the "crockery" in the chests! Oh dear, - he really was in trouble that time. Another engine he owned for two years before Nancy found it in the shed.

At this stage Jim told the writer of these notes - "I have said enough. It's getting late - I love old cars, motorbikes, ladies and old engines. Keep the Vintage Movement going."

Jim still shows a great interest in the club, and attends most Veteran Rallies.

W H MILLER (Bill)

Bill joined the Vintage Car Club of New Zealand (Inc.) in 1949 while he was a student studying Engineering Intermediate at Canterbury University College. His vehicle was a 1926 Ford Model T Tudor New Beauty. Fellow students were the Turnbull brothers (Bob and Bill) the Newberry brothers (Keith and Harry) Jim Payne, Paddy O'Connor and Andrew Anderson who were all members of the Club.

They met on a Thursday night at a house at 14 Kidson Terrace, Cashmere - the first clubrooms - where an almost "family" camaraderie developed that was to be such a feature of the Club in those early years and one that has continued to this day.

The Club moved officially into recess on 2nd July 1953 though members met sporadically at Dean's Bush where one of Bill's memories is of the meetings huddled around Julian Loughan's kerosene heater. By this time Bill had acquired the remains of a 1906 REO which had been converted into a saw bench.





After the Club reformed later in 1953, Bill went to many and varied runs and rallies, amongst them the Dunedin-Brighton Run, the Dean's Bush Rallies, Windsor Rallies and the best of all – in 1965 the Haast Rally where he was navigator for Bob Turnbull in his Sizaire et Naudin.

"Some trip!" Bill says. It was while he was at Wanaka during the Haast Rally that Bill was told about a 2 cylinder Buick. He and Bob

investigated afterwards and this led to Bill acquiring a 1911 Buick Model 14B. The two brothers who owned the vehicle would not sell the remains but charged forty shillings an hour each time Bill went down to look for pieces! During this time he also acquired a trucked 1930 Series 40 Buick which he restored as a Roadster.

Along the way, Bill has met many varied and interesting people and made many friendships, which have endured for more than 50 years.

The highlights of this would be the 1965 Haast Rally, the 50th Anniversary Rally in 1996 with Barry Birchall in the L.H.C. Buggy and the Wellington – Auckland Rally with Barry Robert in his Rover.

The lowlight was when he was suspended from the VCC for several years in the early 1960s for taking part in Saloon Car Racing in his Fiat. (I'm sure there must be a story to tell there too!)

In 1975, Bill moved to Auckland where he still lives. He is currently working on a Bradford Utility truck and a Marquette Roadster.

Bill is seen often at the Auckland Veteran and Vintage Car Club clubrooms where he spends nearly every Thursday helping in the Library and is a regular attendee on Saturday afternoons.

South Otago

33rd Clutha Rally

Text Mel Tapp photos Jim Beeby



W Nicoll Invercargill, 1927 Arroll Johnson and R Craig Dunedin, 1925 Chrysler Four.

RESULTS OF THE RALLY *(Report on page 20)*

Overall winner	T McDonald	1936 BSA car
Overall runner-up	W Miller	1953 Alvis
Veteran	C & J Pearce	1912 Sunbeam
Vintage	P Burrows	1928 Plymouth
PV T McDonald	1936 BSA car	
PWV	W Miller	1953 Alvis
Post 1960 Vintage	W King	1972 MG B
Commercial	D Jenks	1928 Chevrolet
Motorcycle	R Pringle	1941 Indian
Veteran Drivers' Choice	C & J Pearce	1912 Sunbeam
Vintage Drivers' Choice	R Craig	1925 Chrysler
PV Drivers' Choice	Bill Partel	1938 Chevrolet
PWV Drivers' Choice	W Ollershaw	1952 MG TD
Post 1960 Drivers' Choice	Kathy Renton	1966 Daimler
Commercial Drivers' Choice	R & T Campbell	1964 Bedford J4
Motorcycle Drivers' Choice	R Benington	1941 Indian
Lady Driver	Mary Tremaine	1964 Ford Fairlane
Longest Distance	R & D Ross	1936 Chrysler Ashburton
Hard Luck Trophy	W Sheddon	1939 Chevrolet

(Rally organizer left with Bills rally pack.)



Tail End Charlie: Late John Murry's Breakdown truck. Now owned by his



R Hill Dunedin 1926 Ford T

Overseas Events

This column has been introduced to inform our many members who travel overseas. A selection of significant one-off and major annual events have been garnered from a variety of sources as a guide. In any case, readers are urged to check the date of any event with organisers before making plans to attend. Readers are invited to submit new and updated information.

2005					
February 20-25	1905 Dunlop Reliability Motor Contest 2005 - Sydney to Melbourne Veteran Car Tour Contact: Andrew McDougall Ph 0061 3 9486 4221 AUSTRALIA	May 21-29	Tour of Southern Ireland - Vintage motorcycles Contact: Bob Fisher, 23 The Lennards, South Cerney, Cirencester, Glos GL7 5UX, England UNITED KINGDOM		
February 25-27	International Historic Motorsport Show - incorporating start of Classic Rally to Monte Carlo Stoneleigh Park, Coventry www.heritage-motorsport.com Contact: Andrew McDougall Ph 00 1 367 250 001 ENGLAND	April 14-16	HCC - 14th Bakersfield Swap Meet & Tour Contact: Howard Pearson, 11900 April Ann Ave, Bakersfield CA 93312 Ph 661 587 7688) CALIFORNIA, USA		
February 20-25	16th Super Southern Swap Meet - Ballarat The largest in Australia Contact: Ph 0061 3 5342 0702 VICTORIA, AUSTRALIA	April 18-23	Irish Trial and Tour Contact: Hero 01 896 833 505 IRELAND		
February 27-Mar 3	Winter Trial to Murmansk Contact: Phil Knighton, 3711 Amidon, Wichita KS 67204 or phil@antiquespeedometer.com USA	April 22-23	Silverstone Spring Start race meeting Contact: Silverstone, Northamptonshire UNITED KINGDOM		
March 12-14	Our Northern Heritage Tour 2005 - VCCA (Tasmania) Contact: John Biggelaar, 44 New Eccelstone Rd, Riverside, Launceston, Tas. 7250. Ph 03 6327 3462 TASMANIA, AUSTRALIA	May 5-8	AACA - Southeastern Div National Spring Meet Contact: VIRGINIA, USA		
March 13-14	HCC Swap Meet - Wichita Kansas Contact: Phil Knighton, 3711 Amidon, Wichita KS 67204 or phil@antiquespeedometer.com KANSAS, USA	May 14-20	Emerald Isle Classic - CRA Contact: Ph 01 633 263 386 UNITED KINGDOM		
March 17-19	Chickasha Pre-War Swap Meet - Oklahoma Contact: Jo or Mike Ensland, Po Box 562 Chickasha, OK 73023 phone 405 224 9090 web: www.pwsm.com USA	May 21-29	Tour of Southern Ireland - Vintage Motorcycles Contact: Bob Fisher, 23 The Lennards, South Cerney, Cirencester, Glos GL7 5UX ENGLAND		
March 24-25	Kankanya 2005 - 4 day event Veteran Car Club of Queensland AUSTRALIA	May	28th Annual Boulogne Bicycle Rally - Vintage bicycles FRANCE		
March 25-Oct 23	AUTO Special Exhibition & Activities Contact: Verkershaus der Schweiz, Conference Center, Lidostrasse 5, 6006 Luzern - www.verkershaus.ch LUCERNE, SWITZERLAND	May/June	Queensland Vintage Car Club 50th Anniversary Rally Contact: Peter Ransom Ph 0061 4 28592 828 AUSTRALIA		
March	Austin 100 year celebrations England. Contact: Peter Fry (NZ) 04-905-3938 or Will Holmes (NZ) 06-304-9397	June	Gordon Bennett Centenary, Auvergne, France Contact: Jean-Claude mathieu at email: estagier.mathieu@wanadoo.fr FRANCE		
		June 3-6	Golden Jubilee TT Vintage Rally Contact: Tony East, The Old Vicarage, Kirk Michael, Isle of Man Ph 01624 878 242 ISLE OF MAN		

