

Beaded Wheels

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June-July 1983

29th YEAR OF PUBLICATION

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CLOSING DATE, AUGUST-SEPTEMBER ISSUE

Editorial Copy — 4th July
Advertisements — 10th July

COVER PHOTO

R.G.R. Montgomery's 1910 Buick. Photo taken by Spencer Barnard at Holden Bay, Rotorua during 1980 International Rally. Colour Fujichrome.

Beaded Wheels is the voice of the Vintage Car movement in New Zealand and of the Clubs whose efforts are fostering and ever widening the interest of this movement and form rallying points for that ever increasing band of enthusiasts. The fascination of age itself or revulsion from the flashy mediocrity of the present day is drawing an increasing number of motorists back to the individuality, solid worth, and functional elegance that was demanded by a more discriminating generation and it is to these that this magazine is dedicated.

Registered at Post Office Headquarters Wellington, as a magazine.

From the President

Our two Easter Rallies this year will surely be remembered for a long time to come. Over 350 entrants which accounted for over 1000 people, plus many other members involved in all the dozens of tasks behind the scenes all contributed to the successful weekend. But satisfying as it was to see so many involved, numbers alone do not guarantee success. Many other things go towards making a successful rally, and perhaps the best yardstick in measuring success is how much enjoyment was realised by all those concerned. Reports of both rallies indicate nothing but thoroughly happy entrants, marshals and organisers. Congratulations, Auckland and Marlborough.

Our Club is essentially a hobby activity and as such, enjoyment is the name of the game. Unhappy members make an unhappy branch or club and club administration at both local and national levels must always be on the alert for possible changes of direction within our movement. Sometimes such changes are to be encouraged while other ideas

should be counselled against. The important thing is for all members to maintain an open mind on new ideas, be prepared to listen to both sides of a proposal and having listened, be able to make an informed decision with the wider interests of the Club in mind.

Sometimes such changes involve alterations to the rules, and let us remember that the rule book is there to serve and guide the Club. If a rule is no longer serving our needs, rather than blindly leaving it to 'self destruct' we should amend it to suit the current needs of the members, within our overall aims and objectives.

Right now I believe three areas are causing some concern and wider discussion could be beneficial.

(a) Do members need to be told which branch they must belong to, or should they be able to choose for themselves? This is not to say that they should be free to change from branch to branch at their whim but in many cases members live within reach of two or more

branches, but the rules preclude them from choosing which branch they may join.

(b) Do we need an official acceptance any longer for Post War vehicles? Several years ago the same procedure was abandoned for Post Vintage with no hiccups and with our present two for one rule regarding the year of acceptance, the age of Post War vehicles is progressively getting older and thus they are seen less often on the roads. A greater responsibility would of course be placed on branches to maintain the standard, but that is already the case with veteran, vintage, and post vintage.

(c) Would it be desirable to include provision in our rules to enable the V.C.C.N.Z. to act as 'mother' club for some of the one make vintage clubs, should they so desire? Such provision would go a long way towards solving the problem that some branches have encountered when wanting to invite a one make club to participate in a V.C.C. event.

As with all such changes, there are points for and against and I have refrained from going deeply into these at this time. I only ask that you think about these topics, talk about them, and be prepared to listen to the other point of view.

NORMAN DEWHURST



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Invermay 1983

by Eileen McMillan

A break after weeks of indifferent weather gave us the usual fine Invermay Hillclimb on 12 February 1983 when 26 vehicles lined up to face the starter's hockeystick. During the year, major relocation of buildings, fences and roads on the research station farm has radically altered the surroundings of the entrance, scrutineering and lunch areas, and a ford has inexplicably appeared just a few feet before the starting line, but the hill itself remains unchanged. The diverted return road, which now bypasses the course altogether, enabled several vehicles to descend to the start for use by a second driver during each run.

Maintaining his growing reputation for appearing each year with something unusual, John Dow turned up with an unrestored 1928 Model A truck which, stripped of spare wheel and other impedimenta, made its fastest run of 64.43 seconds on its second attempt. Somewhat quicker at 50.50 seconds was Wayne Henderson's delightful, impeccably restored 2-seater Austin 7 of the same year. Norman Oakley's single run in his Berkley registered 48.62, while the Alvis Speed 20 which Norman spent most of the day driving, with notable neatness and consistency, had a best time of 40.42. Two M.G.'s competed closely with every run, Des Grey's 1954 TF with 40.75 finally edging out Paul Mulholland's 1951 TD at 41.67. Frank Renwick's stylish Hooper-bodied 1935 Bentley 3½ recorded a speedy 38.63, and this turned out at the end of the day to be best car time on formula.

With the advantage of the return road, Malcolm and I were able to share the Ransley, my best

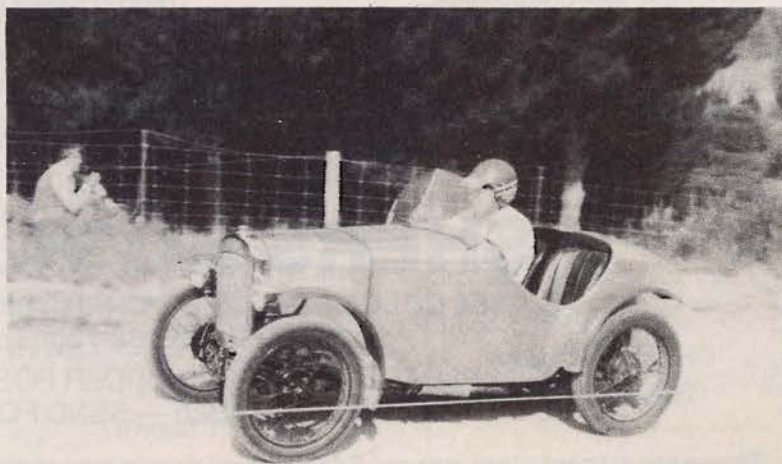
37.68 (once I'd distinguished second from top) a little slower than his 35.10. Bob Woodford's Tiger 90, displaying a camouflage paint job doubtless reflecting Bob's Army background, achieved 36.73. The two Morgans of Stuart Barclay and Peter Gendall scored as closely as ever. At the end of competition Stuart at 32.70 retained a small margin over Peter's 33.65, and also held fastest car time of the day. Stuart lent his car to two other drivers during the afternoon, Ivan Bennett with one run registering 40.45 and Don Evans managing a commendable 34.77.

As recorded in the official programme of the first Dunedin Road Race in 1953, "G.C. Smith was racing cars and boats before some of his opponents were born. His G.C.S. with its phenomenal acceleration held every speed title in New Zealand last year." In the hands of Don Suckling, the G.C.S. V8 is still demonstrating its spectacular power, and this year at 32.94 cut down last year's time by several seconds. Don's breath-taking displays gained him the

Con Shiel Memorial trophy for most outstanding performance of the day. Bob Beardsley shared the G.C.S. throughout the day, but with a discretion entirely comprehensible to the onlookers, registered a much more cautious 39.45. Ralph Smith's Citroen Special, once more the green of yesteryear, just failed with 33.53 to better last year's time, while Alan Bramwell, looking almost disembodied in the low-slung 1955 Cooper Vincent, drove an unobtrusively quick 34.54.

Motorcycles were again out in force at the hill. Brian Walker and his very original 1928 Model B Ariel made their first appearance at Invermay to put up 60.87 seconds, and Alan Jerrard's 1953 ES2 Norton with only two runs registered 50.51. This year riding a 1930 500cc Ariel, Hec Browett achieved a worthwhile 46.63. Chris Noakes clocked 40.69 on his 1954 500cc A.J.S., and the 1951 B.S.A. B31 of Gordon Findlay made its best run of 40.17 early in the day, just slower than Lindsay Wogan on John Twaddle's 1958 650cc Norton at 40 seconds. Ivan Gamble rode his well-kept 1951 Vincent Comet for 38.58, not

Wayne Henderson's 1928 Austin 7 against the background of growing pine trees.



quite as fast as in 1982, while Kevin Clarkson and his 500cc Norton improved last year's time slightly at 38.14. The 1951 650cc Triumph Thunderbird of Paul Roxburgh recorded a creditable 35.60 as its fastest time.

For the second year in succession, the Post War Motorcycle record fell, as Trevor Twaddle's 1958 600cc Norton at 32.72 wrested the title from John Twaddle whose performance in 1982 (also on a Norton) held the record for twelve months at 33.54. Trevor's run also took the trophy for best motorcycle time on formula.

But perhaps the most gripping competition throughout the day was going on between the 1960 750cc Harley Davidson ridden by John Twaddle, fighting on his final run for 31.17 and only marginally unsuccessful in ousting Bill Veitch, who had returned with the incomparable 1936 Norton International after several years' absence to take, with his usual inevitability, the trophy for fastest overall vehicle of the day with a time of 31.04 seconds.

By teatime, down came the rain, but without effect on the diners partaking of an ample buffet after prize-giving at the Gresham, in celebraton of the conclusion of yet another enjoyable, incident-free day's contest on the Invermay hill.

□

Book Review

"A MILLION MILES AGO" by Neale Shilton. 300 pages. Price \$39.95. Available from Fishers Bookshop, 564 Colombo Street, Christchurch.

This book is virtually an autobiography of Englishman Neale Shilton who must be one of the most enthusiastic motorcycle riders of all time. The book covers a period of more than 50 years of his life which was closely — almost completely — associated with the British motorcycle industry and in particular the Triumph and Norton factories.

Starting as a sales rep for Triumph just after the war, his territory covered a huge area of the south west of England and rather than the comfort and comparative luxury of a company car, he chose to use his own Speed Twin as a means of getting around the hundreds of dealers in the district, covering more than 50,000 miles a year.

Obviously a man of considerable personality and ability he eventually rose to the position of Director of Sales in the Norton-Villiers combine with an enviable record of success over the years with dealers, the Armed Services and Police of many countries.

The saga reveals some hitherto unpublished insights into well known people in the industry, their personalities, their way of doing things or not doing things, the clashes and infighting that went on amongst the top brass, to the detriment of the company and eventually the industry as a whole. Some of the stories could be classed in the "That's Incredible" category.

However, the book is by no means all politics. For the British motorcycle buff and Triumph and Norton enthusiasts in particular there is a wealth of information — a lot of it new — on such things as the birth and development of the G.P. Triumph, the Bonneville, Saint and Trident, the Norton Commando and Shilton's Police version, the Interpol, the 1956 Triumph World Speed Record story, all interspersed with some tremendous descriptions of epic rides all over Britain and Europe which leave no doubt that the author is first and foremost a rider and enthusiast of the highest order. A large number of interesting photos help make this book a must for all lovers of top rate motorcycling literature.

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Club Captain's 1983 South Island Tour

by *Helena MacDonald*

This was our seventh tour with Allan Storer and each year it becomes more and more like a reliability and endurance trial. No one had warned us that we might need chains down in the wilds of Otago, or was it Southland, as it was we had to rely on man-power. Luckily no one was on strike that day. Not exactly lost tribe country, but very nearly lost car country!

Surely the greatest number of entries this year (could this be anything to do with my plug for these tours in last year's article), and it was not easy to keep up with them all. Thirty cars had been listed originally and with one North Island non-starter and a Christchurch one taking its place, thirty stayed the basic number. The two veterans who had joined us in Hanmer, along with the Austin 7 from Palmerston North wisely stuck to the more regular routes but even so the Austin broke a crankshaft. However, a phone call to Invercargill brought help of a trailer ride back there, another shaft fitted and on to join the rest again.

As in other tours various drivers decided to look at places not on the itinerary as they did not expect to pass that way again.

At the beginning about 19 cars left Brayshaw Park where the Marlborough Branch's headquarters are slowly getting nearer the final stages of completion. The night before drivers and crews had congregated in this new complex for a pre-tour get-together with their hosts and last minute

instructions from Allan. This was a chance to renew acquaintance with old friends from other tours and to meet the "new chums". Some unexpected faces appeared — "just up to go through the Rainbow from this end".

Saturday in Blenheim was beautiful but further up the valley the clouds were well down and the temperature had dropped considerably. A number of Nelson members, taking the opportunity of trying out the Rainbow route to Hanmer, joined us at the Rainbow Station turn-off. A lovely drive through the bush at the beginning but as the road climbed higher and the sun broke through the clouds we were able to see the inhospitable bare peaks around us. The road seemed better than when we did our camping trip three or four years ago. A good keen Nelson member drove ahead of the main bunch to fish in Lake Tennyson but the trout, although keen to be caught, were on the small side and were given the chance to grow a bit before facing the fry-pan.

Hanmer was hot and we could not face the hot pools as well as the hot sun. Some did and demonstrated freer joints for their soaking. The Nelson and Christchurch cars left us here to return home, their part of the trip accomplished, but we were joined by others from points south. Some had come up for Hanmer's Centennial celebrations earlier in the week and at least one crew could not get accommodation until the Sunday night. The

celebrations were practically over by the time we arrived but we did have a good look at a line-up of traction engines in all their glory, not to mention being covered in smuts as they fired up in plenty of time to get over the Ferry Bridge before the logging trucks started next morning.

On the Monday the run over the Lewis Pass was uneventful for the 21 cars travelling more or less in convoy. Plenty of room was left for faster traffic to pass but how is it that there are still some who prefer to sit on the vintages' tails only to dash away just after the yellow lines have come up. We stopped behind the Hawke Bay Chev to pick raspberries from the roadside at 2500 feet. Amazingly sweet and juicy they were too.

There was plenty to see and do around Westport. A bus trip was organised to see over an open-cast coal mine, and at the model gold mine one gentleman, who shall be nameless, and his petite lady companion were charged the entrance fee for one adult and one child. I am told he handed over his \$2.50 without batting an eyelid! Nice work if you can make it.

We chose to go further up the coast to Karamea but unfortunately the clouds were well down and we were unaware of our surroundings other than the fact we were climbing. Coming back the skies had cleared enough for us to see the magnificent bush on the Karamea Bluff. While in Karamea we ran into one of our own local members and his wife, and Arthur arranged for his grandson to show us around the milk powder factory.

Wednesday saw an early start for the long run down the West Coast to the Fox Glacier. We were staggered by the amount of road works going on all round the Island, and what's more, the men WERE working and no leaning on shovels. Perhaps too cold and wet to stand still for long. It poured during the night, the first good rain we had seen for months, but by the next morning the skies had cleared leaving a beautiful day for

travelling through the Haast. That night we stayed in Cromwell with no idea of what the morning would bring. A splendid barbecue and get-together with the locals at 'Terry Meadows' and we left there with instructions that our route ran through Bannockburn again next day. There was a marked drop in the temperature and a talk of fresh snow on the tops.

Next morning we set off in good heart with a hint of sun, but could that really be a snow sky in the distance? I still have the odd nightmare about that trip over the Nevis. Some of the smaller cars ran out of steam causing those behind to stall and need a helping hand to get started on the steepgrade. What with the mud, the fords (25 in 24 kms), and the SNOW, it was a trip that I'm sure not many would willingly do again under those conditions, although looking back, I wouldn't

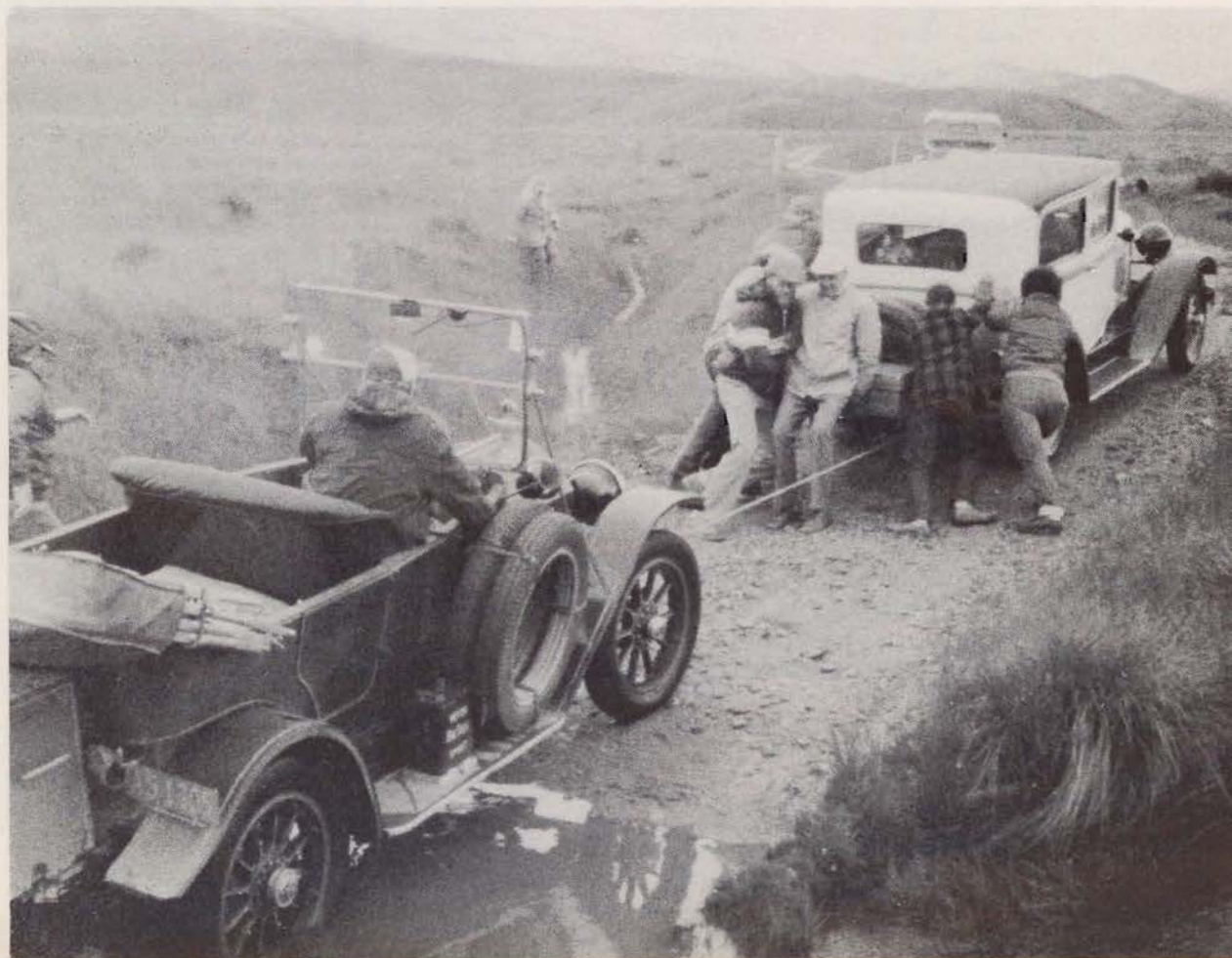
have missed it for worlds. We got stuck in the mud, but not the fords — we left that to others — and the snow, in fact we both thought the car was going over the edge. I was behind trying to hold the brute and was very relieved when others came to my assistance. That was the story of the day — team-work and man-handling the cars out of tight spots. Later I discovered Skip had one foot on the brake pedal and one hand on the door ready to bale out if the worst happened.