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WANTED WANTED WANTED



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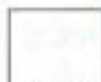
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Ashburton

Roger Hart

Of late it has been difficult not to discuss the weather. In reflection I am beginning to wonder if this, what seems like winter instead of summer, can, in some rather obscure way be blamed on our Club Captain. For it was he, who as part of the Spring Rally held on a particularly inclement day, had the navigators write poetry. These poems, extracts from two of which follow, turned out to be predictions of things to come weatherwise -

Ngairé Quantock's

*"The rain came down
And we continued on our outing
The Austin-Healey leaked
I wished it had spouting"*

Cindy Begg

*"Petrol prices were up, the rain coming down
But 40 or so members headed out of town
On the Annual Spring Rally, a VCC Run
We are all very keen to enjoy the fun
There is one thing I know, I just cannot do
Is navigate properly and write poetry too"*

The diverse theme for club nights continues. As shown with a recent Antiques Road Show evening at which the variety of interesting items taken along by members (including a London Bobby's truncheon with whistle attached and old naval telescope) were commented on as to era and country of origin, by guest speaker Barbara Jaime.

Other very well supported activities have included Jim's (Lawton) Jaunt and Owen Wilson's December Tripping. Club members have also visited both the National Office to view the comprehensive archives and the Canterbury Branch parts shed. As well as embarking on a Garage raid organised by South Canterbury Branch.

Auckland

John Stokes

The branch extends its condolences to Pat Darby and family on the loss of Norah. By the time you read this Bullnose Morris and Singer Le Mans aficionado, Tony Foester will have married recent member Angela Page. New members include John and Marcia Anderson with a 1935 Morris Eight Sports, a 1939 De Soto SP7 and a 1954 Ferguson tractor, Robert Gall and Claire Newcombe have 1956 BSA B33 and 1960 BSA B34 motorcycles, Graham and Cecilia Goldsmith joined with a 1935 Morris Eight Sports, Andrew Higgins has a 1971 Valiant VH. Sue and Mike Coleman have joined with a 1929 Crossley Sports Tourer. This car was well known in Auckland Vintage circles during the 1960s and 1970s.

We continue to gain archival material

Stevenson, a member of the first AVCC committee has written an article on our early years including some of the discussions with Christchurch about joining VCCNZ. Barry Robert has written one about Roy Cope the last president of the independent AVCC. We are planning a re enactment of the clubs first outing from Cornwall Park to Redwood Park in February. Unfortunately the weather conspired against our Gymnic, so a watered down version was held at the club rooms. Those that attended enjoyed it. The Barn has been painted as have the club rooms. It is good to be part of a middle aged comfortable organisation that can afford to contract out jobs of this nature.

Mike Courtney's 1915 Overland Model 81 has made progress in the differential area. Jack Gallagher has on sold his 1929 Whippet 96A sedan to Wellington. Kevin Whitham's 1925 Morris Commercial is at the engine reconditioning stage. John Campbell has brought a 1949 Willys Jeepster, this has the rare six cylinder side valve engine. Paul Whitehead rode a borrowed 1927 Matchless on the Banbury motorcycle run in England and collected two trophies. Brian Carkeek has completed his 1929 Panther Model 80 600cc, it was displayed at the December motorcycle meeting. Norm Lawrance has finished his 1957 Douglas 350cc.

The Auckland Motorcycle Rally attracted sixty nine entrants, seven out of town branches were represented. There was one Veteran, twelve Vintage, nine PV, twenty-eight PWV and nineteen P60v. The run travelled from Albany through North West Auckland with a lunch stop at Paremoro prison where entrants were able to view a motorcycle restoration facility operated by inmates. Waikato's Colin Turner won overall on his 1952 Matchless 350 and all praise to Glen Bright for his efforts on the 1913 Dougl's EW 350.

Banks Peninsula Andre Le Febvre

General slackness precluded your normally reliable correspondent from filing a report in the last few issues, but we continued on our merry way with our normal range of dazzlingly original events.

The Topless Tour, back in August, was held on the coldest weekend of the year and the drive to Oamaru was made through sleet and snow. Some of the roads that Trevor Timms had planned to use on the Saturday run were closed because of the snow, but the day was still magnificent as we motored over superb back roads through snow covered Central Otago to end up at Naseby for a great dinner and the ritual abuse known as prize giving. We woke to a fairly brisk -5°C which proved too much for

Royces. Bruce McIlroy was kept very busy for some time. Another marvellous Central Otago weekend.

For our Opening Run we drove to Foxdown in the Scargill Valley, stately home of Andy and Janet Fox. A highlight for many was the ex Tony Julian Rolls Royce 20/25. This car was brought new to Christchurch by Mr McDougall of Art Gallery and Aulsebrooks biscuits fame, and owned by the family until 1960, when Tony Julian bought it. The car has seldom been seen since and really is totally original in a wonderfully shabby genteel sort of way. Even the cynical old club veterans were impressed with the originality of this lovely old car.

Our piece de resistance for the year was the Monte Carlo Rallye, a complex and vastly entertaining event. The concept is based on the original Monte Carlo formula. Starting as far away as possible, the 21 contestants had to drive to Akaroa, (Monte Carlo) at any time on 13 November arriving no later than 3.00 pm. En route they had to travel through as many of the nominated towns as possible collecting the points allocated for them. The car with the most points wins. But! You could not score more than 200 points, you were penalized on the year of your car and its engine size. You gained points for the number of passengers, you had to compete in a driving test and a timed speed section. All very simple, like all things French. Serious competitors left from places like Takaka, Karamea, Danseys Pass, Wanaka, Mt Cook and drove for up to 10 hours. All great fun. Some things did not change from 1999, the date of the last Monte. Team d'Otago MGs arrived last again, having got lost, broken down, run out of petrol etc etc. Equipe Escargot motored smoothly to victory again, and the final dinner at the Gaiety theatre in Akaroa was hilarious again, thanks to the presence of his Eminence the Monasque Ambassador.

Results

Team Prize

Equipe Escargot	
Michael Williams	Citroen B 15
Tony Haycock	Peugot 203
Craig Keenan	Delage DR 70

Concours de Confort

Andy Bain Citroen L15

Individual Winner

- 1 Bruce McIlroy Rolls Royce Silver Ghost
- 2 Craig Keenan Delage DR 70

Another triumph for French skulduggery!

At the end of November we held the Gebbies Pass Hillclimb, using the same course as in 1950. Twenty one entries, a great range of cars, including Ralph Smith

Results

1 Russ Haines	Frangipani Special
2 Ralph Smith	Lycoming Special
3 Paul Tayler	Mistral

Bay Of Plenty

Jim Webb

Reverting back to 31 October for the Lady Driver Trophy organised by Neal Lindsay, we began at the Queen Elizabeth Youth Centre in Tauranga where hundreds of other people were assembled at another Gala Day celebration. Not to be deterred, 12 of our Vintage Club cars set off for a half day run – most with ladies at the helm.

After commencing with some local straight-line navigation we ventured into the Kaimai Ranges via Omanawa and McLaren's Falls where rain and wind failed to dampen our enthusiasm because we certainly did not know where our venue would be. Finally up the Ngamuwahine River Road to a Youth Hostel and Camp for a well-earned afternoon cuppa and rest. We sure learnt that some country roads can be primitive. Perhaps a bit far for a half-day run Neal, but thanks for your planning as everyone was happy and the hostel proved to have all the amenities we required after such rugged terrain.

Eleven cars assembled at the Raparapa Reserve for morning tea on a beautiful Waikato day before motoring off to Matangi to visit the Robinson Sport Museum in Woodside Road. The Club had been there previously, some seven years ago. This time the Museum was twice the size with far more exhibits and displays. Certainly an amazing array of antique memorabilia connected with the sporting world. We all lunched there together. On the homeward trip, through Cambridge, many visited the antique shops. A most interesting day and our thanks go to organizers Peter and Pam Roberts.

The next main event was Joe and Jill Scott's gymkhana at the Kean Reserve in Welcome Bay. Twenty cars were neatly parked following Joe's instructions and battle began. There was 'drag the jar' but don't spill the water! : Light the light but don't blow the horn: Drive over the planks, which the driver had to set up to his reckoned wheel width: Pull the chain and beat the balls through the water pipe to catch them at the other end. It took a great amount of work to set up; it was much fun to compete and required the mastery of masses of skills. This all ended with Jill and her helpers serving pikelets with jam and cream for all the forty or more present. Thanks to the Scots. It is noticeable that there seems to be an influx of older Mercedes Benz cars in our line-up for events these days. Is it comfort, status or style into which the older

The usual Christmas celebration gathering took place at the Te Puke Auto Barn on 12 December. Once again, the Singletons invited all members to dine amidst their magnificent display of older cars and machinery of a bygone era. The official count reached 125 members and friends. Entertainment was provided by Deirdre Hammerton with her keyboard, John Lucas with his violin, a quickly formed singing group included Jack Hoven, baritone, backed up by a new soprano and fellow singers Messrs Scott, Smith, Wood, Julian Webb and one other whose name eludes us. With such talent and the background we had it all. What a wonderful venue for Christmas Vintage car revellers is the Auto Barn. Thank you Ray and Paul. It's hard to visualize the amount of work in shifting and replacing heavy vehicles and all the other preparation required to accommodate us.

This occasion brought to a close a very successful year for our Tauranga Bay of Plenty Club. With many new members lately, many more 'not so old' cars joining in on our rallies, our club is showing good prospects for the future with enthusiasm and vigour.

Safe motoring for the remainder of the summer season!

Canterbury

Tony Becker

Canterbury Branch Christmas party/picnic joined the looong queue of events affected by the poor weather country-wide in December. Although not cancelled as several Christmas picnics were, our usual warm outdoor fun day in the sun was held mostly indoors at Cutler Park with hay-rides the only outdoor activity on an on/off drizzly day. Our team of clowns and entertainers held the attention of the large gathering of youngsters, parents and grandparents, right through to the moment when Santa made his entry. The excitement then rose even more! The opening of his gifts produced the usual paper ripping sounds followed by joyful squeals at the discovery of new toys.

Canterbury Anniversary Weekend features the branch Show Weekend Tour. The 2004 version, labelled *A Titillating Twaddle to Tutzel* was ably lead by Sir Arthur and Lady Dorothy Ainsworth, who mapped out a touring weekend of real interest for this popular annual. The tour attracted 55 club cars from under their dust covers. A couple of first day breakdowns forced refuge into makeshift vehicles for the Mullers and the Fowlers, otherwise most of the rest proved worthy weekenders with little further trouble to mar this happy tour. Some local history lessons by slide show kick-started Saturday's run to Mount Cook, where an extensive tour of the famous

were enjoyed on a good day. The evening dinner at McKenzie Country Lodge became a hilarious round of prize presentations for talented mis-adventurers plus a few in-house stories worth telling... well done Dot and Arthur.

The Annual Veteran Rally was a full on day of motoring and interest. The lunch was nicely served at a very appropriate nineteenth century homestead along the highway to Akaroa. A tour around the farm followed which included an informative insight into the animal breeding programme they have established there.

Sid's Moped Run pulled the now usual big numbers with an ever-increasing range of the weird and wonderful. The large crowd which snaked its exit from the Cashmere Club, heading for the Lyttelton Road Tunnel, looked surprisingly quick off the mark, leaving a peaceful though misty carpark on departure.

A well supported group is our 9-90's, often led astray by John Kuipers. The annual Christmas Dinner held at the Garden Restaurant in Marshlands, encouraged this mid-week gathering of 50 Vintage Car Club friends to get into the spirits of Christmas and that helped them enjoy this get-together even more than usual.

The Commercial section is another of our popular interest groups. Recent roggins were enjoyed at Alan Welbeloved's and Lyndsay Saunders's homes, the latter being the Christmas barbecue. The main event for the section – The Annual Commercial Rally, is held in January, so we hope for a photo or two of this occasion in our next report.

The death of Maurie Wear at age 87 brought to mind his racing exploits at the famous old Cast Road Races. Maurie, a long time member of VCC actually raced there before WWII. The death too of well known branch stalwart and restorer who held interests in motorcycles, and pretty much anything on wheels, was Roger Barnett. Both are among a number of notable members who are sadly missing from our ranks this year.

The motorcycle section's Rough Run had a really great day out, visiting the Gavin Bain and Wilkie exotic car collections on Banks Peninsula together with lunch at Teddington's Wheatseaf Tavern. The 50 bikes later shot over Gebbies Pass and headed back home.

Finally, the Boxing Day Annual Picnic managed to score a beaut day for their big 50 car tour to Kaiapoi, Ashley and South Eyre. A pleasant farm paddock served well for the relaxed lunchtime consumption of Christmas dinner leftovers.