When we finally made terra firma at Garston we tanked up and were thankful to be on a recognisable road again. A stop at Lumsden for refreshments then once more some cross country running (on proper roads this time) over the Blue Mountains and through Rangleburn to Tuapeka Mouth. Plans had been made to go by punt across the

Clutha at that point but the Nevis crossing had taken too long and the river was too low for the punt to operate, so it was all stops out for Balclutha and to clean up the cars for the Motor Show there that evening. The local branch had organised a most enjoyable picnic run on the Saturday to the lovely Purakaunui Falls and back through the Catlins forest area. In the evening they had invited the local Camera Club to show films of the district and these were followed by members' films of vintage rallies recent and past.

About half a dozen drivers decided to take the coast road to Dunedin via Kaitangata and Toko and Taieri Mouths. More gravel and winding roads but the

Allan Storers version of Straight Line Navigation!
Photo M. Anderson.



glorious view of the Otago coast line was well worth it. Quite by chance we met the others outside Olveston House and made up a large party to be taken round this magnificent place with all its amazing antiques from all over the world. The house was built between 1904 and 1906 for Mr David Theomin who had established a successful importing business in Dunedin. The daughter, Miss Dorothy Theomin, lived there until her death in 1966 and left the house and contents, plus an annual income for its upkeep, to the City of Dunedin. It is well worth a visit and not far from the Otago VCC's rooms in Park Street.

We left extra early next morning having arranged to call in to see our daughter in Oamaru. The fog was well down on the motorway climbing out of Dunedin and on the Kilmog with visibility only a

few feet in places. A very eerie sensation especially as the lights of the caravan in front were extremely poor or non-existent.

Having seen the hydro lakes on a previous visit, we decided to look at the wee museum in Kurow and even had their ancient fire engine unwrapped for us to admire. We were told that Campbell Park House was quite a show piece in the area, so back along the road to Otekieke, buying a bag of apples on the way. We stopped in the grounds to natter to two VCC members (surprising where they all appear from, you never know where you'll meet them).

From Kurow the tour took us over the Hakataramea Pass and back over Burke's Pass for a lunch stop at Fairlie. A short way up the Hakataramea road we detoured to Viewfield station to see Malcolm McCaw's latest in a long line of

Harley Davidsons, his first being bought in his early teens. This one was the Tour Glide Classic, King of the Highway, 1340cc, enormous powerful bike that carried Malcolm and his wife to the Masterton rally earlier in the year.

Near the end of the tour now and a convivial evening was spent at Erewhon Park with music provided by our en-tour musicians. Surprising what hidden talent came to light along the way.

Our final call as a group was to the Terrace Station, Hororata. The present owners, Richard and Kate Foster, have started a small private museum, the best known vehicle being their 1908 Humber.

*Top of the Nevis in the snow.
Photo M. Anderson.*



I was more interested in the garden and house which was built between 1852 and 1863 and until 1907 was known as the Rakaia Terrace Station. Although not built by her forefathers, the property has been in Kate's family for several generations.

We were booked into Kaikoura for the last night so decided to bypass Christchurch but did stop off at Rangiora for a welcome cuppa with Les Humm. After that we saw various North Islanders who called into our place for refreshments or, as in the case of the couple from Wellsford, a bed for the night. Next year I hear we go to the far, winterless north. Hurray, no snow!

□

From the Registrar

The following vehicles have been accepted as Post War Vehicles:-

R. D. Prior	North Shore	1947	Jaguar
C. L. Lowe	Wanganui	1951	B.S.A.
B. McGilligan	Canterbury	1951	Matchless
H. B. Ashton	Canterbury	1948	Singer
T. Watson	Wanganui	1953	B.S.A.
R. J. Brookland	Canterbury	1951	Royal Enfield
J. Forbes	Canterbury	1950	A.J.S.
K. Becker	Canterbury	1954	B.S.A.
A. Ashwin	Wanganui	1954	B.S.A.
B. Shore	Wanganui	1951	Ariel
P. Thackwell	Canterbury	1953	James
T. Bersford	Wairarapa	1952	M.G.
N. A. Morrison	North Otago	1955	Triumph
M. Carruthers	Gisborne	1946	Austin
E. Fussell	Canterbury	1953	Norton
D. Edwards	Canterbury	1948	Armstrong Siddeley
J. & D. F. Nuttall	Whangarei	1948	Vauxhall
D. C. Vile	Manawatu	1947	B.S.A.
M. Hutchinson	Wairarapa	1948	Riley
W. Cross	South Otago	1957	International
C. Adamson	Southland	1955	Velocette
C. Russel	Southland	1951	Ariel
G. Scott	Canterbury	1951	Chrysler
M. Kendrick	Wanganui	1952	B.M.W. M/C
R. J. & R. J. Hosken	Ashburton	1947	International
W. M. Scott	Ashburton	1955	Triumph

The following vehicles have been dated:-

J. H. Williamson	Banks Peninsula	1937	Austin
J. H. Williamson	Banks Peninsula	1939	Austin
B. K. Anderton	Bay of Plenty	1937	Chrysler
R. S. Wallace	Wanganui	1929	Pontiac
G. J. Pauley	South Canterbury	1914	Douglas
E. & M. Preston	Canterbury	1911	Overland
Mr & Mrs P. B. McGilligan	Canterbury	1928	Vauxhall
G. Pepper	Canterbury	1912	Buick

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21st Birthday Taranaki Branch

by Colin Johnston

The Taranaki Branch celebrated their 21st Birthday on Anzac weekend in April. One hundred and forty entries were received from branches all over the North Island, along with local Taranaki entries. The Rally secretary, Mr Rob Thomson, was elated with the response from entrants and an excellent cross section of vehicles, with all classes on the entry form being represented. Veteran, Vintage, Post Vintage and Post War cars and motorcycles, converged on New Plymouth where all the weekend activities were centered at the large racecourse complex. The rally programme consisted of Friday arrival and registration, a swap meet, a reunion evening for all rally participants together with

past and present Taranaki Branch members. On Saturday morning the swap meet continued until the start of Road Rally which returned entrants to the racecourse with a short break and then into the night run rally ending with an excellent country and western evening of entertainment.

Sunday at the racecourse saw a Regularity Trial and Motor Show which was opened to the public. In the evening the 21st Birthday of the club was celebrated with presentation of trophies and a cabaret.

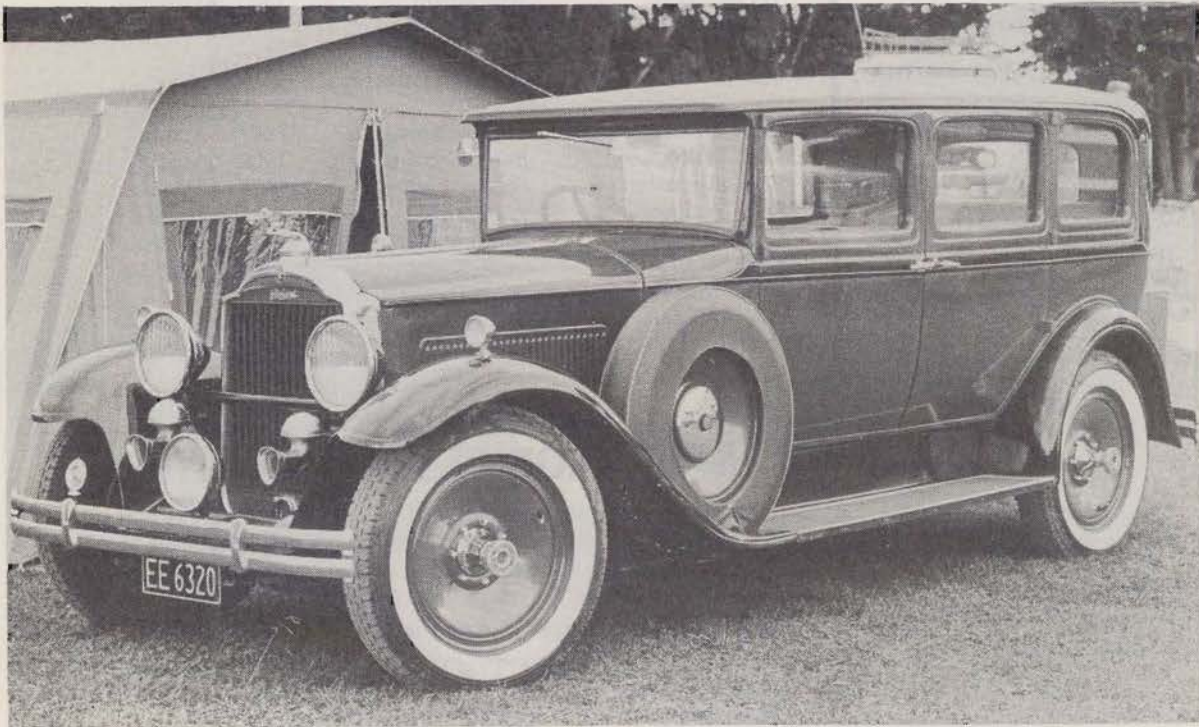
A varied programme was organised for this special event but with a lot at stake and the reputation of the Taranaki Branch to uphold the 21st Birthday Rally Committee proved that good

organisation with a steady team could present a programme with a difference and above all keep all entrants happy, which is what they did.

Des Moore, the Rally Chairman, organised the road run and night trial section. With his experience everyone seemed to be enjoying the navigation side of the rally. The night trial was hailed a huge success with everyone enjoying the beautiful moonlight and the different reflectorised checks that we have not used before for a National event. We were proud to be able to perhaps pave the way for other branches, by presenting a night trial included in a rally programme.

The Regularity Trial and Motor Show held on the Sunday was an

Charlie Harris, Tokoroa, 1929 Packard Sedan was one of many Vintage Cars on display at the New Plymouth Racecourse at Anzac weekend. Photo Taranaki Newspapers.



outstanding success. There were approximately 5500 people who came to view the vehicles. For the first time in our history we had a Regularity Trial on the trotting track of the New Plymouth racecourse. It gave the public a chance to view our fascinating old vehicles in action and they really loved it. The Trial involved entrants taking part in the handicap test for performance and they were all given an average speed to complete one circuit of the track. They lost points for early or late crossing of the finish line, so the correct speed was essential.

Two present day members who reside in Australia, Jack Castle and his wife Shirley formerly of New Plymouth and Royce Kitney formerly of Waitara, arrived to take part in the celebrations. Norman Dewhurst, our National President, attended the celebrations and said as a branch gets older it grows in many ways and its members gain knowledge and experience. He urged

members to pass on their knowledge and encourage new members and actively support their branch and club. He congratulated Taranaki on reaching twenty-one. Taranaki Branch chairman, Mr Eric Terrill, said in reply he hoped this birthday rally would be remembered for its hospitality, friendships renewed, new ones made and for cheerful competition and a sparkling array of vehicles.

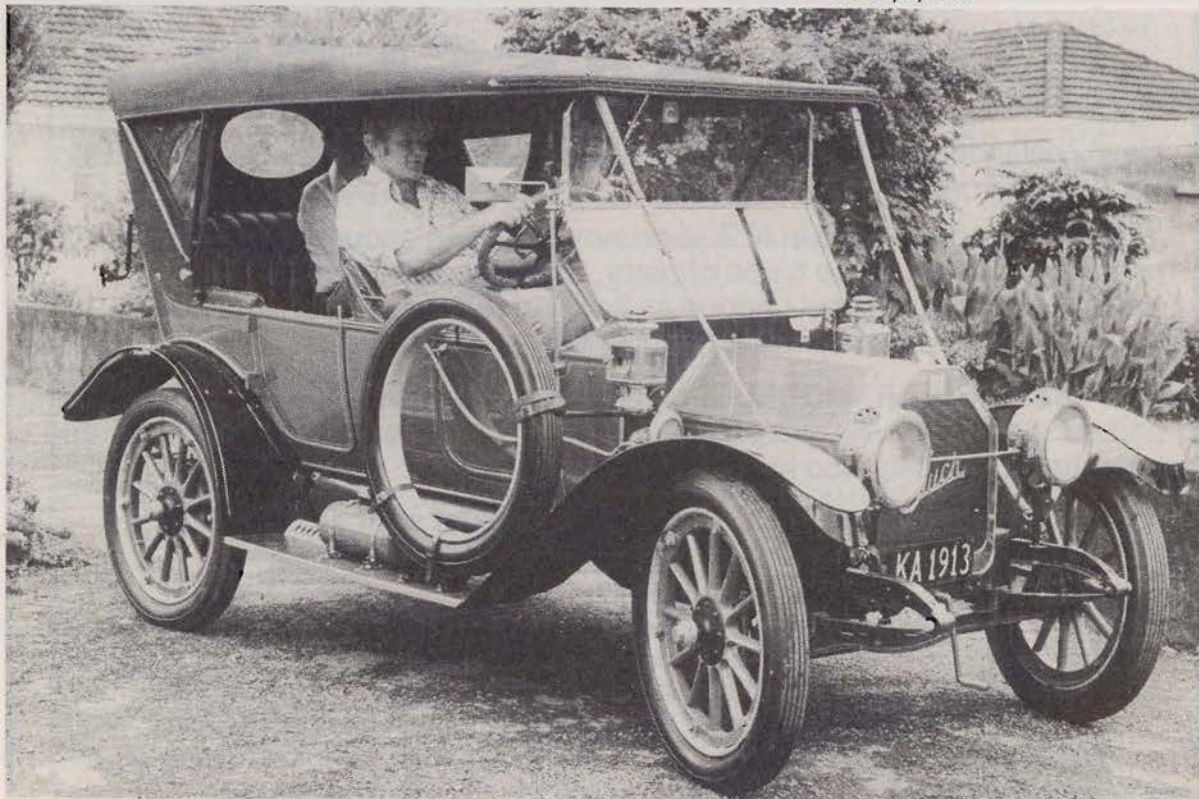
The oldest vehicle entered in the rally was a 1904 single cylinder curved dash Oldsmobile entered by John Benton of Hamilton. Other rare entries were received from Jack Osborne from New Plymouth with a newly restored 1913 Buick Tourer making its debut, a 1926 Bugatti Type 43 Tourer owned by John Southward of Wellington, a 1909 Sizaire Naudin, a 1936 Packard Straight Eight Roadster and three vintage Bentleys from the 1920's. Also entered was a 1908 White Steamer owned by Ross Jones of

Palmerston North.

The Vintage Car Show was one of the major events of the celebrations which ended with the birthday dinner and was the climax of nearly 12 months planning by the Rally committee.

The branch had its inaugural meeting at the Y.W.C.A. lounge in September 1961, was attended by 22 local enthusiasts. Mr Batch Collins was the first chairman. The Club membership is now 120 and has its own rooms at the Waiongona Hall. In 1970 the club hosted a National Vintage Rally which attracted nearly 200 entrants. That rally is on the club books as its biggest event yet, but

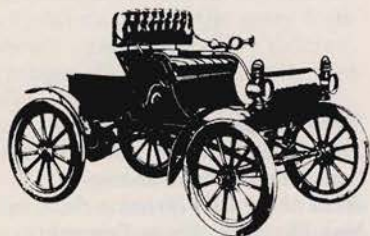
Jack Osborne, New Plymouth, 1913 Buick 4 Tourer winner of the Fast Veteran Class making its debut at the 21st Birthday Rally in New Plymouth. Photo Taranaki Newspapers.



the birthday rally will no doubt earn its place in the records.

Present day members: J. G. Castle, D. H. Cornwall, I. H. Howell, T. M. Kearns, R. J. Kitney and R. D. Thomson were presented with a specially engraved plaque in recognition of being members in the first financial year and attending this year's event.

Presentations were made to class winners by Mr Batch Collins, Mr Norman Dewhurst, and Mr Rob Thomson. I would like to thank the rally committee and all entrants for making our 21st Birthday celebrations such a success. It will always be a rally to remember. □



OFFICIAL RESULTS

Motorcycles

1st	Veteran	Bob Clarke	Bulls	1911 King Dick
1st	Vintage	M. Stokes	Taranaki	1925 Triumph
1st	Post War	M. McKie	Waikato	1950 Sunbeam

Motor Cars

1st	Veteran Fast	J. Osborne	Taranaki	1913 Buick
2nd	Veteran Fast	D.V. White	Waikato	1909 Sizaire-Naudin
1st	Veteran Slow	J. Benton	Taranaki	1904 Oldsmobile
1st	Veteran Commercial	Rod Welch	Auckland	1912 Ford T
1st	Veteran Night Trial	R. Finucane	Waikato	1917 Dodge
1st	Vintage Slow	D. Cornwall	Taranaki	1924 Buick
1st	Vintage Fast	T. Mathers	Wellington	1929 Ford A
1st	Vintage Commercial	B. Dunnett	Waikato	1928 Ford Truck
1st	Vintage Night Trial	B. Dunnett	Waikato	1928 Ford Truck
1st	Post Vintage	G. Brannan	Hawkes Bay	1935 Morris 8
1st	Post War	B.L. Spragg	Taranaki	1948 Morris 8
2nd	Post War	J. Bayley	Waikato	1951 Jowett
	Longest Distance travelled	J. Webber	Gisborne	1928 Austin 7

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Cust Revisited

by Bob Entwistle

Nostalgia! Everywhere I looked, nostalgia. The motorcycles, faces, the place, the smell of burnt Castrol R; the sound of racing engines with open exhausts, a shingle road, even the occasional sound of a steam whistle — not this time from a train, which used to bring crowds of spectators in those days, but disappointingly from a traction engine on display. All these things brought back memories for me at this venue.

There were changes to the scene; the cars in the paddock were a lot more modern than they used to be and a barbed wire fence where there was a gorse hedge in front of the start and finish. The location — give up? Well, this event was the reunion of the "Cust Riders and Helpers", held last Easter Monday at the old Cust circuit near Christchurch.

The reunion started with a social at the Canterbury V.C.C. clubrooms at McLeans Island on the Sunday night with a buffet meal, followed by speeches from George Begg, Jack Brewer and Tom McCleary, Senior, who were all very entertaining when reminiscing about their past at Cust; credit was given to Tom with a presentation. Without his foresight and effort there would never have been any racing at Cust.

The Monday was a great sight at the course with all those bikes from the famous racing stables of yesteryear, competing with makes of sporting and modified specials that were the hallmark of this event in those years dear to me.

For me it was difficult to drag myself away from the pit area to view the races, because like a lot

of others, there was much catching up to do. Some people whom I had not seen for 30 years or more, plus a great collection of interesting racing machinery to ponder over and discuss.

The interest it aroused was evident with ex-competitors coming from the far North and the far South, even Stewart Island, to take part in the races or the parade. There was a good turnout of bikes and riders for the races and everyone who witnessed the action agreed that the performances of some bikes and riders were reminiscent of the old days. Even the pre-war riders like Len Perry, Jim Oed, Marty Rush, Jim Swarbrick, Maurie Wear (1939 3rd place) were there and put up good speeds against younger competitors.

One incident worth mentioning

Mr George Begg making a presentation to Mr Tom McCleary Senr. for his efforts at Cust. Also seen are Mr Bill Nelson and Mr Jack Brewer. Photo by Mr Norm Whyte.



Branch Notes

The following Branch Notes were inadvertently missed out on the paging for the main issue. We apologise for any inconvenience to the Branches concerned.

— Editor

ASHBURTON

Our Club night on March 17 was a very interesting film evening with Mr Eric Osborne showing films from his garage days during the 1950's and 1960's and Mr Martin Scott showing slides from the recent National Motor Cycle Rally.

March 20 saw our Branch and Waimate Branch members combining to take the youngsters from the Temuka Children's Home on a picnic run to the Pleasant Point Domain. The children were given a barbecue lunch, a game of cricket, a ride on the old train owned by the Pleasant Point Preservation Society and after a huge afternoon tea, they were driven back to the Home. Thank you Waimate members — we did enjoy meeting up with you.

Our Swap Meet was held on March 26 and from all reports it was one of the better ones. Members from all parts of the country were present.

Easter saw a large contingent from our Branch attending the National South Island Rally held in Blenheim. With no major breakdowns and with our Branch winning the Penzoi Trophy it was a very successful Rally, thoroughly enjoyed by our members.

Our Club night on April 21 took our members to Christchurch to see the work done at Auto Restorations. A fascinating evening which has sparked much enthusiasm amongst our menfolk.

Our monthly working bees on the Railway line are nearing an end. Once the line is completed trains will be able to travel from the Plains Preservation Society's grounds to our Museum. Another important milestone for our Branch. Our Club is very fortunate in that we have members who are prepared to work in well together to achieve a common goal — the betterment of our Club.

Further restorations underway are: Arthur Wolfrey's 1927 Austin 7 Chummy Tourer; Chris Sheppard's 1919 Ford T Roadster; Pearce Watson's Model A Ford; Trevor Lambie's 1938 Ford V8 Coupe; and John Newland's 1947 Ford De Soto. Colin Bearman recently visited Australia to check up on the body and hood dimensions for his 1948 Royal Tourer Daimler. Colin also came home with a suitcase full of Triumph

motorbike parts. The trip was certainly worthwhile for Colin and son Mark.

Welcome to new member Wayne Radford and his 1938 Ford V8 sedan.

PAMELA BELL

AUCKLAND

Easter was the greatest event we have seen in Auckland for 19 years, it being that long since we last hosted the North Island National. Although entry numbers were not high (we have had as many for an annual Hunua rally) — the Rally committee had provided for everything and with some finances gathered from a motor show last November together with a public display in the Manukau City Centre during the rally most of the catering was supplied with the compliments of the club.

It all started on Saturday morning with Easter Bunnies, Pat Dewhurst and Eileen Roberts handing out chocolate eggs to all the competitors and as there were three different distances plotted for the timed runs we were surprised to see they all arrived at the Pukekohe A & P Showgrounds for a quiet lunch break at approximately the same time.

The evening motor show attracted a good attendance and the South Auckland public seemed to respect our fine machinery even though someone was selling soft ice cream in the middle of the display. The next morning everyone gathered again at their starting position behind the Civic Centre to set off on a short tour of the Whitford area before arriving at Murphy's Bush for a barbecue lunch. Then there was time to look over the cars and place a vote for the Concours de condition before scuttling off home to change for the dinner and prize-giving in the evening. We were pleased to see Ross Jones from Manawatu take the Concours and the Veteran Section with his 1908 White Steamer and Chris Shelley from Waikato take the under 2000cc class prize with his Armstrong Siddley, a last minute stand-in for the Detroit which balked on the Friday. North Shore took the over 4000cc and the P.W.V. sections with the Keenan Chrysler and Bob Ballantyne's '56 Chev and the Motorcycle section was won by Les Diez from Waikato.

An almost equal number of Blue and Whites crossed the bridge to help North Shore Branch celebrate their 10th birthday and a small contingent went to the far north for the Parker Memorial Rally. Alan Price brought home the trophy from the shore.

Anzac weekend gave our locals an opportunity for a return bout and 22 took on the 700 mile challenge to take part in Taranaki's 21st birthday rally. Keven Mawkes gathered up a prize in the slow Vintage section and Brian Sale gained a place in the Commercials with a Model A pickup he had just purchased in the South Island. Rod Welch got the Veteran commercial place by default.

In March a strong contingent of Aucklanders attended Northland's 21st birthday rally which also featured their inaugural Veteran rally. The Club Charabanc made the journey taking eight hours driving time each way! Northland put on an excellent reception rally and dinner and we were delighted to see one of their founder members, Elmer Music (with the help of an Auckland navigator Andrew Chapman) overall winners and first veteran. Rod Welch took 2nd and Mike Courtney 3rd veteran, all had Model T's. Jim and Merle Montgomery turned their home into a boarding house for the weekend, catering for fourteen, while Jim organised the rally and looked after three cars as well. The Northern Advocate carried a six page feature in their Motorweek supplement and Jim's 1912 SCAR rightly took front page in colour but it was a bit unkind to print a photo of the Mihaljevich Talbot engine upside down!

The previous weekend the scribe attended the New Zealand International Grand Prix 30th Reunion at Pukekohe and although several advertised vintage machines did not show up it was an excellent day — full of nostalgia of the good old Ardmore days and the Pre 1940 event featured the Studebaker 8 special from Levin, I. Valling's Bentley that we don't see often, a local Riley 9, Bruce Winder's Brooklands 9 and a delightful little 31 Morris Minor sports from Wellsford. Alan Droy had the misfortune to seize a piston in the 30/98 just when he was getting the edge on the Bentley in the last lap so we still don't know which is the faster car. In the historic racing cars there was a Cooper Vincent from Christchurch and the Northland Special from Kaikohe. A V8 Mercury special won the class but Ross Jensen did not enter the Maserati 8CLT and did a couple of laps later on just to blow out the cobwebs. There were lots of Bucklers and Morgans and XK120's Austin Healeys, MG's and an Allard from Invercargill won the 1950's sports car event. There was an excellent display of Tiger Moth flying

and aerobatics with a scale replica Hawker Fury and a Stearman. On the ground the Ford Club paraded a full range of Zephyr saloons and convertibles Mk1 through to Mk IV and we went home with an excellent souvenir booklet of the N.Z.I.G.P. history to add to the bookshelf.

BARRY ROBERT

EASTERN BAY OF PLENTY

Club nights are still remaining better attended than last year, though there have been no club activities. A picnic run to Opotiki in early April had to be postponed, due to heavy rain.

Six members travelled to Auckland for the North Island Easter Rally. Bad luck dogged Merle and Steve Trott,

when the Chrysler called it a day, not far from Matata, so they came on to the venue in the modern, and were kindly offered a car to enable them to compete. Only one word for the organisation that weekend and that's "tremendous".

At the close of the April meeting our branch chairman, Allen Peterson, brought along slides of their recent American trip and we enjoyed an hour's viewing.

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was an entry by a George Jennings on a very original pre-war ES2 Norton complete with green registration plates. This was ridden by the boy's father in the 1939 Cust and I think George Jennings Senior came in 7th that year.

There was a parade at midday for the Cust riders who did not take part in the races. This was led by a very nicely restored Triumph sidecar outfit with the 1936 winner, Mr Bill Nelson, in the chair. The parade had a good spectrum of riders covering the years it was run, which included two women who took part in the races post-war. Other pre-war riders I know of, who took part in the parade, were Hermie Dunlop, Viv Laws — winner of the 1940 handicap race, Mac King, Jack

Nostalgic ride for Marty Rush at Cust. Photo by Norm Whyte.

Typical start at Cust. Photo by Mr Norm Whyte.



Brewer who put up the fastest lap pre-war on a Rudge, but this time was on Hec Orchard's Rudge.

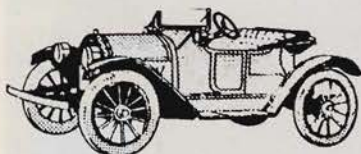
There was a lolly bomber in the form of a Tiger Moth which put on a flying display to amuse the large crowd. There were also traction engines and stationary engines to add interest to this historic scene.

Credit must be given to the organisers of the local committee of the New Zealand Classic Motorcycle racing register and the Cust Community Centre for putting on such a fantastic spectacle. Let's hope it can be done again in 1986 for the fiftieth anniversary.

STATISTICS

For those who are not familiar with the Cust circuit.

The first year: 1936 (32 competitors entered first year of race but records show 26). Length of circuit: 6 1/10 miles. Distance of the race: 152½ miles. Number of laps: 25. First year of class races: 1947. First year of Open Class: 1948. First year of Two Stroke races: 1950. First record year of entries — 1950: 109. Total competitors over the years: 614. First year short course — 1960: 4½ miles. Types of bikes used first year: 4 Rudges, 5 A.J.S., 1 B.S.A., 3 Sunbeams, 3 OK Supremes, 6 Nortons, 2 Royal Enfields, 2 Velocettes. About 2000 gallons of waste oil was sprayed on the road before the race to lay the dust. □



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Obituary

JOHN LEMUEL GODDARD 1907-1983

The death of John ("Jumbo") Goddard occurred in Sydney on 25th February.

His many friends around the world will mourn the loss of an enthusiast whose range of interest spanned not only cars, but motorcycles, clocks, books, firearms, steam propulsion and the sea.

As well as maintaining magnificent stables of cars in both Australia and England, Jumbo owned, and regularly competed with an ocean racing yacht, moored on the Pittwater in Sydney, and enjoyed his steam pinnacle which he recently shipped to the U.K. to be steamed on Windermere. He owned one of the replica main line locomotives in regular use on the Romney, Hythe and Dymchurch Railway on which he worked with his friend the late Johnny Howie.

It was with Howie that he first visited New Zealand in the early 1930's and in recent times had competed in all three of our international rallies, winning his class in 1965 with the 30/98 Vauxhall accompanied by the late Harry Rose, as well as enjoying one of the Bentley Alpine rallies.

Jumbo was in the 76th year of a life which seemed like a story straight out of "Boys Own".

He had raced at Brooklands, prospected for gold in Australia and diamonds on the Gold Coast of Africa, sailed before the mast on full rigged sailing ships, and drove his vintage Bentley, purchased in 1927 and steadily improved over the years at 164 miles per hour at the Belgian Speed Trials.

His father was a successful barrister who drove a chain-drive Daimler in early hillclimbs before turning to the game of golf. Jumbo

chose not to enter law, however, and after his education at Brighton College was apprenticed at Thornycrofts at Southampton, starting a connection with marine engineering that was to remain all his life.

He was part of the 'Pip, Squeak and Wilfred' Morgan Team and won a Brooklands gold medal in his Blackburn Aero for lapping at over 100 m.p.h.

Jumbo was a man of character, generous, straightforward, enthusiastic about all things mechanical and prepared always to open his home to friends and share with them his knowledge and experience.

He did not suffer fools gladly, but was nevertheless patient with those who had not yet enjoyed his experiences of life.

I for one will ever be grateful for the many pleasurable hours spent in his company, for the knowledge he was able to share and for the wonderful motoring experiences I shared through his generosity.

To his wife Kathleen, who he did not marry until late in life, but who brought him so much love, companionship and comfort, we extend our deepest sympathy.

GAVIN BAIN.

MAX HATHERLEY

The death occurred recently of Max Hatherley a well known and respected Canterbury Branch Member. Max served as a committee member and social convenor for several years. He took part in many events in his 1930 Hudson Super 8 Sedan. Our sympathy is extended to his family.

Kangaroos Cross The Tasman

by *Glen Bull*

Nearly two years ago a visit by Ray and Joan Oakes from Perth, Western Australia, led to discussing the possible attendance by a group of members of the Vintage Motor Cycle Club of West Australia, to the 8th National Rally which we, the Wairarapa Branch of the Vintage Car Club, were hosting at Tauherenikau Racecourse during the weekend of 18-21 February 1983.

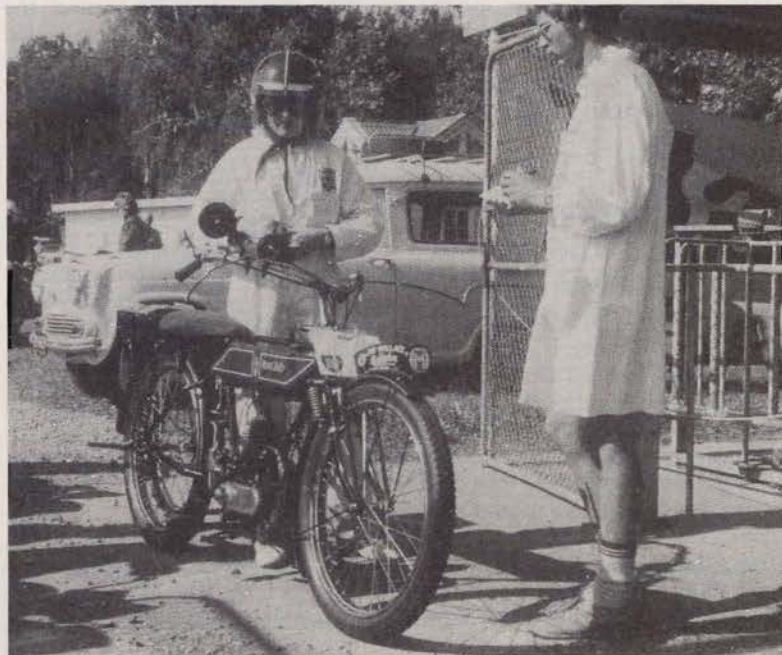
After some correspondence in both directions, the Perth group was finalised at 15 bikes and 32 people. On our side of the Tasman we were able to notch up two firsts for a National Motor Cycle Rally, one being to have an overseas contingent specially for a motor cycle rally, the other being the first district to have hosted this event twice. Needless to say, this was built into our publicity wherever possible.

Paperwork is the bane of all travellers, and in this instance we arranged on their behalf registration stickers for the bikes following the advice of the Ministry of Transport and the Post Office that these were necessary. A last minute hiccup occurred when we were advised that proof of current registration in Australia was necessary, and this had to be flown by special courier to arrive in time for Customs clearance.

While all these negotiations had been progressing for some time, we had been in touch with Paul Reed, our old friend from Brisbane, and one who had attended the Rotorua International on a motor cycle. He was persuaded to call again to New Zealand, flying across in

Eric Langton on John Gloyn's 1913 Colonial B.S.A.

Joy Wallace at start of run.



time to compete at Pukekohe Classic Race Meeting held the week before our National event.

Transportation of wives and luggage was finally overcome by hiring a Newmans coach which, following their arrival back in Auckland after the rally, conveyed the whole group on a short tour of Northland then a week's tour of the South Island.

Owing to the wide diversity of the Australian bikes touring, i.e. from 1910 to 1951, back-up facilities for two weeks was a must and I offered to provide the service. In addition to fuel and oil, the van carried a range of tyres, tubes, spark plugs, tools etc. A trailer completed the breakdown service and was in fact used from the first day as Ann Oakes 500cc Trials Royal Enfield Bullet suffered oiling problems, and finally seized up.