Eastern Bay Of Plenty Sue Moore

At Labour Weekend our branch celebrated its 30th Anniversary with a tour

people, some from neighbouring branches, made the trip on Saturday stopping at Omaio Beach for lunch. The early arrivals at this stop were treated to a pod of orca passing by. We arrived at Hicks Bay late afternoon and after settling into units made own arrangements for tea. Next morning dawned with wet, windy and low cloud conditions but most ventured out at some stage to look around the Hicks Bay settlement and wharf, Te Araroa and Tikitiki. Some brave souls drove out to the East Cape Lighthouse, a really worthwhile trip even in adverse conditions.

Sunday evening we enjoyed dinner together in the motel restaurant after which a few walked the track to see some glow-worms. Monday morning was still overcast as some prepared to continue around the coast to Gisborne. Others cruised back to Whakatane in their own time stopping at places of interest on the way. There were no major breakdowns but one little Wolseley 1500 had to be towed several kilometres to Opotiki with fuel-pump problems, a replacement was found and she made it home under her own steam!

The November run was an afternoon drive out around the Ohiwa Harbour to the Gee's lovely garden on the Ohiwa Loop Road, and a stop was made en route at the Slades Pottery in the Checklar Valley.

December is our month for the Chairman's Run and this year, in a break from the traditional afternoon run and barbeque tea, about 30 members sat down to a scrumptious breakfast of blueberry pancakes and bacon and eggs in the relaxing garden of Walter and Alison McFarland. This was followed by a few Gymkhana events and an interesting and informative drive around the Thornton area - an enjoyable morning to end a successful year.

Far North

Dave Duirs

Our last after meeting item was a video premier of the recent Rosco's Rocky Road Rally and Guess who's coming to dinner? We have some real talent out there and the producers aren't too bad either and that all added to a great laugh for all.

Our annual hosting of the Whangarei members for the Far North Tour had the usual hard working team out there spud peeling, sheep and pig cooking and serving a great meal in the new venue of the Taipa Area School cultural building which gave us more seating space. Next morning many of the visitors joined us for morning tea at the club rooms where some bargains were found from the parts shed.

The "competitive" Dunny Run began, as usual in Kawakawa, with a great line up of some 23 vehicles from the Far North and Whangarei branches eager to meet the challenge and have some fun while vying

seat no less, a legacy from the original public opening of the famous and perhaps controversial Hunderwasser toilets in Kawakawa. We rambled through the dusty Russell Forest to our lunch destination at Whangaruru reserve just over the hill from Bland Bay on the East Coast. A true picnic atmosphere on the beach was followed by the competition bit...towing a bucket of water on a small sledge, accurate parking (will we ever learn!), "placing" toilet rolls on sticks while hanging out the passenger window, throwing tennis balls at toilet seats, reversing with one wheel on a rope and shooting for the bulls eye with toilet soap. All these tasks had to be accomplished by the passenger while the driver kept the vehicle moving...well, there sure were some hilarious methods used and some of the face expressions were well worth seeing!

Whangarei took the trophy this year with their Lorraine and Gerald Ward being top individual contestants and the Alvis crew of the Carppes and Morrises were the best era dressed. This was a great day thanks to the Kearns and we look forward to next year's challenge.

The Woolliams organized our Christmas Run which began at the Mangamuka Bridge pub with some dressed in their period glad rags before moving east over some dusty roads which eventually led to a fascinating look in at the Butler Point Whaling Museum across the water from the Mangonui wharf. From here folk made their way across Doubtless Bay to the club rooms to partake of a pot luck christmas dinner amongst much hilarity, good will and a visit from Santa.

The first of the mid week runs was to lunch at Opononi and from all accounts a great day was had by all including some overseas visitors.

The big event of the year, our Autojumble and Classic Car Show turned out a fizzer! We were all fired up and the crew had all the gear set up on the Friday evening but the heavens gave us a true drenching overnight and into the morning so the decision was made to cancel as the school playing field was showing signs of cutting up too much. Of course, in no time at all the skies cleared and there were a lot of disappointed folk about, but the decision was still the right one and we will be back next year for sure...many thanks to those who worked so hard under Rosco and Raewyn's guidance and to our sponsors for their generosity.

Gisborne

Rodney Clague

The year 2004 ended for us on 19 December with the Club Captain's Wingding which consisted of a short run around the Hexton and Makauri areas visiting a pottery and Andrew Teesdale's collection of tractors before returning to the

On 28 November we had the Navigators' Run organized by Tony Bartlett which contained his usual tricks, foiling most of us at some time during the run, which took us through the various suburbs before heading out into the country and returning to the clubrooms for afternoon tea.

Our December club night was a short meeting followed by the Russell Wilcox Memorial Trophy run. Things went well for the front runners but the torchless tail-enders found going a bit more difficult as darkness descended and clues became harder to find. An enjoyable evening for all.

There has been an upsurge in the restoration of Model A Fords in Gisborne recently. Brian Butler is getting closer to putting his 1930 butcher's van on the road and has accumulated more parts for his 1928 phaeton. David Clark has just completed his third 1930 town sedan and is now looking at doing a closed cab pickup, while Tony Bartlett's 14 year old son Gavin is getting serious about a boat-tailed speedster. Even Mark Dunn has caught the Model A bug, purchasing a container of parts to get him started. Apparently there are the bones of a sedan among the bits, indicating perhaps that he is getting soft after moving to the city from the heights of the East Coast where his restorations were tourers or roadsters, including a Model T roadster pickup which he drove to the Model T Rally in Nelson earlier in the year. This vehicle has now been commandeered by their daughter Tina who has mastered the intricacies of the machine and enjoys going for a blat in it on occasions, to the extent of taking it into town recently to pick up dad after work. Get her to fill out a membership form, Mark!

Hawke's Bay

Rod McKenzie

We have been pretty busy in Hawke's Bay over the early summer months. Around 50 vehicles and crews attended the annual Safari Rally which went to Gisborne this year. Interesting drives had us visit an arboretum west of Gisborne, and most of the crews, the following day, travelled by back country metal roads to eventually end up for a late lunch at Tokomaru Bay. The Gisborne members joined with us and also looked after us one night for a barbeque meal after most of our crews had inspected their spares department, some with success.

In mid-November 18 entries attended our annual Veteran Rally which began this year from a rest home in Havelock North, where the residents had the opportunity to look over the entrants vehicles prior to the start. First car away was the 1904 Napoleon of Mike and Neroli Perry which was celebrating its 100th birthday. A telegram from Her Majesty was read out, which we believe quite strongly was a fake, but the

enough. I am sure we'll be seeing more celebrations of 100th birthdays of the veteran cars over the coming years.

The following day the annual Homestead Run attracted just on 80 entrants with the crews visiting two homes in the Raukawa area west of Hastings. The weather was superb for the whole of the weekend which adds to the joy of being out and about in our old cars.

On 12 December about 40 cars travelled south to Porangahau to visit the Chappelwick homestead of Malcolm and Terry Dean where we had a picnic lunch under the trees. This was an interesting spot to visit, and they have bed-and-breakfast guests to stay on occasions. It is a delightful area and is close to the beach as an added attraction.

The club Rolls-Royce has come out of the paint shop looking resplendent in its new deep maroon and black paintwork. Some hours will be spent by the Rolls Committee over the next few months assembling and readying the car for its upholstery to be fitted. It won't be too long before we once again see it gracing the roads of Hawke's Bay.

The main coming event in Hawke's Bay is our annual Art Deco rally weekend which kicks off on 18 February. It is a not so serious celebration of the rebuilding of Napier and Hastings following the disastrous earthquake of 1931. Be prepared next year for the 2006 75th celebration as this will be spread over a whole week, and already promises to be a whole lot of fun.

Manawatu **Robyn Corpe**

Welcome to new members Peter and Noeline Crichton who have transferred from Horowhenua Branch.

Dennis Milne transported Mayor Heather Tanguay for the Palmerston North Christmas Parade and Carl Christensen, Bob Pettigrew, Lachlan Scott and Chris Duffy took the old folk from the Chiswick Park Eventide Home.

October Club night was a Show and Tell evening with Dennis Milne telling us about his recent trip to the UK. Chris Duffy showed pictures of the Plymouth he is restoring for Invercargill 2006. Bruce Lambie also contributed with pictures of his Chrysler 77.

The November Club night was another entertaining evening. Vern Jensen spoke of the Great Dorset Steam Fair and the Beaulieu Swap Meet, Bill Turner told us about his trip to Bendigo, and Rob Knight spoke of his mishap with the Buick at the start of the Far North Tour. Rob displayed his box of mangled bits from his motor - a sad sight. Ian Rowden, a civil engineer had been working in China and he and Esmee gave a wonderful film show of the exciting

Chairman Allan Hardacre was pleased to see so many ladies coming along to these nights. The ladies present enjoyed a trip around the world as a change from the inner and mysterious workings of a car!

The Veteran Rally was held on 16 October. About 20 cars started from the Horse Drawn Museum in Feilding, enjoyed afternoon tea at Highden Manor near Awahuri and ended with a visit to the Taonui Airfield near Feilding. A relaxed and pleasant day of Veteran motoring.

The Christmas Party was held on 4 December, as usual plenty of food and fun and games. This was followed by the Railways Run on 12 December.

Members enjoyed learning about the history of the Palmerston North-Foxton and Foxton-Sanson rail lines, now long gone but history books tell the tale. The run ended at Feilding and members joined in with the Christmas Parade.

Marlborough **James McKenzie**

Our new Parts and Storage Shed is now finished and paid for. The "blokes in the shed" are now busy with the fit-out and have painted the floor and are assembling shelving in the 12 x 15 metre structure. The official opening was held on Brayshaw Park's Heritage Day, 9 January 2005.

The Labour Weekend Branch Rally and Swapmeet went off well with Martin and Adri Anthonise from Marlborough taking out the top prize and John Boyes from Greymouth the second place. It was great to welcome the South Island Club Captain, Dianne Ross and husband Rob to our rally.

The November Car Run took us to Carlore for morning smoko where the Museum cottage built in 1881 was viewed with interest, then on to Duncan Bay for lunch. The scenery and views of Tennyson Inlet are stunning as was the drive to Penzance where 14 vehicles, including the club's Model A pick up were welcomed by long time residents of that settlement who gave an interesting account of the history of the area.

A Members' Night meeting was treated to a video of early motor race meetings bringing back lots of memories to those present.

New members to our club Kath and Gary Clinton who have spent three years in Russia working for the New Zealand Embassy were pleased to pass on some of their experiences there on another members' night.

The local committee and staff of the Automobile Association, on the occasion of their Christmas Party, were surprised to be picked up by some 12 of our members' Vintage cars and taken to our club rooms for pre-dinner speeches, drinks and nibbles. They were then driven on to their dinner

The 90th birthday of Mr John Finnie was acknowledged by members recently. John was a very active member of the Branch for many years serving as secretary for some time.

This brought another busy year for our branch to a close.

Nelson **June Campbell**

Great to see the new Committee getting into their stride organising monthly runs. Also gratifying to see Dale Conlon take on the job of Secretary and Sharon and Pat Kennedy now our new editors of the monthly newsletter, the *Crank Case*. It's good to have all positions filled by willing souls.

A team of ten vehicles travelled to Marlborough for the Biennial Rally at Labour Weekend to enjoy motoring through the endless panorama of grapes as well as the winding roads of the Sounds. There was something for everyone, not to mention catching up with our like minded neighbours 'over the hill.' Our team brought home three of the prizes, they felt quite pleased with themselves.

The Biennial Ladies Rally was held on 14 November, this was organised by Jim Wareing and Bill Dense and a grand day was had by all participants. Visits were made en-route to the Scrapbook Nook, Tullyharden to taste fruit wines and juices, Pumpshd Pottery and Redwood Valley Turnery, just reaching the afternoon tea stop before the rain really came down. There was dinner and prizegiving in the evening and this year's winner of the Anne Egan Trophy was Diane Morris driving a 1947 Rover. The prize for best baking went to Murray Schwass and for the love of me I cannot see him in an apron baking a cake, but looks are deceiving, aren't they?

The December run and final outing for the year was the annual Christmas picnic and barbeque at Lee Valley. It was lovely to have Millie Harding and Kath Dodds join us for the day, Roger and Maurice were keen Club members and are greatly missed. Also on its first outing was Des and Beryl Plummer's new restored 1927 Austin 7 Chummy which is looking very smart. Lew and Marion Smithson came along in their recent purchase, a 1936 Morris 8 Sedan.

It has been heard that Darcy Bovey and Derek Martin made an excursion over to Takaka to take part in the Christmas Parade. Good on you lads, but it was even nicer of you both to go out to Ligar Bay and provide musical entertainment for the locals.

Nelson Branch wishes all a happy and safe years motoring.

Otago **Arthur Bennett**

When you are organising a commemorative 75-year event, what better people are there to ask than the VCC and that is



Top two pics: The Vintage Contingent at the Cancer Society 75th.



Glenn & Glenda Jenks, Taieri Tour.

when they invited their volunteers to help them celebrate the Society's 75th birthday at the Savoy, one of Dunedin's oldest and finest. Cucumber sandwiches, cakes on tiered plates and tea were just the caper as guests were asked to wear clothing appropriate to the 20s and an 8-piece band played the music of yesteryear. Our role was to transport the volunteers from the Cancer Society headquarters to the Savoy. Eleven cars were used. Unfortunately it was a hoods-up day, didn't want the fox furs getting wet.

The annual Taieri Tour had visitors from as far away as Gore and Ashburton, 76 vehicles entered and a great day's motoring was had. The commemorative badge alone was worth entering for. The Dunvegan proved to be another must do for the motorcycling fraternity, with everybody staying upright. There is very good interest in the National Motorcycle Rally 2005 at Cambridge. Our annual Christmas function that was to be held at Hemlock Flats Outram was salvaged at the last minute by being transferred to the Outram Presbyterian Church Hall. Amazing when you cancel something, even at the last minute, the weather clears to give you a dry ride

very well with a large number of picnickers present. Congratulations to the Outram Sub-branch and Santa.