There were several people in the group who should be mentioned as their involvement with motor cycling goes back more than just a few years. Foremost of these is Eric Langton, winner of the Golden Helmet for speedway riding three times in the 1920s. Speedway gave Eric a 20 year career which earned him fame and fortune, taking him around the world and gave him second place in the first "World Title". He captained an English touring team here in the early 1930s. In 1928 riding a 3 speed Scott Super Squirrel, he won the Scott Trial, England's toughest. Eric also rode

in the Isle of Man races as a Scott factory rider. Another competitor was Bill Young, riding a 1949 Norton, this machine being a Norton factory machine which was used in the Scottish 6 Days Trial. The fact that Bill was riding an ex-works bike is not surprising as he once worked in the Norton race shop, and was a mechanic for Geoff Duke in the early 1950s. Geoff Duke of course needs no introduction. Another from the group, though not riding a machine, was Neil Stephenson whose involvement with motor cycles also stretches back many years, one achievement being a Replica from finishing in the 1948 Manx Grand Prix. Presently owns several Sunbeams, one being a 1914 Combination.

Mention should be made of John Rock, known as "Rockie" (1910 fixed engine Triumph); John Gloyn (1913 two speed B.S.A.) co-rider of this bike with Eric Langton to Masterton; and father and daughter combination of Jim and Joy Wallace riding respectively a 1912 Rudge Multi and 1914 fixed engine Royal Ruby

2 stroke. All these folk completed the thousand miles from Auckland to Tauherenikau via Rotorua and Napier with return to Auckland via Levin, Wanganui and New Plymouth. Apart from water in the magneto one day in the Royal Ruby and a blown tube on the B.S.A., they enjoyed a trouble-free run.

Completing the group were Ray Oakes (1925 Grindlay); Jack Berkshire (1927 flat tank Norton); Max Madill (1942 WLA Harley Davidson); John Boyd (1951 Matchless); Jim Clark (1949 A.J.S.); Alex Selley (1925 Model P Triumph); Barry Makin (1928 Raleigh); Ian Fleming (1928 Indian); and Frank Cocks (1934 B.S.A.). With the exception of Ian Fleming and John Rock, wives of the riders travelled in their chartered Newmans coach.

The full story of their Thousand Mile trip, including the now well established New Zealand Tour which follows on from the National Rally, will be told in a future article. □

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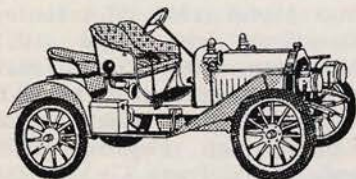
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Branch Notes

BAY OF PLENTY

March 27th was a leisurely run to Thames organised by Alan and Dawn Webb. Left Tauranga with a morning tea stop at Paeroa then onto Thames where over 28 cars and one motorcycle with sidechair participated in a display for the Goldfield Celebrations.

Eight members travelled to Auckland to participate in the Easter Rally. By all reports this was most enjoyable as also was the scenery.

Congratulations to our branch team for gaining 2nd place in the Teams Event. Congratulations also to Stuart Gradon on his 1st place in the Post Vintage Section. The whole weekend was a great success.

On April club meeting night Bill Janes gave an interesting talk on castings. Sunday 17th was an afternoon run organised by Bob and Muriel McGarva. This was an enjoyable run, good roads and scenery, and finished with afternoon tea at Plummers Point Hot Pools.

Anzac weekend approximately six cars travelled to New Plymouth to compete in Taranaki's 21st Birthday Rally. Everyone seemed to enjoy themselves, thanks New Plymouth.

BEV SMITH

Firestone
put quality first

BAROSSA VALLEY NATIONAL 1984

Freight rates are as follows subject to any freight increases, currency adjustments etc.

Cars, any main port in New Zealand to Sydney or Melbourne, \$1200 return. Vehicle road transporter as required \$187 each way, Melbourne/Adelaide. All prices New Zealand currency.

Following the Barossa it is understood that the Veteran Car Club in Sydney will be celebrating their Silver Anniversary from 1/8 April 1984.

Should further details be required contact Norm Skevington or the Club Secretary, Robt Duns, Box 2546, Christchurch.

middle of the lounge, and the recently completed Roadster body was sitting in pride of place in the dinette!

Warner Mauer is really getting into his large 1914 Cadillac Roadster and threatens to have it completed for next season. Ron Duckworth continues to attend every event possible with the 1909 Wolseley-Siddeley and the writer is still having frustrating problems with the 1908 Humber.

Richard Foster is well into his veteran Minerva rebuild up at Hororata and Bob Mansbridge is about to start on his Bullnose Morris. Julian Loughnan meanwhile has his Bullnose on the market having acquired the pretty and original Sunbeam 14/40 from Nelson.

GAVIN BAIN

CANTERBURY

The most important event on our Calendar, the Annual Rally, was held in February with 160 entrants. Most completed the rally which took in a large area of North Canterbury, though there were two or three whose day was stretched somewhat with mechanical problems.

The rally and field events held on Andrew Anderson's property at Amberley produced many figures from which Club Captain, Ivan Taylor managed to come up with winners etc of the various categories in the same efficient manner in which he organised the event. The social side of Annual Rally was a great success also, with a Cabaret on Saturday evening

continued on page 23.

BANKS PENINSULA

As the season draws to a close there is time to reflect on some of the highlights of the Branch year.

We continue to have a satisfactory turnout at all events with some of our now traditional ones drawing support from all over the South Island.

The Annual Veteran Rally and the Pomeroy Trophy Event should not be missed and the lesser events also are worthy of attendance and always provide fine motoring, and good company. Let's see you next year!

The Ashley Hillclimb on April 16th attracted 18 entries, amongst whom were Eileen and Malcolm McMillan, who brought the Ransley Riley up from Dunedin.

It was first time out for Maurie Stanton with his very neat Vee-Twin B.S.A. Sports. Both car and driver acquitted themselves in the usual Stanton fashion. George Henry also had his A.J.S. out for the first time and managed to pull off the Hillclimb Shield Trophy.

April 23rd saw the Erehwon Rally come round again and as ever, the weekend was voted a big success by all. Ian Archibald and Citroen managed to win the trial and the weather fortunately remained kind.

On the vehicle front we hear that the saga of Tony Airs' A Type Vauxhall rebuild continues. When last heard of the beautifully rebuilt engine and radiator were sitting proudly in the

The Veteran Era

The photographs on pages 19-22 complete the series sent in by John Hearne. The originals were taken on a holiday trip in the North Island in 1908 and feature a Darracq which belonged to a Mr C. F. Gardner and also other cars including another larger Darracq from Wellington which joined the tour. John and his wife decided to follow the same course about 70 years later and has added his comments which add interest to the photos. Photos 1-8 were published in issues 140 and 141.



Photo No. 9. "Tug-o-War" Wellington Darracq on the left, Gardner Darracq on the right. All photos supplied by John Hearne, see story on Page 18.

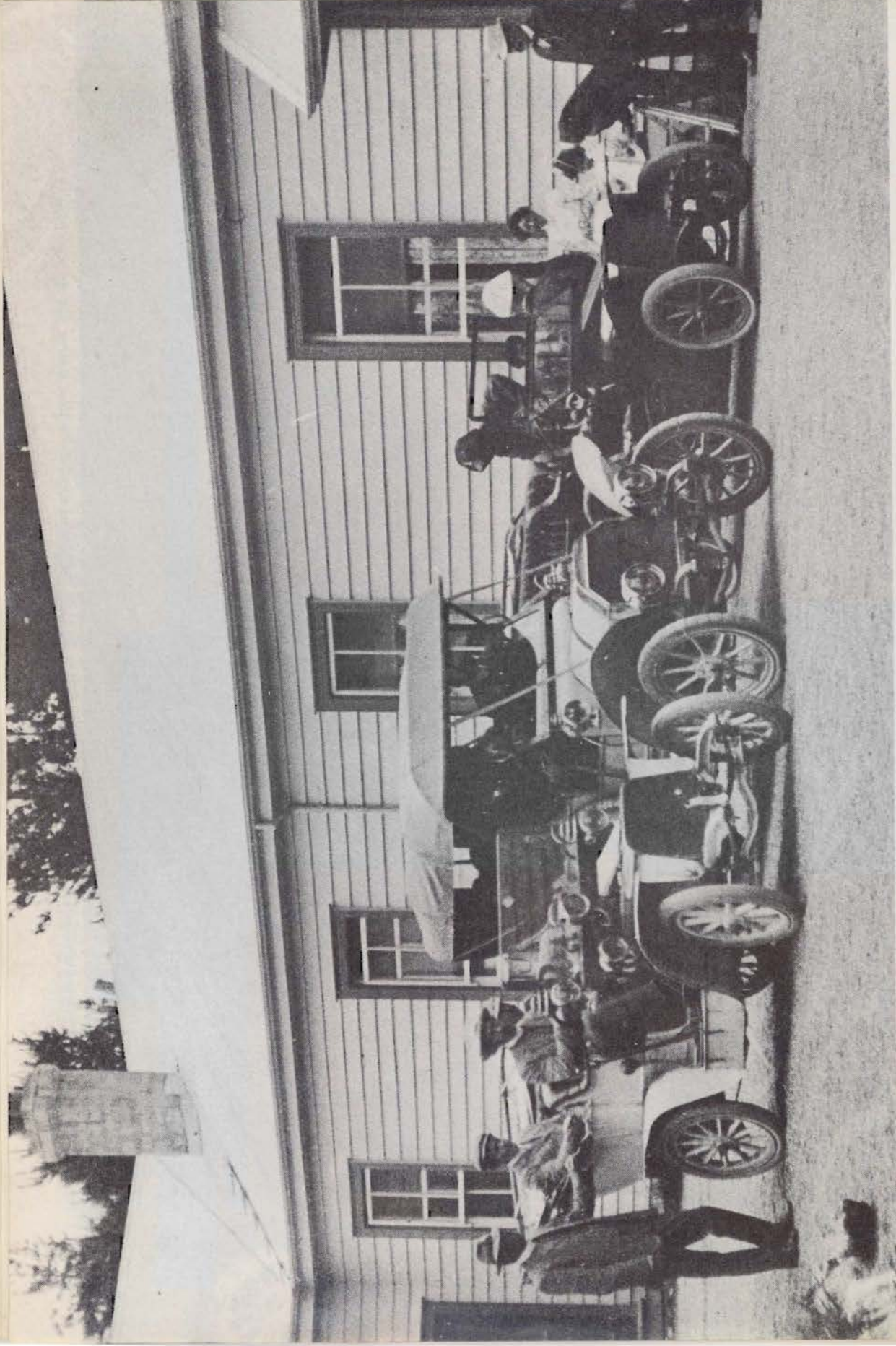


Photo No. 10. "Another Start - 27 December, 1908. Leaving Wairakei for Rotorua."



Photo No. 11. Taken near the Spa Hotel on the Napier Taupo Road. The Hotel now known as De Bretts is situated above the cliff.



Photo No. 12. "Hotel Okoroire 30 December 1908". Possibly taken on the return journey. The only photograph in the set, of the 3 Darracqs together on their own. The Hotel still stands as does the building in the photo. This was once the Main South Road but is now bypassed in favour of Tirau.

and a barbecue and buffet tea on Sunday at which the trophies were presented. This replaced the traditional dinner and made for a very pleasant change.

In response to an invitation from the Centennial Celebration committee at Hanmer, a large contingent travelled up there to take part in their centennial procession and gala day. It was a great time for all and included a most interesting evening at the Forestry camp during which the Club was challenged to outing a Visiting Club of very mixed background (Irish, Scottish and English). It was a most unusual challenge which brought out the best in most attending. Some good and not so good stories were told, and the writer's birthday was celebrated in traditional manner at midnight, thank you ladies.

All sights are now set on Irishmans Rally, Queen's Birthday weekend at which the hardy, the silly and those that know no better set out in record numbers to travel many miles over terrain not normally used by our branch.

ROSS BUTLER

GISBORNE

A variety of activities have taken place recently. Four vehicles from this Branch, 3 Austins and a Plymouth, completed the long journey to New Plymouth for the 21st Anniversary Rally. It would be over 400 miles from here to there and the four cars saw a great deal of hard work in a short space of time. The Austin 7's must now have well used gearboxes.

Understandably our contingent carried off the 'Furtherest Travelled' prize for the Rally. Bruce McPhail's Plymouth did not return unscathed. Somewhere on the trip home a mudguard was mysteriously damaged. Neither driver or navigator were aware of the incident, so obviously must have slept part of the way home. Some panelbeating will be required to put things right. I trust Joe Webber's Austin succeeded in bedding in a replacement diff which had just been installed, with much anguish and tears, only days before the big event. Rumour has it that Bruce has since bought an Austin, so somebody must have been impressed with their performance.

Good progress has been made with the new Clubrooms. Recently a large number of members were busy completing all the jobs prior to wallpapering. John Sisterson completed a fine set of cupboards which are set into the wall of the main meeting room, and there is little doubt that the new rooms will be very pleasant. Sales of parts from the Club

store have helped to fill the depleted coffers, and we are anxious to raise some more money in this way. To assist in fundraising a monster garage sale is planned and all members have been asked to contribute something. The Branch has welcomed a new member to Wairoa, Mr G. J. Ross from the South Island.

Other activities have included the 'Neil Peterson Run' to Wairoa. Ten members in seven vehicles braved the wet weather. We are not used to this kind of moisture after four months of drought, but it was a good run with Robin Cameron in his Whippet winning the main trophy. Eric Ninness turned in the best result but driving a modern was not eligible for the prize.

Activities planned for the future, at the time of writing, include the 'end of Registration Run' on June 19th and a Barbecue and Gymkhana arranged by the Classic Motorcycle Club at the Makaraka Racecourse on the 12th of June. The Motorcycle boys are determined to demonstrate their superiority in this type of event.

BRUCE SCAMMELL

GORE

In early March the Club Captain's Rally arrived in the deep south having travelled down from Central Otago on Friday 4th to Balclutha. After a motor show on the Friday night the cars (with some local help) numbered around forty, proceeded down towards the coast in the Catlins area. This run had been set out by Don Jenks who lives at McClelland. Lunch was at the very pretty Purakanui Falls, which are within 10 minutes walk of the road. On return to Balclutha a function was held in the town hall with films and slides being shown with a good attendance to appreciate it all, finishing off with a social hour and supper. The cars departed on Sunday morning for the journey back.

Our Annual Auto Jumble was held on the 16th April at the Gore Racecourse. We were favoured with good weather and a good attendance.

It was on a par with past years and it's good to see a lot of the same old faces, some from as far away as Christchurch, who represent the keen members of the club. Still plenty of "bits" around and usually most in attendance get some benefit from these events. We had a number of club vehicles on display and some twelve of these were photographed to update our club records. Some were new restorations and some were either newly purchased or transferred members.

Club activities have been quiet of late with a garage raid having to be cancelled in late March for various

reasons. It is now planned to hold this in June.

No new restorations but hopefully we will see some soon.

We had a night trial on the 14th May and had hoped to strike a reasonably fine night to attract as many vintage's as possible.

Our Annual Meeting will be held in June so we have just about wound up another season which has been pretty good for numbers attending rallies down this end of the country.

RON OSBORNE

HAWKES BAY

Our Annual night trail was ably held by Roger Machin, even though some found the cryptic aspect of the instructions just a bit tough, mind you a very worthy winner was found, namely the Perry crew.

The club was offered two veteran vehicles, a 1914 Benz car and a Leyland truck, a very fine gesture by the Mills estate. The committee put this offer to the members at a special general meeting, but unfortunately was regrettably declined.

Geoff Johnson and his team ran another successful annual motor cycle rally. Entries were down but by all accounts everyone seemed to have a cracker of a time.

Allan and Dot Harris along with daughter Adrian, and Jim McFadyen, ventured south for the Club Captains Tour, or was it the South Island's version of the East Africa Safari; following Allan's club night account of the happenings, it must have been a boomer.

The guest speaker for March Noggin and Natter was the Vinyl repair man who gave an interesting demo of his skills.

The C.H.B. boys put on a run roaming around the outskirts of Waipukurau, with the usual crew turning up, with even a few venturing over from the Manawatu. The day started out to be a cracker but then the sunshine dimmed and the drizzle started and the skies opened up, apparently directly above my distributor and drowned the lot. What a sinking feeling when you run out of go. Eventually the wet stuff stopped and I managed to dry things out and get mobile again, just as Bruce Poole came looking for me, for which I'm grateful.

Mr Stan Doherty has kindly donated a large old treadle lathe to the club. The lathe came from the old flour mill which used to be at Clive.

By the rumbling from the C.H.B., people are still restoring those funny old cars, and by all accounts Terry Farmer is making a great job of his Morris Isis. Morris Eights seem to be in vogue in the Watson household.

Allan Wenzlick and Dick Shaper are in the process of organising Panel classes in Waipukurau and at this stage all they need is numbers. Rod McKenzie has picked up the "T" pick-up again, Michael Harding has squirted paint at the Studebaker, Brannans are into Morris Eight sports, Don Lange has bought a restored Model "T" truck, Robbie Lee has almost completed a Ford "T" and Hank's playing with his Zephyr again, so if you are thinking of visiting any of this lot it might pay to take your own thermos as they sound far too busy to stop.

MIKE PERRY

MARLBOROUGH

First outing after our return from the Club Captain's tour was a very well attended run to Momorangi for the judging of the Whimp Trophy and the Keown Cup. As usual the motor bikes were conspicuous by their absence with the exception of the faithful Harley Davidson. It was a beautiful day for the Sounds and several of the younger members of the party went swimming while others tried their skill with the fishing rods.

The National South Island Rally was held in Blenheim this year and as we are also celebrating the 25th anniversary of the forming of the Marlborough Branch, this event occupied our minds for months beforehand. Apart from a shower on the Friday afternoon, the weather was perfect and everyone seemed well pleased with the whole weekend. We were able to see just what an asset the new complex will be when it is finished and in full use.