Two well known members have passed away, both victims of cancer.

John Shanks who owned a 1950 A40 Sports, a 1937 Austin 7 Ruby and also at various times a number of motorcycles. John was involved in the making of parts for the branch's Locomobile Project. He was well known in the engineering trade as being involved in the ownership of Metal Spray Ltd. He was very keen on gliding, fishing and meteorology.

Sandy (Ian) Long whose interest in things motorcycling was legendary, especially the Isle of Man races. Sandy owned a number of motorbikes. He also owned several vehicles, one a 1930 Model-A ute. Another which he got plenty of ribbing about was a Singer 9, a car he worked on and off for a number of years. Sandy owned The Northern Oaks Autodrome a BP garage on the way north when leaving Dunedin. He was quite proud of the fact that he had various signs and slogans on his building even though BP had decreed that he had to conform with their policies. One such slogan was Service with a Smile and he boasted the only clock on a BP forecourt in New Zealand.

Both members were solid supporters of branch events.

Don't forget our Swap Meet at Tahuna Park on Saturday 19 March. A chance to get rare spares.

Rotorua

Doug Green

Our Sulphur City Rally had thirty-two cars turn up for a well organized rally with straight line navigation through our city. Many entrants turned back to double and triple check it out as if you blinked you missed the next instruction.

It was out of town and through Ngakura, Waikite Valley and on through Mamaku on the North side of Rotorua with a gymkhana at member Malcome Foster's property in Kaharoa. Back to our clubrooms after the gymkhana for afternoon tea with dinner and prize giving in the evening with a barbecue meal.

Our branch was invited to Te Kuiti for the centenary of the Waitomo District. Over 200 Vintage cars, trucks tractors and army vehicles turned out for the parade up the main street to deliver a letter from every Mayor in the North Island. The whole weekend was absolutely fabulous.

Our next major out of town rally will be the National Easter Rally in Levin and it seems that we will have about ten cars attending from Rotorua. We have a group that has been attending Easter Rallies for the last six years and we have all enjoyed each one.

South Canterbury

Bill Weir

South Canterbury's opening run this spring was held in conjunction with Ashburton Branch who planned this year's event.

South Canterbury members travelled a route planned out by our Club Captain, inland via Earls Road to meet up with the Ashburton Branch at the Ealing Hall, just over the Rangitata Bridge for morning tea at the start of the rally. The excellent turnout of vehicles left Ealing on two routes, travelling all those confusing Mid Canterbury roads, most of them with five intersections at every junction - that is why ourselves and Grant Stewart are stopped at Arundel Bridge Corner (see pic below), miles away from where we were supposed to be, yes, lost!!

Travelling on, we eventually arrived back at SH1 at Hinds then via backroads east then north to Longbeach Estate, to the lunch stop. There was an excellent cross section of vehicles from Veteran through to Post 60v.

After this most interesting visit, the Rally travelled back up to Hinds Domain for the Field Tests, the first set being run by Brian and Ngaire Webber - they nearly froze in the cold southerly wind that was blowing. South Canterbury results were:



A group of South Canterbury members, Grant Stewart, Peter Lyttle and Noel Brady discussing the attributes of Peter's recently acquired 1939 MG TB.

- | | |
|-------------------|----------------|
| 1 Spence Richards | 1928 Chevrolet |
| 2 Peter Lyttle | 1939 MG |
| 3 The Goulds | Triumph Stag |

Certainly a run not to be missed. Thanks to all concerned especially Ashburton Branch for organising a most interesting day.

It is always a great sight to see Vintage cars parked outside the Hermitage at Mount Cook on the annual Mt Cook Rally. This event was enjoyed by all who took part. A hardy annual on our Mt Cook Rally, the 1926 Dodge pick-up of Neil Watts, who deservedly won an award for the Spirit of





Neil Watts picked up the Spirit of Vintage Motoring award in his 1926 Dodge pick-up during the recent South Canterbury Mt Cook Rally.

After lunch the short run vehicles went straight up the main road; while others had the option of turning off at Burkes Pass to go over the shingle of McKenzie Pass. Apparently the road was a bit corrugated, but the seal on the road into the lake was even worse!

South Otago

Mel Tapp

November was a busy month with our Clutha Rally again well supported with 99 entries followed by our Moped Run on 5 December with 33 entries. There was a great array of mopeds and clip ons and the run was mapped out over a good flat course that saved the seniors a lot of pedal work which seems to require so much more effort these days. Lunch was at Kaitangata followed by a visit to a nearby member's interesting collection of tractors etc

After years of saying next year for about the last ten years I finally put in an effort and had my 1917 Smith Motor Wheel on the run only to be cut short by a flat tyre.

A group of six members attended the Taieri Tour, Bill Falconer 1970 Rover V8 who was first in field Trials and second Post 1960 Drivers Choice, John Cook Morris Traveller, Ian McDonald 1955 Mk 1 Zephyr, Robin McCall 1936 Plymouth, Percy Burrows 1928 Plymouth, Graeme Jarvie 1937 Pontiac. Six members also attended the West Otago A & P Show. Sixteen members put on a good display at the Milton A & P Show with a variety of cars including two Rovers owned since new, Ian Clark 1957 Rover 90 and Graeme Stanton in his 1965 Rover 3 Litre and kept in lovely condition. Graeme, who bought the Rover from Wilson Elliot in Balclutha for \$4,000, had previously had a nicely kept 1953 Vanguard Station Wagon that is still, I think, owned by a family member. Others to attend were Peter Umfreville, 1964 Vauxhall (Police car) Len Bennett 1956 Vauxhall Cresta, Peter Grenfell 1952 Vauxhall Velox, Stuart Milne 1967

and 1917 Smith, Ross Pringle 1941 Indian 741B, C Davis 1940 Chevrolet Coupe, Barry Delaney 1936 Austin Lithfield, Graeme Jarvie 1937 Pontiac, Bill Falconer 1970 Rover, R Andrews 1962 Morris Minor, L McGuire 1965 Hillman Minx, Tony Smith 1955 Ford Consul, Jim Beeby 1937 Austin Ruby, V Smith 1974 Rover 2200 TC. Bad weather affected our end of year run with only a few brave souls facing the elements.

Taupo

Jack Hindess

Labour Weekend saw the Essex, Hudson and Terraplane Club in Taupo for their Annual General Meeting in the clubrooms. It was a rather damp weekend that produced heavy rain for the Sunday run on which some of our locals accompanied the visitors.

The run took us on a 60 mile tour through the botanical gardens, the town centre, out into the country through the Wairakei hore field and we finished at Kitenui Deer Farm.

This farm is run by Murray and Barbara Matushchka and is one of the country's original deer farms. The old woolshed has been converted into a common room where we had lunch and afterwards admired some of Murray's ferro-concrete animals.