The Fairweather Night Trial Trophy was competed for one moonlight evening and was a big draw-card. There seemed to be people and cars swarming all over the place. I haven't heard if anyone got lost but it was mighty dark out in the country and it helped to have some knowledge of the area. A hot drink and solid refreshments afterwards were very welcome.

HELENA MACDONALD

MANAWATU

Over the rally season a hard core of members have put up quite a total of miles. The branch has been represented at Wellington's November Rally, Masterton's Annual Motorcycle Rally, Hawkes Bay's Safari, Wanganui's Burma Rally, Horowhenua's Tararua Trundle, National Motorcycle Rally at Tauherenikau, South Island Tour, South Island Rally at Blenheim, North

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Island Rally at Auckland, Wanganui's Annual Motorcycle Rally and lastly the Taranaki 21st Birthday Rally. Some members have attended as many as six of those and I know that despite some vehicle problems, all have thoroughly enjoyed travelling to those events and partaking of the hospitality that seems to be part of the Vintage Car Club no matter where you go. It has been a ton of fun.

On the local scene there has also been plenty to do. Back in July a convoy left Bulls and journeyed via Fordell, where several Wanganui members joined us, Mangamahu and the Burma Hill (which Wanganui does not use now) to Karioi and home via Waiouru, Taihape, Mangaweka and Hunterville with stops at various places of interest. One was to view the damage to Len Haycock's front mudguard after he met a local Escort at a tight corner. Although this was simply an extended Sunday jaunt, Bob Clark (King Dick) christened it the Bulz Back Block Blatt, and it is sure to be repeated this year, over a different route.

A successful motor show last September in Palmerston North's big sports stadium raised about \$5000 to buy materials for the clubrooms. Peter Kersell's grouping plan showed the vehicles off to good advantage and received a lot of praise from the customers.

Lynn Huddleston, herself a keen motorcyclist, organised this season's motorcycle rally which was attended by a good number of keen bikies from several branches. They needed to be keen to venture out in the very strong wind that day but nobody seemed to mind. It simply added to the fun.

The annual swapmeet at the Woodville racecourse drew a larger than ever crowd and an increased number of sellers. Apart from being profitable for the branch and of mutual benefit to buyers and sellers it is also of good social value, being another chance to meet club members from all over. Some local members, and visitors are lobbying to have it held at our clubrooms this year so that visitors

can get into our scrap pile and store shed. Apparently the only difficulty is to get enough parking for cars.

Nearly 50 vehicles entered for the Ruahine Ramble in February, which started and finished at the clubrooms, and was followed by a barbecue meal. It was a relaxing informal evening. With the lunch stop at the Kimbolton Domain some entrants saw some different parts of the Manawatu hinterland, particularly on the sporting route.

I can only recall two monthly Sunday runs in recent months, one in November to Crosshills Gardens at Kimbolton which is a private collection of Rhododendrons said to number several hundred varieties. It is certainly a stunning display at the height of the season and one that attracts hundreds of visitors on open days. The other was to a homestead at Kumeroa to provide a bit of colour for a family reunion. Of particular interest to us was the large water wheel, about 4 metres in diameter, which had been designed and built by a former owner to drive an electric generator. Only the part-buried wheel, a pulley bearing block and vestiges of the dam and flume remain. Some of our lot seemed to be disappointed not to find a long forgotten veteran in the back of the old stable-cum-workshop.

Working bees at the clubrooms tailed off for a while but with renewed interest are again fairly well attended. We now have water on and drains working, we will probably have a fireplace for winter meetings, and we will certainly have a ceiling in the clubrooms section by then. The current object is to get the whole building sufficiently useable for the North Island Rally next Easter.

Club meetings maintain an attendance around 70 while the numbers going to the Feilding Noggin 'n' Natter on the first Wednesday of each month seem to be on the increase. An enthusiastic committee of longstanding members and veteran rallyists has been appointed to organise the North Island rally and they have been hard at it for some time.

Finally, a word about restorations. Four vehicles are known to have been completed over the last year and three made it to the April club night for choosing the restoration of the year for which there is a trophy. Terry Sanson had been ill and wasn't able to bring his 1925 Morris which is a pity as, from what I have been told, it is a first class restoration and probably would have won the trophy. The other contenders were Peter Kersell's Ford Y, Lachlan Scott's Indian Scout, and your scribe's aforementioned Harley Davidson 7/9, which much to his surprise, got the nod.

ROB KNIGHT

ROTORUA

Our first rally of the year was in the form of a family fun day at Lake Tarawera. This attracted a large number of members some of whom we have not seen for a while, so enjoyed a relaxed day in the sunshine while some chose to ski or just talk cars. Robin Dudding and wife made their first appearance in his Triumph TR2 which he has been restoring.

John Lamb gave an interesting talk on steering at our monthly meeting which would be a help to those restoring earlier models.

March was the month for our Annual McGills-Pimms Trophy organised by Roger Nelson and Reg Munroe. This was attended by 12 cars and took us over to Pangaroa through a NO EXIT road into the bush and surprisingly enough came out at Kaharoa, around the back of Lake Rotorua and back to the Club House. Pleased it was dark so I could not see the steep drops I believe were there, however, I think it would be an interesting run during the day too as this is country we don't normally have access to.

We were pleased to have Barry and Sandy Piercy with us on this run. They were home for a holiday from Australia. They have now returned

having sold their 1938 Chev Coupe to our Chairman, Rex Gadsby, so we are pleased to still have it in our Club.

John Lamb and Bill Kelly organised our April run which took us through the Reporoa district having lunch at the College and finishing at the Waikiti Hot Pools. This was a run for the navigational enthusiasts, without being too difficult.

Fourteen of us went to New Plymouth for their 21st Birthday and on behalf of all of us I would like to thank them for a most enjoyable weekend. The organisation could not be faulted.

Welcome to Paul and Carol Newcombe and Len Thompson who has a 1926 T Ford. Tony and Flay a 1938 Ford 8, also Steve Simpson who has transferred from Whangarei. Steve gave a very interesting talk on cars between 1920 and 1940 at our last Club night.

Pleased to report that we have a few new additions to our car membership. Elaine Thomas is a proud new owner of 1939 Austin 8, Roy Fleet has exchanged his spare Austin 7 for a Sunbeam Talbot and Bill Kelly fell for a 1929 Morris Cowley at the New Plymouth Rally. Eric Buckley is building a Model A Raceabout which will be interesting to see. Bill and Dorothy Clouston have purchased a 1949 Morris Minor Convertible.

I would like to remind members

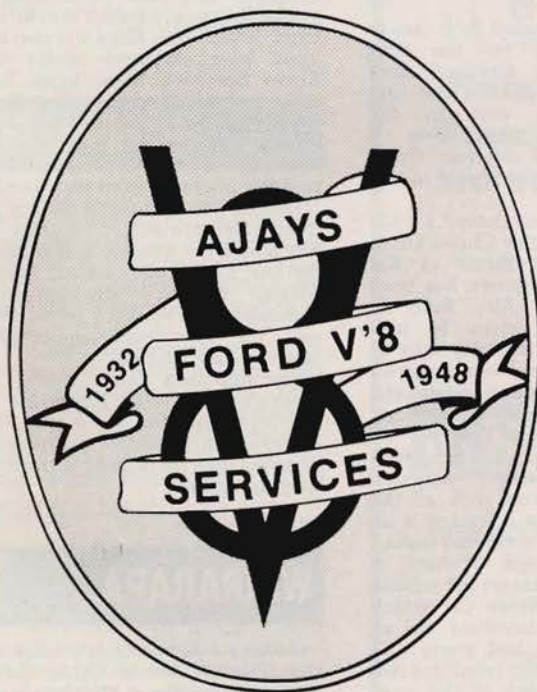
through this column of our Annual Swap Meet at the Rotorua Racecourse on the 16 July.

GLADYS GREAVES

SOUTHLAND

The venue on a recent picnic run was at the top of a steep Central Southland hill. Entrants were obliged to drive to the venue, by chance they were timed. Some excellent results were noted from such diverse vehicles as Hardy's Austin 7, Calvert's 29 Nash, Robbie's Chevrolet and Black's 12/4 Austin Tourer. Hupmobiles were well represented with Allan Brearley's refurbished 1920 model comparing with David Brass 1929 sedan. McMillan's Packard proved that it has as much go as show and surprisingly no Fords were represented. Altogether it was a magnificent day's outing with perfect weather.

On the restoration front Ross Ryan is making progress with his newly acquired 1932 Ford V8 roadster. This very original and complete vehicle is the sort of car dreams are made of and Ross plans to have it looking as good as his beautiful 1933 sedan. David Jones continues to bring the 1925 Willys 66 tourer towards completion with a



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running chassis now and only hood bows remaining to finish on the body. Neville Ridd is getting back to work on his 1925 Buick opera coupe and hopes to have it finished before the 100th rallies. Many of the motorcycle owners are getting their machines ready for next year's big rally locally — planning is well in hand to make this event memorable. Among bikes changing hands we understand is a 1923 Indian Scout which has come to rest with Athol Alswiler adding to the growing local tribe of these bikes.

One of our members, Gordon Hoffman, had the misfortune of having a plating firm lose all the bright work of his 1936 Austin 10. The car is such a low mileage original that this is a real disappointment and Gordon would welcome any leads on replacement parts. For the rest of the local members the next big outing is a Motor Show planned for mid-June. Fortunately it does not depend on good weather.

ALASTAIR MCINTOSH

STH CANTERBURY

The Annual Mt Cook rally attracted 26 entrants with Dodges and Fords out in full along with a liberal coating of snow west of Lake Tekapo, making vintage motoring a little more interesting.

An opening run followed by a hangi and social evening out Geraldine way was also well supported, and the Motorcycle Rally to Erewhon is gaining in popularity each year as entries show an upward trend.

A change of format for the Branch's main event on the National Calendar, the Mid Island Rally this year started at 1pm and ended at a country hall for a hangi and dance. The time change proved very popular with over 80 entries.

Russell and Joan Paul's Mystery Rumble is always an interesting and informative Sunday jaunt and members are astounded as to where Russell and Joan get their ideas from as we have never been to the same place twice in a considerable number of years. This year's mystery visit was to a farmer's bio gas plant where he produces methane gas for his own use, using mainly cow manure.

On the international scene Brian and Jaccy Goodman took the Bentley on Bentley Rally in South Africa and from all accounts they thoroughly enjoyed the experience.

Former Newsletter Editor and M.G. stalwart, Clem Brosnan, was remarried during the year and promptly packed up new wife and old car and flew out of New Zealand for sunny Queensland.

Easter traditionally seems to wrap up the motoring events on the

National Calendar. This year along with a dozen others from this region, I journeyed to Blenheim for the 25th Rally. Russell Dale on his newly restored Harley Davidson came 2nd in the M/C Time Trial and the T Ford expert of our area Owen Jones won the Vintage Time Trial and is in somewhat of a quandry what to do with his prizes. He claims he'll never use the Bond-o-fill in the T and as he usually travels hood down in the roadster he doubts if they will ever smell the air freshener.

Full marks to Gavin Ladbroke for determination in getting the newly restored 1922 Dodge Tourer to Blenheim and back, it took something like three magneto and carburettor changes plus an overnight dunking of a couple of wheels in the river to tighten up the spokes. Only other cars from here to give any trouble was Lyndsay Prentice's 28 STD 6 Dodge which required a carburettor clean out and vacuum tank and distributor overhaul en-route, and my own 29 D.A. Dodge recently rebuilt water pump required minor adjusting.

GRAHAM PAULEY

TARANAKI

Our 21st Birthday celebrations are now written into the history of our branch as an outstanding success. You will find elsewhere in this issue a full report on the rally.

Six members presented their cars to help in a display for the 50th Anniversary of the Stratford Aero Club, at Stratford in March. Our cars really looked the part in the proceedings and there was a remarkable array of different flying machines and plenty of people to talk to about old cars.

John Perrett has purchased a 1926 Chev Tourer from the Christchurch area and the 1913 Buick ex Bill Shannon in New Plymouth has been totally restored by Alec Brett in Normanby. It was driven by Jack Osborne at the 21st Birthday rally as its first outing and I can assure you all that it is a first class restoration and one we are all proud of as there are not very many restored Veterans in Taranaki. The car is painted green with beautiful leather, diamond pleated upholstery and with all the brass lights and horn it makes it an excellent example of a veteran Buick.

Neale Whittaker of Waitara is making steady progress on the rebuild of his 1911 F.N. Veteran Car which was unfortunately involved in an accident. Neale has had many and difficult problems in the rebuild of this car. I shudder to think of the man-hours that Neale has had to do himself to get his much loved veteran car back on to the road and enjoy driving and

attending as many rallies as he has in the past. It is incredible to think that any of our members should have to contend with people who, after they have been involved in serious accidents, just don't understand vintage machinery. Neale has become a first class welder and panelbeater now and we look forward to seeing the F.N. gracing the roads again.

COLIN JOHNSTON

WAITEMATA

Recent activities have included all aspects of motoring our group enjoys. We have had a most successful Speed Weekend (reported elsewhere), a picnic run hosted by the Aviation Sports Club at Hobsonville, a long distance four day run to Hawkes Bay at Easter, a group dinner at Toad Hall, and participation at the Ardmore-Pukekohe Reunion at Pukekohe.

We are most happy that the North Shore Branch have agreed to support our request to the National Executive for full Branch status. We hope the Executive will see fit to waive the minimum member requirements (as they have in other cases) and so avoid us becoming involved in a membership drive at the expense of our neighbouring Branches.

We are delighted to mention that Mike Greig's Riley 9 Tourer has coughed into life and that his availability as a marshall is to be short-lived. John King's Riley 9 is also active again after extensive motor work. Kevin Beesley's Riley Lynx Tourer turns out to all events, but Kevin's happy gain is almost outdone by his brother Vaughan who is getting a lot of use out of his 1923 Ansaldo 4C recently liberated from the Mainland.

Having just completed the trip back from Christchurch, Vaughan and Kevin took the Ansaldo to Hawkes Bay for our Easter run. Nelson member Alastair Robinson attended in his charming 1929 Austin 7 fabric saloon, and the cast was supported by Sunbeam and Delage.

The Robinson Talbot 90 and Suze Naylor's M.G. 18/80 Tourer are both nearing completion, and a 1912 Prince Henry Austro-Daimler is expected to be an exciting participant in our events later this year.

WALLACE MCNAIR

WAIRARAPA

Activity has been fairly brisk since the National Motor Cycle Rally in February. Sunday, 6 March saw seven cars and two motor cycles turn out for the annual beach run, this year to Castlepoint. Stage one of the rally

included straight line navigation and stage two was via Whareama to the beach, entrants needed to be very observant to answer the family questionnaire. On arrival at the destination and by kind permission of the Motor Camp Manager vehicles were parked in the Camp while members had lunch and the usual natter as well, of course, as the announcement of the winners. Forty-eight people were present at the National Motor Cycle "Wind Down Dinner" held at Solway Park Hotel on April 10. From talk overheard at dinner the Rally has kindled interest in Motor Cycles and present car owners are now acquiring motor cycles to add to their collections.

A new style Club Captain's Run called a "Poker and 50/50" was held on April 17 with a good turn out of 12 cars. The day was beautifully fine and sunny and a very enjoyable 2½ hour run through familiar country-side ended back at the Clubrooms for a cuppa.

The weekend of the 9th-10th April saw five members and their families motor down to Lake Ferry for a camping weekend. Unfortunately the weather wasn't the best but this did not deter the party from taking a walk along the beach and river bed to see the "Pinnacle Rocks". A meal at the hotel in the evening ended the day and by then the rain and wind were very strong. Next day the party returned home a little earlier due to the weather.

GRAHAM GORDON

WELLINGTON

Over the past two months our clubrooms have been painted. We had the services of artistic designer Lois Binnie and the painting done by a team from a voluntary organisation. Lois and Bevis have since moved away from Wellington to the far South.

At our last Club Meeting, we had an interesting talk by Brian Rankine from the Manawatu Branch on his Doble Steam Car. Brian has been asked to come back at a later date to give an account of his Hot Air Ballooning and Vintage Aircraft. Hope it won't be too long.

There have been several rallies which members have travelled to. There was our own Gymkhana held on March 20th. The occupants of a couple of dozen vehicles competed in seven tests, most of which tested fitness of wind and limb rather than out and out driving ability. In fact only three of the tests involved driving the vehicle. The idea behind this was to involve passengers as well as drivers in the tests. A softball game filled in

the time while the results were being worked out and there was much enjoyment all round. The whole day was a great success and showed that the Wellington Branch can come out of its shell given half the chance. There was a tremendous atmosphere of family fun and involvement.

Another rally attended by many from Wellington was the South Island Rally held in Blenheim over Easter. To make sure everyone was on the boat, Geoff Neil handled the bookings. Approximately 14 entries from

Wellington helped make the weekend very enjoyable. From these, we were honoured to bring back three prizes from down under.

Approximately two weeks later Bill Munro and Richard Caldwell were at Wanganui for their Motorcycle Rally. Both Bill and Richard brought back a prize. Congratulations to you both.

Then the following weekend it was off to New Plymouth for the Maunga-Moana for some members.

BEV MUNRO

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Letters to the Editor

Sir,

I am tracing present and past owners of Case Autos for a 'Case' History, asking for a photo of their cars and a history of how the car was acquired.

I was given your name from AACA Hersey hoping you could help me acquire another Case owner.

I have a 1918 Case Serial number 34703 Motor number 9N34659 licence plate V4308, I'm trying to locate an Australian owner and need your help, ownership may go back to the 1960's.

Hoping you may know of Case information in your area.

LEO HISSONG
38W 8th Avenue,
York PA 17404,
USA.

We have supplied Leo with some Case information from Alan T. Lewis, 61 Boston Avenue, Hornby, Christchurch 4, and would be pleased if any readers could help further.

We believe that there could be a Case car surviving in Southland or Otago; this would be one of the five cars which came to New Zealand. The Case factory representative was the late Ira Sewell. There was also we believe, a car in Methven and one in Hornby or thereabouts. Information will be forwarded.

S.B.

Sir,

RE: Wraights Chrysler Special

In issue No. 140 the photo of this car is very much alike to one I bought in Wanganui 33 years ago. After buying the car in same condition as photo, I had a M.G.T.D. series body built by Griffith Bros., local body builders. If this car is still mobile would be very interested to view after so many years as it brought lots of happy memories.

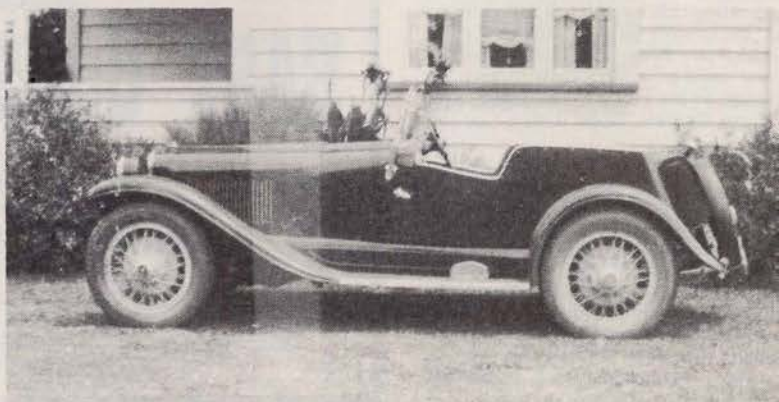
N.A. FORSYTH

Sir,

The interesting article on the Invermay Hillclimb in issue No. 13 jogged my memory that somewhere among my memoirs I had two photos that might be of some interest to the driver of the car concerned.

I was a spectator in 1969 sitting up on a bank among the trees when the M.G. came around the bend and straight down the bank. I remember the driver mumbling something about his wife killing him when he got home.

See letter from N.A. Forsyth. Top photo shows the car as purchased and the other with the M.G.T. B. series body.



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When I saw the plan of the track I wondered if it was Mr Butler or Mr Oddie who was behind the wheel on that unfortunate day.

I was a member of VCC at that time but resigned because of other commitments. I still have my cars, 1930 Hudson 8 and a 1925 Chev Truck 1 Ton.

MAURICE DODD'S

You are correct, this shot is of Clive Butler, the place, Butler's blunder.

S.B.

Sir,

MYTHS & LEGENDS

Mr MacKay has written an interesting and informative article on early motoring however, I feel that the closing remarks concerning the safety or otherwise of modern cars to be questionable.

I would like the opportunity to express my regret that this argument is still mooted in vintage car circles and to support to some extent the modern car designers and introduce my own comment.

I have over a period of years been associated with older model cars, built on the metal clad timber frame bolted to rigid chassis system. Although not all early cars were constructed with this method many were, they relied on screws, nails and various other fixing

Over the bank at Invermay, see letter from Maurice Dodds.

systems to hold together and were seldom well built. All great stuff until an accident at which time anything exceeding a minor knock, the car literally fell to pieces, the addition of plate glass did not help and the writer has witnessed horrific accidents in which the car disintegrated on impact.

Designers moved in the 30s to build cars on the welded all steel body bolted to the chassis system, these cars were extremely strong. I have a feeling however that these 'Post Vintage' cars are not included when it is argued, "old cars, however, are better than new".

Modern cars, 50s on, either badge engineered or otherwise have had to meet increasing safety standards in design and construction, no longer built on the hit and miss methods of yesteryear. Should they be sold without excessive sales tax the idea of replacement rather than repair has its advantages.

I have a suspicion that I would be safer in an accident in my Triumph 2.5 rather than its 20s predecessor.

PAUL DRAPER

Sir,

It was with great interest that I read the article on Hobbs Motors in Beaded Wheels No. 136.

It might be of interest to record what happened to the vehicles after the N.Z.R. took over Hobbs Motors on the 11th June 1944, before the end of the war.

N.Z.R. vehicle Number 1234 Reo 20 Seater Sold 18.6.44; N.Z.R. vehicle Number 1235 Studebaker 24 Seater Sold 15.4.55; N.Z.R. vehicle Number 1236 Studebaker 24 Seater Sold 8.4.54; N.Z.R. vehicle Number 1237 Leyland Tigress 30 Seater Sold 8.4.54; N.Z.R. vehicle Number 1238 Packard 7 Seater Sold 24.7.52; N.Z.R. vehicle Number 1239 Cadillac 14 Seater Sold 25.7.44. The Leyland Tigress is reputed to have become a pie-cart in Oamaru.

Having been engaged in research into Buses and Coaches in New Zealand for many years, it was with great interest that I read the article on the Watkins Register in Issue No. 138. I had never heard of this publication before and was wondering if you knew where copies of it could be purchased, the Alexander Turnbull Library have never heard of it and can't help, I hope someone can give me some information.

J. A. HERBERT

Sir,

Most motorcyclists would regard the main activity of racing Douglas' in New Zealand as having been confined almost entirely to the early days of speedway, or as it was then called, dirt track racing. It was, however, rather



more extensive than that.

To give two specific instances, the first New Zealand Tourist Trophy at Waiheke Island in 1933 (*refer correction next letter*) was nearly won by Len Sowerby on a Douglas. He led until the last lap of the 150 mile race, when he was delayed by two falls which allowed Sid Moses (Rudge) to gain first place.

Another great Douglas performance was the gaining of the New Zealand flying half mile record, around 1933/34, by Ben Bray at Muriwai Beach. Bray's speed was over 106 mph, which beat the previous 104 mph speed set by Wally Kilmister on a speedway JAP engined Norton.

Douglas' were also prominent in beach and grass track racing, and Reg Ranby was a prominent exponent in both of these fields. I can even remember a supercharged Douglas in the hands of Jack Gower, and I have a fleeting memory, which may be no more than imagination, that there was a TT Douglas in New Zealand prior to World War II.

I have been trying to assemble as much Douglas racing history as possible before it is all lost. I would be most grateful if readers could supply me with any photographs, press clippings, race results or personal recollections of Douglas racing history. Everything would be acknowledged immediately on receipt, returned promptly after copying, and I would be happy to recompense for any expense involved.

GEOFF EASTERBROOK SMITH
4 Duthie Street,
Karori,
Wellington 5.

Sir,

In my recent letter concerning racing Douglas' I made a mistake when I wrote that the first New Zealand Tourist Trophy was held at Waiheke Island in 1933. Actually, it was in mid 1931.

I often wondered why Ben Bray was not a competitor, until I realised after some investigation that he was occupied with riding a Douglas in the Senior TT in the Isle of Man in June 1931.

GEOFF EASTERBROOK SMITH

Sir,

I was interested to read in Beaded Wheels No. 141 the letter from self-confessed "car buff" Gavin McRae. I always thought that a "car buff" was something you could fit into an electric drill and use for polishing your paintwork.

I feel that Beaded Wheels is really not the correct forum for the issue of blandishments and apologies for the

modern motorcar, we are reminded by the sadly shrunken grey-hued 'Dedication' on page one that this magazine is "the voice of the Vintage Car movement", we are further reminded of the feelings of "revulsion from the flashy mediocrity of the present day" that we apparently used to harbour until things went mad and any tin bucket from the 50's became an accepted 'Vintage Car'.

Actually, Gavin McRae seems rather confused in some of his conceptions.

Hydraulic brakes are not quite the miracle he makes them out to be, we have been carefully 'conned' by the large brake manufacturers who after over 50 years still persist in using water absorbing fluids which corrode the metal parts of the system from within, planned obsolescence of a particularly nasty and dangerous kind (see Beaded Wheels Nos 134 and 135 article, Fluid Facts). Mr McRae should experience Sunbeam or Delage brakes of the 1920's if he wants to see just how superior mechanical brakes can be, surely any owner would appreciate his interest. Automatic transmissions are indispensable for towing, and for handicapped drivers.

Superior (by which he means lower) fuel consumption? It is now cheaper on a per mile basis to run a vintage Austin 7 as regular transport than almost any other car, their very low fuel consumption even when enthusiastically driven is only one of the advantages, and I would suggest Mr McRae listen to Ross Haynes to find out the others.

Safety glass was in limited use before the first war, and almost general by 1930. This was proper laminated glass of course, not the dangerous modern 'toughened' variety which shatters into a frightening cascade of crystals on impact.

Henry Ford may have been the father of mass production, but at least he believed in giving value for money, the steels used in the Model T were metallurgically superior to those being used in most modern cars.

The Citroen 2CV is not a car 'of modern times' the basic design dates back to well before the second war.

No doubt Mr McRae had a pleasant trip to Invercargill in his Studebaker Hawk, as a modern car it should have had no trouble, but don't you feel that if the Studebaker Corporation had 'learnt a lot in the Vintage years' they would still be with us today?

GRANT H. TAYLOR

Sir,

Gavin Bain in his Banks Peninsula Branch notes, in Issue No. 140, raises some questions on costs of tyres and suggests that the club should investigate ways of reducing landed costs of tyres. I completely support him, but suggest that the Club could

well look at the whole vexed question of tyres to the benefit of members suppliers and manufacturers. I will raise a few points of my own and no doubt readers will be able to add more.

Why are any sizes over 21 inch almost double the price? 23 inch are a popular size and cost about \$250 each with the cost increasing by huge amounts for each larger size. The problem is obviously outside New Zealand and beyond the control of the suppliers who take the trouble to bring them in for us. They are doing a good job and need a reasonable profit for their trouble. They told me when I bought my last pair that I would be lucky to get any more as they would be unprocurable. Unprocurable for the reason that the manufacturers simply decide to give up, or because they raise the price beyond a reasonable level? All us 23 inch users will be in trouble shortly as that size lasts no longer than the 5000 miles stated by Gavin Bain as the life of a veteran size tyre.

Is it true, or simply a rumour without fact, that 21 inch tyres are made in New Zealand, shipped to U.S.A. and then reimported for retail here? If true, why cannot they be sold direct to New Zealand retailers and why can't the same firm make larger sizes for export and local sales? There seems to be a current surplus of capacity to manufacture tyres in this country, as shown by recent closing of plants. We need tyres so why don't the V.C.C. and the manufacturers get together for mutual benefit?

A few years ago I got some 23 inch cases resoled in Christchurch at a reasonable cost. I have some good used cases, fairly new in fact, but exhaustive enquiries over many months have failed to locate any firm able to do such resoles now. I gained the impression, however, that at least two factories that had the moulds, or whatever gear is needed to do them have in recent years wantonly destroyed the gear. As a national body that is able to organise other things to its advantage, it seems strange that we are not sufficiently in touch to prevent such acts of destruction. The firm Bandag use a similar process to resole hundreds of truck tyres but they told me that there is some regulation which prevents them from doing car tyres. Is there is such a regulation, and not just a "fob-off" on their part, the Club should investigate the possibility of gaining exemptions for tyres for vintage and veteran vehicles.

These are some of the many potentially fruitful questions to explore in a thorough investigation which should be of benefit to all members with motoring cars, but I guess that vested interests would make sure that the result was similar to the Commission of Inquiry into motor vehicle parts.

ROB KNIGHT

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John Rapley, 13 Martin Road,
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Paraparaumu 84-862. (Member.)

FOR SALE — 1938 Morris '8' 4 door
Saloon, completely original and
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Spare chassis included. Spares
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Songer Street, Stoke, Nelson.
(Member.)

WANTED — for 1918 Henderson 4
cylinder motorcycle. Urgently require
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W. Freeman, 22 Trafalgar Street,
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1959 T120 Bonneville; crankcases
and/or crankshaft also for 1959 T120
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motor). Contact: Neville Morrison, 83
Reservoir Road, Oamaru. Phone
70-257. (Member.)

WANTED — Parts for 1924-25 Austin
7. Open centred wheels or wheel centres,
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controls (the circular bracket, and the
carburettor control lever without the
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required 2 later type Austin 7 wheels
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WANTED TO BUY — Ford T parts.
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sprocket must have 60 teeth. Have 1928
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swap for above parts. M.J. Marshall,
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Te Puke after 6pm. (Member.)

WANTED — 1928 Whippet 4 Sedan
Parts. Front and back mudguards,
bonnet, window frames, door parts,
radiator surround, 19" wheels and rims,
carburettor. Will take any body part or
complete tourer body. Alex Gibson, 83
Newcastle Street, Clyde, Central Otago.
Phone Clyde 371.

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Wood, 7 Maxwell Avenue, Papatoetoe.
Phone 279-9360 Auckland.

FOR SALE — two 1925 Chev blocks with crank shafts and pistons, one cyl head, cracked but repairable. Both free turning. Jim McIntosh, 12 Neill Street, Green Island. Phone 883-246 Dunedin. (Member.)

WANTED — For 1928 Model A Roadster: two rear guards, hood bows & irons, rumble deck lid, subframe & floor panels or restorable body. D. Jackson, 2/206 Park Road, Hastings. Phone 85-042. (Member.)

FOR SALE — 1953 Jowett Javelin PE Delux. This must be the lowest mileage of a Javelin in NZ, 70,000 genuine. Very comprehensive mechanical history available. The car at present partly dismantled with the instrument panel removed, and seats taken out for the floor boards to be remade. This water-cooled four cylinder flat four saloon is available at only \$800. Contact: Bruce W. Winder, 266 Russley Road, Christchurch. Phone 582-086 Home.

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WANTED — Tiger Cub, Triumph 1956 parts — Nacelle assembly, seat, rear mudguard, foot controls, tank emblems, any other parts. Also Indian Scout rear stand, and information to build replica 1926 sidecar for Scout. Buy or swap as above. Please phone Christchurch 242-875 or Seay, 'Meadowcraft', R.D. 3, Christchurch.

FOR SALE — 1938 Austin 7 Ruby in good condition. Registered and warranted, genuine 84,200 miles, \$1900. Also, complete but unrestored, 1938 Austin Big 7, \$475. Mrs Pamela Bell, Lismore, No. 5 R.D., Ashburton. Phone Mayfield 36-098. (Member.)

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FOR SALE — 1954 A.J.S. 500cc single semi restored in good running order \$1750 ono. WANTED — any Norton 650 or S/A Golden Flash engine or gearbox parts. Have 1960 Matchless G12 motor for swaps. Phone Nelson 73-153.

FOR SALE — 1927 Indian Scout, restored and complete, some spares. 1927 Indian Prince, restored and complete, spare engine. Realistic offers wanted for either or both. N.B. Newton, R.D. 1, Ruakaka, Northland. Phone RUK 27-575. (Member.)

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WANTED — Austin 8 original tail light, set of 20 or 30 o/s pistons, 30 o/s big end, bearings No. 3007, rear and front engine mounts (4) 2 shapes but same No. 431874. Buick Master 6, one tail light Buick insignia (1925), one camshaft in good order also good gearbox, must have speedo internals, all correspondence answered and postage reimbursed. Replies to: Bernie Dawson, 21 Elizabeth Street, Whangarei. Phone 73-892.

WANTED URGENTLY — right rear door, hood bows and seat frames for 1919 Dodge Tourer. Also any parts or leads for 1912 Cutting especially crankcase and sump for Wisconsin motor. John Muter, P.O. Box 147, Stratford, Taranaki. Phone 5554 Stratford.

WANTED URGENTLY — for restoration of 1938 Norton ES2: tank and any other cycle parts or information leading to same. Will buy or can swap AJS/Matchless engine parts or BSA C11 engine parts. Roy Gardner, Machine Shop, Hobsonville, R.N.Z.A.F., Auckland.

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WANTED — Willys Whippet 4 Parts Manual or Plans for 1930 Roadster. Require drivers door and crankcase pulley urgently. Phone collect Auckland 884-853.

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WANTED PLEASE — 1938 Nash La Fayette factory radio (complete or parts). Also workshop manual or handbook. 1930 Dodge light switch (centre of steering wheel) wanted. Write to: Kevin Casey, 33 Delta Drive, Waldronville, Otago or Phone 883-722 collect.

WANTED TO BUY — Early N.Z. license plates, radiator badges, hubcaps, old car photographs or negatives, enamel signs, any interesting motoring oddment. Please write to: Kevin Casey, 33 Delta Drive, Waldronville, Otago.

WANTED — for 1930 Model A soft top pick up: a back for the cab, or plans of the back of the cab to further restoration. C.J. Worboys, 11 Strathmore Place, Palmerston North. Phone 64-224. (Member.)

FOR SALE OR SWAP — Ford 'A' Sedan, 1 pair rear doors. 1 pair 1930 Ford 'A' front guards, 2-19". Triumph Supor 7 wheels, 4-19". Austin Seven wheels suit '35-'37, 3/19" 3 stud 21" Sankey wheels. 1928 Chrysler Roadster rear section with guards and boot lid. 1925-26 Ford 'T' tourer rear section, doors and back panel of front seat. Plus two chassis, rough, good for patterns or restore. 1930 Dodge, or De Soto front guards and light bar. Apart from 'T' parts rest are in good condition. WANTED — Any parts for 1915 Ford 'T' tourer, swap or sell. Urgently required 1930 Wolseley Hornet 6 cylinder 1271cc motor or just the block. Must be good. B.R. Stroud, 30 Racecourse Road, Invercargill. Phone 74-392.

WANTED PLEASE

Parts for 1912 Model 'T' Ford Tourer. Anything considered, would consider purchase of partly restored Model 'T' of before 1914 or parts thereof. Please contact Ivor Lambie, No. 1 RD, Rakaia or Phone Rakaia 27-221 collect.