At our November clubnight, Melinda Gately of Allied Domecq introduced us to a new range of wines called Bensen Block from the Montana Cellars. These wines are produced by young and upcoming winemakers who are making their names in the NZ wine industry. It was a good start for our first barbeque of the season.

The Navigators Run combined with the concours d'elegance was held late in November, with the two most recent restorations taking the money in each event. Rex Bond in his recently restored 1965 Austin Healey won the Navigators Trophy while Frank Maxwell's 1935 Chevrolet E A Master took the Concours Cup. Rex has been working on the Healey for the last four years converting it from LHD to RHD which he tells me did not present too many problems.

We had our Christmas function in the clubhouse and this is one function where we get the caterers in. There was lots of socialising and a bit of fun with the multidraw raffles. It was a good opportunity to present Rex Bond and Ray Perry with their 25 year badges.

Our annual Lake Taupo Rally dates have been set for 11-13 March 2005 and invitations and entry forms have been sent off with a closing date of 1 March 2005.

Taranaki

Colin Johnston

Hugh Cowan's Around Town Run started at Ngamotu beach where instructions were handed out and we had to sort out a route then match up the school motto to the relevant schools. We all ended up at Fitzroy where we were treated to a view of three of the Simkins' Rolls-Royce motor cars and their Graham Paige Straight Eight and the 1923 Buick roadster. All of the cars have had ground up restoration and are a credit to all concerned.

Our motor cycle section members have had Steven Oliver join their brotherhood. Steven is a very active member with his cars and he has now added a 1923 Douglas motor cycle that he found in the South Island and hopes to be riding it in the near future. Wally Hunt is making very steady progress on his 1913 Royal Ruby motor cycle which is nearly 90 percent complete. Bruce Davidson has the girder forks completed on his 1929 Norton Big 4 motorcycle.

Bryan Morris and Ian Bleakly, both from Hawera, organised a very good South Tiki Tour with the entrants including Robin and Pamela Chadwick who drove their 8 hp 2 cylinder Bradford van and it was good to see them out and about in this little gem enjoying themselves. They turned out to be the winners of this event.

Organising is well underway for our annual Maunga-Moana Rally and this year we will be celebrating in great style as it is the 40th celebration rally and we look forward to a great response especially from members outside of our branch who have always supported this event.

The rally headquarters will be at the beautiful and historic Eltham Town Hall and it will be held over Anzac weekend which is 23-24-25 April 2005 There is accommodation available at Eltham, Stratford and Hawera. Be in quick for a weekend of celebration and nostalgia. Entry forms are now available from our secretary.

Waikato

Cazna Payne

The latter part of 2004 has again been a busy time for Waikato Branch, with six Waikato cars entering the Sulphur City Run and ten cars attending the King Country Journey Through Time.

The Veteran Rally organised by Carl and Christine Gaudin on 10 November went very well with 18 cars enjoying the beautiful day. First overall and first Waikato was Russell & Rosie Hutcheson.

Results

Class 2

- | | | |
|---|---------------------------|---------------|
| 1 | Russell & Rosie Hutcheson | 1916 Overland |
| 2 | Bruce & Wilma Madgewick | 1913 F.N. |
| 3 | Reece & David Burnett | 1909 Darracq |

Class 3

- | | | |
|---|----------------------------|------------|
| 1 | Bob Hayton & Bruce Murcott | 1923 Essex |
|---|----------------------------|------------|



Reece & David Burnett attend to some under-bonnet maintenance of their Darracq at the lunch stop.



The perils of having a stop-over at Nguroto Gardens. Rallyists and helpers had some ideas on the best way to transport Topiary trees home in the back of a Veteran!

Also in November 20 cars toured to Te Kuiti to take part in the Waitomo Centennial Celebrations.

The following day was the Waikato Vintage Swapmeet with a large turnout of sellers and buyers.

Our final event for the year was a Bad Taste Clubnight where members were invited to bring a suitably horrible gift and have one equally horrible being presented to them followed by lashings of strawberries and icecream.

2005 arrives with the Posh Picnic on 9 January - A Monster Gathering of Grand Excursion and Vehicular Progression of Posh Pique-niquess, closely followed by Blue Smoke and Pedals (mopeds and scooters) - an event which gets bigger and better each year, on 16 January.

The National Motorcycle Rally organisers have had exceptional support for this event 11 - 13 February, and for the after rally tour. We are looking forward to hosting this huge event and sharing the wonderful Waikato with the entrants and supporters.

A warm welcome to new members - David Corbett, Ivan and Barbara Heaslip, John Taylor and Marlene Griffiths, Sam Diez, and Alan and Ros Austen.

Waitemata Keith Humphreys

The weather, Oh the weather!

Mid November is getting into summer isn't it? Our major speed event at that time of the year, Chelsea W.A.I.S.H. seems to be

plagued by dubious weather, and this year was no different.

Sunday, 14 November dawned with heavy rain and a dismal forecast for the day. A ring-around of all the entrants came to the obvious conclusion, postpone.

With past experience, Club Captain Di Humphreys had organised an alternative date for the following weekend in case of such eventualities. Of course, only an hour or two later, it cleared up. At least most of the cars had been scrutineered.

The following Sunday didn't look a lot better, but it was decided to run the event and the first two runs were decidedly slippery making for some good photo opportunities if nothing else. Fortunately, it did clear up and a good day was had by all. It was great to have Anne Thomson bring up the 1906 Darracq which both she and Robert McNair braved on the hill. It certainly looked an impressive handful.

Also great to have Don Suckling's Gee Cee Ess back on the hill with Don returning to our shores, but driven by none other than Vaughan Beesley the Brave with a grin from ear to ear all day and deservedly winning the John Simpson Memorial Trophy.

FTD went to Steve Sharp in his Buckler (32.32secs) with Graham Brayshaw in another Buckler breathing down his neck at 32.92 secs. Steve's Buckler has an overhead valve conversion whilst Graham's is supercharged.

Amongst the many Austin 7's, Ian Williams was fastest at 38.52 secs with Ryan McDonald close behind at 38.60 secs.

All in all, a great day finished off with the usual barbeque and prize giving.

Last event of the year was Steve Sharp's Drive and Dine which first took a good number of starters to the Aladdin's Cave of Don Subritsky's aircraft restoration workshops where a surprising variety of aircraft at different stages of restoration could be inspected: Vampire, Kittyhawk, Spitfire, Meteor, Hawker Hind, and Vickers Wildebeeste amongst others. Then it was on to restaurant, Surreal Cafe, and a grand time was enjoyed by all, enhanced by a sing-a-long to the banjo and guitar of Don Suckling.

A full programme is planned for 2005 and we look forward to it with continuing vigour.

Wanganui Fay Chamberlain

Looking back, it has been a very exciting year for the Wanganui Branch as we remember hosting the National Easter Rally (great learning curve with a very successful result!). The June rally, despite being soon after, also drew a good number of entries and went very well. As it was also our 50th



Bill Biehler (a professional in the making) as Father Christmas.