VELOCETTE 350 Parts — for swap only as below — flywheels, con rod, bigend, barrel, timing side crankcase, LE headlight, Miller glass & reflector (large), all good order. Also Indian Scout engine and gearbox spares, Army Indian engine and clutch spares. Also have rusted remains of 1920 A.J.S. tank and frame, and C.1922 chassis of 4 cyl car, gearbox & diff — give away good home. Please phone Christchurch 242-875 or write Seay, 'Meadowcraft', R.D. 3, Christchurch.

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BRITISH BIKE PARTS

Goggles, genuine English split lens. Alloy rims, all 40 hole undrilled. WM0x19 WM1x19, 20, 21 WM2x18, 19 WM3x18, 19. Osprey Collection Books on Norton Twins, Triumph, Royal Enfield, Vincent, Matchless. BSA Singles, Twins and Triples. Haynes workshop manuals. Saddle seats complete, base only or springs only. Kryponite locks. Tee-shirts black or white in Matchless, Velocette, Manx, Commando, AJS, BSA, Triumph, Ducati. Speedos & Tachos 0-70 2", 0-70 'D', 0-120 6T, 0-120 chrono, 20-240kph, 0-10 3:1, 0-10 4:1, 0-9 4:1, expert repair service on all instruments. Black batteries 6v originals. Distributors DKX1A suit Tri, Norton, AJS. Magnetos K2F, SR1, Dixie, mag-dyno, BTH single flange mount, mag-dyno (mag part only). Ring, write or call: John & Carolyn Gurney, Motorcycles & Accessories Ltd, 150 Ponsonby Road, Auckland 2. Phone 765-945.

FOR SALE — "From the Cockpit" McLaren \$25. "Speed — John Surtees Own Story" \$17. "Le Mans 24-hour Race" Hodges \$17. "Behind the Scenes of Motor Racing" Gregory \$15. "Supercharged Mercedes" Schrader & Demand \$25. "Maserati" Zagari & Orsini \$75 in slip case. Postage extra. Mark Holman, 38 Clunie Avenue, Raumati South.

SWAP — 1928 101 Indian Scout for veteran motor cycle, preferably B.S.A. Also WANTED — Tank, barrel, piston etc for 1927 Triumph 500 — frame, tank & back wheel for 1934 B.S.A. 250 — have for swaps 1928 Ariel frame, forks, tank, front wheel & engine: 1928 B.S.A. Sloper frame, forks, tank, back hub, etc. Bruce Delaney, 8 Best Street, Wainuiomata. Phone 648-856.

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BUGATTI — sales brochure for sale 1932 colour, mint, also set of head and matching side lights rushmore electric large, veteran. Sunbeam parts pre 1920 wanted, brass waterpump, woodhead tapered leaf springs half and quarter elliptic, steering wheel, pair english gas head lights. Sunbeam photos, literature also wanted. Jim Maud, 4 Mahana Place, Rotorua. Phone 84-227.

BOOKS FOR SALE

MANUALS of all kinds for Morris, Buick, Ford, Overland, Rover and many others since 1922: includes military vehicles. **BOOKS**, 4 different Dykes Encyclopedia 1925 to 51, Newnes British Repair Manuals, Automobile Engineering-American Technical Society 1917 and 27, Automobile Starting Lighting and Ignition 1918, Old Car Tyre and Rim Handbook 1915 to 17, Catalog of 1921 Cars, ditto 1927, Chilton 1931 Multiguide (parts interchange), Serial Numbers of the first 50 years (US), Reprints of early body and coachwork trade manuals, Doble Steam Cars-Walton, Profile Publications-unbound-numbers 1 to 24, Ferrari-Constantino (all the Ferraris, written with Enzo's cooperation), Deussenberg Model J 'Owners Companion', Grand Prix Driver-Herman Lang, Flatout-Eyston, James Flood Book of Motoring III and IV, Automobile Year-numbers 4 to 16, Automobile Quarterly-complete set, and many more. **MAGAZINES** — Road & Track 1960 to 66, Car & Driver 1960 to 67, Motor Sport 1964 to 71, Veteran and Vintage 1967 to 73, Beaded Wheels 1961 to 1982, Classic Car (Classic Car Club of America) 1975 to 1983, Bulldog Bulletin (Mack Truck Australia) 1967 to 1971. For full catalogue and price list send stamped and addressed envelope to:- E.E. Stevens, 7 Purchas Road, Auckland 9. Phone 499-228.

WANTED — Pre-war Humber car, anything considered. Details please to: P. Noonan, 58 Abbotts Way, Auckland 5.

WANTED TO BUY — one or two Lucas bi-flex long range dipping reflectors, with or without solenoids, outside diameter 9 ins. C. R. Olsen, 17 Pukatea Street, Eastbourne. (Member.)

WANTED — for A.C. 'Sociable' 1907-15. Any parts, information, photos or contact with other A.C. owners. Contact: Trevor Carston, 469 Waimea Road, Nelson. Phone 73-563 Collect. (Member.)

HONEYCOMB RADIATORS

For genuine honeycomb radiator cores made to any shape or specification, write to:

John Rummery, 18 Orsova Place, Lynfield, Auckland 4, or call into

George Mihajevich, 76 Vermont Street, Ponsonby, Auckland.

VERMONT VINTAGE RADIATORS

FOR SALE — Factory workshop manuals. VW and Audi: most models 50's and 60's and 70's. Subaru: '72-'77. Skoda/Trekka: '59-'63. For details and listing send SAE to: P. Noonan, 58 Abbotts Way, Auckland 5. (Member.)

CAMSHAFT KCRSS VELOCETTE

Wanted to purchase to complete my 1927 KCRSS Camshaft Velocette: steering damper (attached from steering head to petrol tank), knee pad rubbers, rear brake pedal. Any information appreciated. Bernie Courtney, 30 Ensign Street, Christchurch 3. Phone 227-695.

ROVER RALLY — Nelson, Labour Weekend 1983. Eligibility Rover cars and Range Rover only. Entry form from: Secretary, T. Carston, Rover Car Club Nelson (Inc), 469 Waimea Road, Nelson.

WANTED — Leyland Cub service manuals for side-valve and O.H.V. models 1932/40. Also interested in sales brochures and any other literature or parts relevant to Cubs. G. H. Taylor, C/o Thomas, Glenmore Road, R.D. 3, Albany.

WANTED TO BUY — Ford Coupe or Sedan 1932-1934, 1938-1939. Chev Coupe 1934-1939. Must be original. Write: B. Rogers, 49 Cequesne Road, Bay View, Napier.



FOR SALE

1936 Austin 7 SP, restored 1973, some spares included, owner now unable to drive, \$7000 ono. Please contact M. Carlyle, Pyes Pa Road, R.D. 3, Tauranga. Phone 410-036 evenings. (Member.)

FOR SALE — New steering-box worm nuts for Singer 9 H.P., Vauxhall 10-12hp, Velox, Wyvern 39-49, E.I.P. L.I.P. E.I.X. Bedford C.A. Van, P.C. Anglia, Prefect, Singer 1500, Vanguard, Hillman Minx 36-48, unknown Walben U.S.N. 8", 6V electric clock, Geo Borg Corp Chicago ex order 3 1/2" dia. Pontiac? headlights 1 pr. Electric Auto Lite Co. 1320 Toledo 9 1/2" dia. acorn, very similar to one in last Beaded Wheels but fork mounting and hinged front 1pr 11" dia x 5" drum. "Winged Power" Continental 4 cyl motor complete fan to flywheel, water-pump driven off rear of generator, left side of motor. Small radiator surround SLEDES USINES CHAUSSON ASNIERES S SEINE. "Bishop" steering gear with 4 spoked wheel, 5" centre with off S.D.H. on lower edge. 1 1/2" x 1/2" rectangular horn button. Austin 8 bonnet & 4 doors, Austin 12-4 door handle, ring outside toggle inside. A 60 etc 3rd gear, new 1/2 new price. Chev flywheel & new ring gear S.F. 22 K11 Bumperetts, outside sunvisor 1929? horn. Distributor 4 cyl Delco-Remy 635B. Carter carb & inlet manifold. Spare tyre mountings, rear 29? Chev 34 side & rear. 34 Truck bonnet. 6 VT horn 18" long x 1" flared to 4". Several CV round horns "Ames" etc. 7" hubcaps inscribed "Firestone Air Balloon Wheel" fit 34 Chev 3 only. Some other old Chev bits & pieces can be had for nothing as I don't like dumping anything. Durant? chassis, rear brakes only still has original in built steel muffler. 1928 Model A chassis with bumperettes. Model A motor complete with original Zenith carb and distributor needs doing up. New clutch linings U.S.A. Duo-Lamp Tail-light and bracket, pistons, con-rods etc. English Ford wind-up clock "Ford" script on face, good going order. Tyre lever "MICHELIN & C.I.E. MONTAGE". Vacuum tanks: 1 "Stewart Vacuum Fuel System", 1 "Stewart Warner". Early Morris front axle with 19" 10 spoked wheels, Dunlop stamped on spoke. 1953 Lanchester Leda, pre-select gearbox, good motor & tyres, not registered. Pontiac "two pennies" radiator surround. Would consider swapping any of above for old or interesting articles of similar value, or shock absorbers, seats, gearbox (must be in excellent order) for 1928 Tudor. As I have parts of a "Wizard" gas-lighting plant I would consider swapping one "Cadillac" gas headlight No. 107 made by Gray & Davis Amesbury Mass. USA. for an old gas light suitable to install in our home. Must be attractive. Note "Swap Only" not for sale. Contact: Bob Howden, Lochiel, R.D. 2, Invercargill. Phone Ryal-Bush 504. (Member.)

FOR SALE

Rover 9 1925, 3 door, 4 seat tourer, 4 cyl O.H.V. One owner and believed to have covered only 28,000 miles. In storage since 1932. Absolutely complete and original. New set tires and tubes. New magneto armature. Runs well but needs cosmetic restoration. Spare engine and gear box (probably never be needed) I have imported a car from England and need the space, otherwise it would not be sold. \$7000 firm. John Stewart, Box 18-067, Auckland 6.

WANTED — Jaguar Mk V 3½ litre parts car. Condition of body immaterial. Contact Cam Keown. Phone collect 28-281 Blenheim.

FOR SALE — BSA 650 Golden Flash Motor & Gear Box, complete except no crankcases or magneto. Timing cover present. Broken crankshaft. \$140.00 ono. Also two Vincent handlebars, plated, \$6.00 each. Miles Hursthouse, 306 Princes Drive, Nelson. Phone 83-533.

INTRODUCING:

Roy McGuinness of McGuinness Motoring Ltd, L.M.V.D., 126-128 Hutt Road, Petone. Well experienced in dealing with vintage vehicles of all types. Will buy, trade or sell on commission. Fully enclosed, secure premises in excellent position. So, lets roll a wheel and make a deal! Call collect Phone 685-500, A/H Phone 699-622.

WANTED TO BUY

For Vello Mac 1953 Sprung frame. Alloy head barrel, Pillion footrest, muffler, r.h. lamp bracket, saddle or frame, carb, toolbox, numberplate holder rear. For 1938 Mac Vello front wheel and forks, speedo with drive, mudguards, rear stand, generator belt covers, primary chaincase, near chain guard, toolbox, rear numberplate holder, tail light, front stand. Mov Vello conrod. Have few Vello parts for exchange. For AJS 16M 1949 350cc. Speedo & cable, tappet cover finger nut, big end, timing gears, primary chaincase outer, voltage regulation, drive side crankshaft. Phone 449-475 Napier, or write Taylor, 7 Neeve Place, Taradale, Napier.

SALE OR SWAP — 1936 Morris 12 dismantled but complete and rust free, all parts in excellent condition except interior trim. Prefer to sell complete but would consider selling parts, towable on good 16" tyres \$400 or swap 1923 TS Douglas parts. J. Keeling, 37 Harper Street, Timaru. Phone 43-525.

FOR SWAP — Late twenties — early thirties 8 cylinder side valve American motor gearbox unit, which has been cut away for display-instruction purposes. Would be ideal as a club room or museum display piece. Will exchange for an Ariel sloper motor or parts of (first preference). May negotiate if other British motorcycle parts are offered. Write to: Mike Phillips, P.O. Box 42-110, Wellington or Phone 643-986.

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An International Event

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6th March 1986**

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of the
plains

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**Hub-Type Rally • 12 Days Duration
5 Days Motoring**

7 Days Free for: sightseeing; optional speed event;
one make runs; picnic runs; relaxing;
talking; swapping; evening entertainment
at Rally Headquarters etc.

Plan now to be at New Zealand's 1986 Rally

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15 September 1985

ENTRY FORMS AVAILABLE
1 January 1985

FROM:

THE RALLY DIRECTOR,
MR L.J.D. PRIEST,
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CHRISTCHURCH,
NEW ZEALAND.

TIMING CHAINS (NEW) FOR SALE

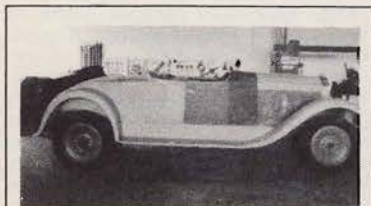
Buick 1950-54; De Soto 1955-59;
Dodge 1955-59; Nash 1946-57;
Plymouth 1955-59; Rambler
1950-54; Whippet 1926-30. Only
limited quantities available at \$75
each. To ensure prompt delivery
send money order to: Ronald Lever,
87 Tui Road, Papatoetoe,
Auckland.

FOR SALE — Ford Mercury Sedan
1948, excellent condition throughout.
Genuine 69940 mileage, 3 owners, last
owner had for 23 years. We would like
to sell to someone in the Vintage Car
Club. A collector's dream. Any
reasonable offer not refused. Phone
613 Taupiri.

FOR SALE — 1927 Swift Tourer
partially restored. Good wheels, new
tyres, new guards, no body from front
doors back also 1936/37 Austin 7 and
parts. Offers on both. Reply — A. Ives,
P.O. Box 920, Wanganui.

FOR SALE — "Automobile Year" 18-20 \$75 each, 21-23 \$70 each: \$400 the lot. "Jackie Stewart — World Champion" Dymock \$15. "Motor Car Lovers' Companion" Hough 1965 \$18. "Formula Ford Book" Britten \$10. "Reminiscences of Motor Cycling" Ixion 1973 reprint 290pp. \$20. "When Motoring Was a Sport" Lovell 1937 \$20. "Motor Cycles in Colour" Thompson \$8. Paperbacks — "Motor Sport Book of Donington" \$10; "All But My Life" Moss \$5; "Life At The Limit" Hill \$6; "Starting Grid to Chequered Flag" Frere \$7; "The Racing Driver" Jenkinson \$7. "Motor Sport" 22 issues 1961-67 \$40, 1973-81 21 issues \$20. Postage extra. Mark Holman, 38 Clunie Avenue, Raumati South.

WANTED — One or two new English Dunlop tyres 5.25-5.50 x 18" urgent. Also wanted one locking door handle exterior, torpedo shape, to lock up 1936 SS Jaguar driver's door. Please reply to: G.L. Morgan, 33 Roxburgh Crescent, Palmerston North. (Member.)



WANTED

To complete restoration of above Packard Roadster. One pair of C.M. Hall cowl lights and brackets as pictured below. One pair Depress Beam headlight lenses 10 15/32 x 9 19/32. Packard composite 4 spoke steering wheel with switch controls and light switch gear for bottom of column. Embossed type radiator cap. Phone A.D. Orr, Okoroire 807 collect or write R.D.2 Tirau.



TO SELL — Veteran kerosene side lamps. Pr Lucas 626 all brass. Pr Raydot brass and black. Pr Cadillac elect side lamps 1913-14 elect. H & B large brass generator. All in very tidy condition. Write to: Lamps, Box 15-022, Christchurch.

FOR SALE — 4 new Dunlop 810 x 90 Tyres and Tubes (Beaded Edge). Russell Paul, Totara Valley, R.D. 12, Pleasant Point, South Canterbury.

WANTED — for 1969 Ducati 100 Brio Scooter: finned alloy flywheel, cylinder head shrouds, engine side plate, speedometer, speedo cable, front brake cable and any other parts. David Fahy, 42 Mill Street, Westport. Phone 8332.



FOR SALE

This rare 1927 Chevrolet Capitol Sedan which has been restored approx 6 years. The car is finished in Maroon and Black with brown plush upholstery, and is in good rallying condition. For sale for \$6500 or will consider swap for open car. Phone 857-646 or write D. LeComte, 25 Kensington Avenue, Christchurch 1.

WANTED — for 1934/35 Humber Snipe '80' 6 cylinder 3½ litre side valve engine (any condition). Motor has detachable alloy crankcase, alloy sump, 7 mains and conventional front mounted w/pump. Also require side mount cover and interested in any other parts for this vehicle. Please reply to: G. M. Smith, 6 McKenzie Avenue, Napier. Phone 439-668. (Member.)

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Fellowship and honest advice shared freely. Monthly Newsletter keeps you up to date with latest projects, technical information and social events.

For further information write to:
The Secretary, P.O. Box 10108,
Christchurch, New Zealand.

WANTED — Austin 7 1930-31 Sedan body from behind the doors back, any condition or complete body, also front axle. Please write: R. T. Simcox, Private Bag, Napier or Phone collect 870 Patoka.

STARTER PINIONS (NEW) FOR SALE

Auburn 1934-36; Austin 8, 12, 18, 20hp 1923-47; Bedford 1935-50; Citroen 10 x 12hp 1933-36; Chrysler 1928; Diamond T 1934-38; Ford A, AF V8 1928-52; Humber Snipe & Pullman 1935; Morris 8, 12, 15, 16, 18, 20hp 1931-48; Riley 1929-35; Rover 14/6 1935-36; Studebaker 1933-34; Vauxhall 12, 14 hp 1934-36; Wolseley 8hp 1945. Only limited quantities available at \$25 each. To ensure prompt delivery, send money order to: Ronald Lever, 87 Tui Road, Papatoetoe, Auckland.