Lee Turner (Willing Horse award 2004).

be formed), we also celebrated the occasion with a delicious tea and entertainment thanks to the efforts of our great kitchen ladies. The cake was cut by our oldest member present, supported by the youngest Len Browell and Lisa Turner respectively. All club nights have been well attended through the year and we have welcomed in a few new members too. Our Christmas Dinner was absolutely delicious and Father Christmas (alias Bill Biehler) was a sight to behold, what a great job he made of it.

The community have benefited from our presence at the Holden Motorshow, and coming up we have rides for the Bright Eyes Trust for children.

Individual members have made milestones this year too, Len Browell (with a little help from his friends) completed his 1926 Standard coupe restoration (and received the Restoration of the Year trophy), Neville Upton won the motorcycle restoration with his NSU Quickly and Lee Turner very deservedly won the Willing Horse award this year for all the great efforts she puts in with regard to the kitchen, fundraising and general cheerfulness around the club.

We are looking forward to the Burma Rally in January, especially with Leigh and Tony Craythorne coming to share with us. Leigh will have the pleasure of presenting our first 50 year badge to Dick Lyth, one of our foundation members.



Rally cars at Battle Hill during November Rally



1912 Rolls Royce, Wellington Branch.

Wellington Elisabeth Smits-Brouwer

Nearly fifty cars participated in the Annual November Rally, which was held in absolutely perfect conditions on Saturday 6 November 2004. After trundling through Lower Hutt, over to Whitemans Valley, we then proceeded to wind our way through the Akatarua along the narrow mountain road, which has some very tricky corners. Roy and Libbi Southward took their recently restored 1912 Rolls-Royce on its first rally, and it must have been interesting for them to negotiate some of those very tight bends. Our lunch stop was at Southwards Car Museum and many took advantage of the opportunity to browse through the museum. After lunch the participants inspected all the rally cars to select "The Peoples Choice" and it would have been fairly hard not to choose the 1912 Rolls-Royce with its unique symbol, a large silver Weta instead of the traditional Flying Lady. Roy Southward had to turn the back legs of the Weta, cast by Sculptor Johnathon Campbell, to open up the bonnet. It certainly was an eye catcher. The afternoon run took us past Paraparaumu Beach, and up over the steep Paekakariki Hill, where Martin Ferner's 1912 Minerva with its powerful sleeve valve engine set a cracking pace. We paused at the look-out where mother nature offered up beautiful aqua seas and skies so clear we could see all the way up the coast as far as Wanganui. As luck would have it, there was not a breath of wind, which is most unusual for that part of the hill. Everyone, from the oldest car, a 1911 Overland, to the youngest car, a 1969 Jaguar, made it safely over the other side. The rally concluded at Battle Hill, which was a good spot for a well-deserved cuppa, and a chance to discuss the day's events. As all good things must come to an end, so did

meal at the Clubrooms, enjoyed by approx 100 people. During the evening the annual awards were presented with Ivan Cook receiving the Club Captains' Award for his tremendous efforts made for the refurbishment and extension of the clubroom during the year. The other winners were:

Challenge Trophy 2004

Roger White

Navigator of the Year

Bernie Quin

Club Captains Award

Ivan Cook

Best Lady Driver

Diane White 1965 Sunbeam Tiger

Hard Luck Trophy

Bob Ewing 1929 Dodge

Longest Distance Travelled

Dale Conlon 1928 Whippet (Richmond)

Doug Wilton 1930 Model A (Huntermville)

Muratai Cup Peoples Choice

Roy Southward 1912 Rolls-Royce Silver Ghost

General Motors Trophy

Laurie Ashley 1937 Pontiac

Junior Navigator

Emma Whitfield 1964 Ford Galaxie

Veteran

Roy & Libbi Southward 1912 Rolls-Royce

Vintage

Fred Smits & Allison McCarthy 1929 Whippet

Post Vintage

Laurie & Maisie Ashley 1937 Pontiac

Post War

Kevin Buck & Joanne Hine 1955 Zodiac

Post 60 vehicles

Peter Kenward & Carolyn Atkinson 1970 Mazda

Motorcycles

David Gwynn 1929 Ariel

Overall Rally Winner

Fred Smits and Allison McCarthy

During November club night, Roy Southward provided the Wellington Branch members with a very interesting talk on the history of the 1912 Rolls-Royce Silver Ghost which he had just finished restoring. Roy's photos showed the state of the vehicle when it was rescued from an orchard in the Auckland area in the 1950s and gave an idea of the amount of work required to restore the vehicle to its past glory. It was only a driveable rolling chassis complete with motor, gearbox, bulkhead and incorrect radiator. Everything else had to be sourced, modified or restored into what is now a truly magnificent machine. It runs as quiet as a sewing machine and looks like it has just come out of the factory.

That following Saturday twenty-three cars and motorbikes turned up on our VIC-Day, where photographs were taken and details checked for the Vehicle Identity

Wellington Vintage cars have now obtained their VIC card, allowing them to participate in National Events.

December 4 saw five cars and our fire engine participate in the Lions Johnsonville Christmas parade. What a great day it was and what an opportunity for us to show off our vehicles. On the following day, the Children's Christmas Party was held. Our clubrooms had not seen so many small smiling faces for a very long time. Approximately 30 children had a great time, even though the weather was wet and cold, because the organisers had already prepared indoor activities to occupy their time.

The December club night was our usual Pre-Christmas event, during which some eighty members shared a rather substantial supper with their friends of the car club.

Wellsford**Rita Jorgensen**

A good line up of Vintage vehicles at the coastal community of Mangawhai for their 150 years celebrations. Member Tony Toms took along a large horizontal antique quarry engine. Rod Adkins produced a variety of wines for sampling on our October Club Night. As usual there were many humorous and other comments made on the taste and quality. A dark blue bottle shaped like a violin and containing white wine was shown, one bright spark commented "that will be highly strung!"

Our cars were on display at the Wellsford A & P Show. It is important for us to attend these events to fly the flag and attract potential new members. Ten Vintages joined in the Far North Tour this year. Another interesting trip and a great chance to meet up with friends from all over.

Another Antique Roadshow, this time a little different in that members were asked to bring along some article that had a history to it. These ranged from a miniature coal range, antique dolls, a signal cannon which had been fired four times recently, a piece of iron off the sailing ship Hyderabad wrecked off Levin in 1878, a 100 year old book of poems, a brooch made of coins from a young lady's first month's wages, (four pence a week) a slate pen etc and many more interesting items with fascinating history attached.

The Wellsford Christmas parade had to be cancelled because of the weather and unfortunately could not be rescheduled.

The Top of the Dome restaurant was the venue for our Christmas Dinner. A very nice meal enjoyed by over 30 members.

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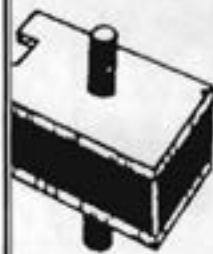
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