FOR SALE — 1939 Rover 16 Saloon green & black, restored & rallied the past 5 years. Reliable motoring at 25 m.p.g. Enough spares for another car \$5000. Phone Wanganui 46-749 or contact Ivan Kendall, 7 Banks Place Wanganui.

FOR SALE

Minerva Model AK — 6 litre

It is believed that this car left the factory in August 1931 and is the last Minerva to be shipped by the factory to New Zealand. There is no body but all major mechanical parts are available to allow the complete restoration of what could again be a magnificent touring car. Wheelbase 12'-5.5"; Engine designed and built by Minerva to Knight patents. Silent as they come, not an oil hog, faster than a 6.5 litre Bentley; geared to 33 mph at 1000 rpm, according to tyre size; enormous vacuum servo brakes; a Classic Car by any definition. I have some details of an elegant Twin-cowl Phaeton body by Murphy, originally built on one of these chassis. While the condition of the parts is generally not too bad the proper restoration of this car is not for the lighthearted. I would like to see this potentially most rewarding restoration go to some one who is able to do it justice. Serious enquiries only to:- E.E. Stevens, 7 Purchas Road, Auckland. Phone 499-228.

WANTED — for 1956 M.G.A. Roadster: side screen frames windscreen glass, badge for boot lid and luggage carrier. Also wanted 1933 Tudor Model A Ford body. W. R. Protheroe, R.D. 7, Ashburton. Phon Wakanui 727.

ALL NORTH AMERICAN MOPAR OWNERS

are invited to join a club which aims to foster interest and engage in the preservation, restoration and maintenance of the above vehicles through a regular magazine and club events. We have a library, technical assistance available, spare parts for sale and a car insurance scheme.

For further information contact:

THE CHRYSLER RESTORERS' CLUB OF NEW ZEALAND
(INC), P.O. Box 673, Manurewa, AUCKLAND.

WANTED — Urgently required to complete my restoration. An AMAL carburettor to suit a 1929 B.S.A. Sloper, 2 inch centre fixing. Allan Harris, 47 Napier Road, Havelock North, H.B. Phone H.B.N. 777-527. (Member.)

WANTED — 1918 Henderson 4 cylinder motorcycle. Urgently require front and back wheels or just hubs. Also front forks and suspension unit. Can swap vintage Excelsior forks and suspension unit. Will buy or swap other parts. A. J. (Tony) Hobbs, 264 Otipua Road, Timaru. Phone 84-641 Collect. (Member.)

FOR SALE — 1939 Hillman 14, can drive away, reg & warrant. But as-is. Could be staff car, \$600. L. Browell, 145 Mt View Road, Wanganui. Phone 36-790.

FOR SALE — Austin 8 1939 2 Door Saloon. Complete and in good condition, good tyres, plenty of spares, \$500. W. R. Protheroe, R.D. 7, Ashburton. Phone Wakanui 727.

"EKETAHUNA RUN AUGUST 5"

This Rally is now withdrawn from the National Calendar of Events: Interested persons will be advised directly: Bruce Hutton, 1982 Organiser.

MODEL A PARTS WANTED — 1930 Tudor front & rear fenders in good condition, rear seat springs and frame. Front & rear bumpers good enough to rechrome. Tony Devereux, Box 5427, Dunedin. Phone 881-319 Dunedin evenings collect.

SWAP MEET AND DISPLAY 1983

Canterbury Branch wish to advise that their Annual Swap Meet and Display will be held on the 8th and 9th of October this year.

We will be once again sited at Cutler Park, McLeans Island.

For information regarding sites (selling, display or camping), please write:- "Swap Meet", P.O. Box 9064, Christchurch.

Fuller details will appear in the August issue of "Beaded Wheels".

FOR SALE — WANTED

Bentley R Type 1954, rare manual model in good original condition, \$15,000.

Jaguar Mark VII M 1955, 4 speed manual, fully restored 3 years ago, \$4700.

Wanted Mk X Jaguar or S Type suitable for wrecking. Phone Mosgiel 7236.

FOR SALE — Six 20" x 5.50/6.00 Sankey type wheels ex Austin Twenty, Schebler Model R carburettor. WANTED — number plates, car, trucks and motorcycles etc have plenty swaps. All letters answered. Ian Dymond, 23 Warwick Street, Richmond, Nelson.

FOR SALE — New coil spring seats made to suit most cars. Better than original. Cost approx \$50 each. Depending on size. D. V. Thomason, R.D. 1, Richmond, Nelson. Phone 7826 Richmond.

WANTED

For 1947 Jaguar 1½ litre. Two front guards, one only wire wheel, one only carburettor, one only Jaguar emblem. Contact: G. J. McDowell, P.O. Box 816, Invercargill.

FOR SALE — 1935 Chrysler, mostly restored, inc new interior. Also body and mechanical spares, \$4500 ono, may trade. Rodney Richardson, 44 Coronation Road, Morrinsville. Phone 5324.

WANTED — V. W. Karmann Ghia, sound bodywork preferred, mechanical condition unimportant. Cash price and description to: P.O. Box 218, Balclutha, or Phone 81-598 Business, 81-597 A.H. (Member S.O.V.C.C.)



OLDSMOBILE 1938 Ex Hearse. This vehicle was in use as a station wagon up until last year. It is in running order with outside in good condition but the inside needs rebuilding. A trailer load of mechanical spares goes with it. In the hands of the right people this could be made into a rare one only type of vehicle. As is where is condition of sale. Enquiries to: 33 Shands Road, Christchurch or phone 499-808.

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WANTED — 1938-39 BSA M20 Empire Star girder fork, front wheel or hub preferably. Complete with backing plate etc. Also BSA B31-B33 swingarm frame. Have swaps or will buy. Phone Wellington 645-718 Collect or write to Steven Scullion, 12 Donnelly Drive, Wainuiomata, Wellington.

EOIN YOUNG'S RARE BOOKS

Motor racing columnist Eoin Young offers the world's finest selection of rare old motoring books and vintage sales catalogues. 1000s of collectors titles. Write for the 51-page, glossy 1983 Catalogue which includes regular column by Bill Boddy, editor of "Motor Sport". Rush £3 for airmail catalogue and brochure describing other services. Motormedia BW, P.O. Box 3, East Horsley, Surrey, England. Telephone: 04865-3311.

FOR SALE — 1913 Daimler: 4½ litre dual-ignition sleeve-valve motor, high-ratio axle; chassis 90% restored and 99% complete and ready for construction of the very handsome Daimler double-phaeton sports coachwork for which parts, photos, patterns and measurements are available or provided. All lamps (CAV) and instruments, 6 unused R-W wheels, new tyres, some panels. Possibly the finest veteran available here now. Goes to best home offered, even consider part exchange. See Lagonda advert.

FOR SALE — 1951 Lagonda twin-cam 2½ litre sports saloon, 97,000 miles, 4 owners; new bearings, rings, and rebuilt diff. unit (IRS); sound body requires slight attention, respray. Interior redone; reasonable tyres. Price very negotiable around \$5000, or exchange w.h.y. M. Rose, 16 Aorere Street, Auckland 1. Phone 799-436.

FOR SALE BY TENDER

1923 Austin Seven (Chummy) owned by Ross H. Haynes. The earliest production model. Arrived in New Zealand in December 1923 aboard the "Tuakina". It was the first car owned by Nurse Maude and was purchased by public subscription. It is one of the few in the world which are all original. There have been a number built up of parts. It is in good motoring condition.

Tenders close with the above on 14th July 1983 at 187A Waimea Terrace, Christchurch 2. Highest or any tender not necessarily accepted.



FOR SALE or SWAP

1936 Ford V/8 Deluxe, immaculate, attractive example in dark blue. One previous owner till 1977. Genuine 111,000 miles. Original ownership papers, dealers invoice and receipt with 2 pence stamp. Extensive log book from new. Original upholstery, mats, and tool kit. Fastidious engine radiator and front suspension rebuild 500 miles ago. I would consider a swap, plus cash, for a Model A, Chrysler, Chev, etc, dicky seat Roadster in similar or restored condition or sell, \$10,000 terms available. Rex Bennis, 198 Settlement Road, Papakura. Phone 298-9716. (Auckland Member.)

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AMERICAR '83 LABOUR WEEKEND — NEW PLYMOUTH

All Early American Cars are invited to gather in New Plymouth at Labour Weekend to participate in a Car Show Funkana, barbecue, scenic tour, dine and dance with prize-giving for Best Restored, Best Original, Best Commercial, Funkana, People's Choice.

Hosted by the Early American Car Club. Entry forms and more information available from Rod Davenport, 19 Tui Road, Raumati Beach. Phone 87-449 Paraparaumu. NZVCC Member.

WANTED — for "M" series B.S.A. Motorcycle: plunger frame, engine and gearbox plates, toolbox. Will buy outright or have same parts for "B" series to swap. G.M. Blackburn, P.O. Box 16-129, Hornby.

FOR SALE — 1930 International 6 cylinder light truck, unrestored. Includes motor, gearbox, diff, front axle, wheels, tyres, radiator, bonnet, lights etc. Reply: M.H. Black, 22 Fairview Avenue Feilding. Phone 37-982 Feilding evening.

WANTED — 1928-29 Dodge Victory 6 or Standard 6 engine or pistons 3 3/8 bore. Trade or sell 1909-10 Model T Block. I. Mitchell, West Melton, R.D. 1, Christchurch. Phone 478-530. (Member.)

SPARK PLUGS (NEW) FOR SALE

Recommended for all models of the following vehicles 1920-1950, except where specified:— Anderson; Apperson 4, 8 cyl; Auburn 6, 8 cyl to 1933; Barley 6; Cadillac to 1928; Case; Chandler; Checker Cab 7/8" heads; Chevrolet 4 cyl thru to 1928; Chrysler 1924/29; Cleveland; Cole; Davis 90, 91; Diana; Dodge 4 cyl; Dorris; Du Pont D; Durant to 1929, 610; Elcar other than 130/140; Erskine, Ford A, V8 4, 8 cyl 1928-34; Gardner; Graham to 1934; Graham Paige 6 cyl; Hupmobile to 1928; Jewett; Jordan to 1928; Kissel; Lincoln to 1933; Locomobile other than 8/78; Luxor (cabs); Maxwell after 1923; Moller Cabs (Astor); Moon other than 6-72, 6-77, 8-82, 8-92; Nash to 1928; Oakland to 1929; Overland 6 cyl; Packard to 1931; Paige; Paramount Cabs; Peerless to 1929; Plymouth to 1928; Pontiac to 1929; Revere M, 25; Roamer; Rollin G-2; Saf-t-cab; Star 4, 6 cyl; Stevens-Duryea; Whippet 4, 6 cyl. Only limited quantity available at \$7.50 each, which includes brass spade type terminals, together with packaging and postage. For prompt delivery, send money order to: Ronald Lever, 87 Tui Road, Papatoetoe, Auckland.

SWAP — Ford Tourer 1928-29, body only with doors. Needs lots of TLC to lower panels. Will swap for rear of 1930-31 Ford Roadster. Any condition considered. Cash difference either way if desired. Phone 566-918 Auckland. Write 27 Pooley Street, Pakuranga.

SELL — Pair 1930 Austin 7 wheels, stub axles, tyres and tubes. Tyres 60% 40% \$35 the lot. 1915 Saxon engine, working order minus carb, \$100 ono. G.H. Lloyd, 10 Reynolds Road, Havelock North. Phone 775-357.

MODEL A FORD EXHAUST ASSEMBLIES

These are exact replicas of the original. Mufflers of 18 gauge and pipes of 17 gauge steel. The complete assembly is welded together and is ready to be bolted on. Price: \$80.00 (Collected), \$90.00 (Freight paid). E. M. Mattsen, 32 Trafford Street, Christchurch 5. Phone 597-289.

FOR SALE — 1953 E.S.2. Norton Motorcycle, fully restored and not yet run in, accepted P.W.V. Replies to "Norton", 32 Toorak Avenue, Christchurch 4 or Phone 429-396.

WANTED — for A.J.S. 500 1929 M Model: petrol tank, oil tank, clutch and brake levers, engine shock absorber spring, kick start lever, magneto. W. Butters, 17 Balliol Drive, Tawa. Phone 328-767.

FOR SALE — 46 Austin 8, only 72,000 miles, spare motor & g/box. Requires some engine work. \$875. F.J. Holden, very tidy, new motor, \$2000. 49 Chev 6 Sedan, restored condition, immaculate order, receipts available, \$4500. 47 Ford V8 Jail bar F/D truck, very presentable, \$2450. Finance available. McGuinness Motoring Ltd, 126 Hutt Road, Petone. Phone 685-500, A/H Roy McGuinness Phone 699-622. L.M.V.D.

FOR SALE — 1923 Fiat 501 Saloon complete, needs restoration, towable, all data available, new glass. \$1800 ono. Contact: B. Miller 64 Tukuka Street, Nelson. Phone 83-657.

WANTED — Brown and Barlow 'B & B' carburettor for 1927 'PEM' Panther 600cc. Can swap Amal or buy. Any information on this bike appreciated. Also hood irons and bows for 1925 Dodge 4. Please contact: Graeme Sorensen, R.D. 6, Blenheim. Phone 24-866. (Member.)

WANTED — Morris Minor 1953 sidevalve steering wheel wanted, must be in top condition. Also need water pump or body only. Am also interested in any literature concerning sedans and commercial vehicles. A. Judd, 62 Sullivan Avenue, Christchurch.

FOR SALE — Cadillac 1954 bumpers, rechromed, new paint, tidy throughout, performs well, \$1850. Brian Miller, Bay Road, Oxford.

BAY OF PLENTY BRANCH 25th Anniversary Run 28th-30th January 1984

Come and join us in our Silver Jubilee Celebration.
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Keep the date free for a twilight run Saturday and rally Sunday.

Excellent roads, good company and a relaxing weekend.

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First class venues. Plenty of accommodation of all types. Plan now to be part of a rally to be remembered, followed by a leisurely tour of southern beauty spots and the large Clutha Power Project.
Further information sheets and entry forms out soon.
All enquiries to: P.O. Box 1240, Invercargill.

TIE ROD ENDS (NEW) FOR SALE

To suit most early model vehicles including: Alvis 3 litre 1949-55; Austin 8, 10, 12, 14, 16 hp 1922-62; Bedford 1½-5 ton 1931-63; Buick 1925-54; Cadillac 1936-51; Chevrolet 1930-59; Chrysler 1927-53; Commer ¼-5 ton 1936-68; De Soto 1929-52; Dennis 3.5 ton 1949-57; Dodge 1927-39; Essex 1927-34; Fargo ½-6 ton 1929-56; Federal ¾-5 ton 1938-51; Ferguson TEF Tractor; Ford Y 8 & 10hp, A & V8 (Anglia, Prefect, Consul, Zephyr, Falcon) 1928-66; G.M.C. ½-3 ton 1935-54; Graham 1930-40; Graham-Paige 1928; Hudson 1929-53; Hillman 1934-71; Holden 1948-59; Humber Hawk & Snipe 1946-64; International 1928-56; Jaguar Mk IV 1½ litre 1946-49; La Salle 1934-40; Mack 1936-37; M.G. 1929-59; Morris 8, 10, 12 hp etc 1923-59; Nash 1929-48; Nuffield Universal Tractor; Oldsmobile 1931-53; Plymouth 1929-39; Pontiac 1928-58; Reo 1927-39; Rover 1948-50; Singer 9 & 10 hp etc 1933-70; Standard 8, 10, 12hp etc 1932-59; Studebaker 1930-53; Sunbeam 4 cyl. 1951-71; Terraplane 6 1933-37; Triumph 1946-53; Vauxhall 10, 12, 14 & 18 hp etc 1933-64; White 1940-49; Willys 1940-57; Wolseley 1936-59.
Only limited quantities available at \$75 pair. To ensure prompt delivery, send money order to: Ronald Lever, 87 Tui Road, Papatoetoe, Auckland.

FOR SALE — Alfa Romeo 1961 1300cc Giulietta t.i. Sports Saloon. Very rare classic Alfa. A model renowned for its racing and rallying success. Listed with International Giulietta Register. Excellent condition. \$3500 ono. 1 Flower Street, Fairfield, Dunedin. Phone 881-289.

WANTED — Douglas dirt track (Dracer) motorcycle preferably complete and unrestored but anything considered. Len Southward, Main Road North, Paraparaumu. Phone 84-627.

FIRE ENGINE WANTED

An early model Dennis or Ford of open air type is required for original Fire Station being undertaken by Nelson Lions Club at New Founders Village. Will be restored if necessary and kept in original condition. Any information, with photograph if possible to help, appreciated. Contact: Nelson Host Lions Club, C/o R.A. Hancock, 126 Hardy Street, Nelson.

FOR SALE — Dodge 1925 engine overhauled, diff, gearbox stripped & repaired, new shackle bushes, pins plates rebuilt, 4 new tyres. Partly completed light truck body. Enough parts & spares to complete, including lights, instruments, etc. \$1950. Phone Dn 883-776 or write L. Sherer, 135 Main Road, Fairfield, Dunedin.

WANTED — Chevrolet 1926 good front guards, bonnet sides and top, rear hood supports, sidelight rims and lenses, Carter RXO carburettor, inner door handle surround's. Will buy or swap for other parts. Chris Parker, 81 Beresford Street, Bayswater, Auckland.

FOR SALE — Buick 8 1932 OHV motor only for sale. Tired but runs well. WANTED — one nineteen inch spoked wheel for 1928 Hudson — also Marvel carburettor and sidelights for same. Bruce McMichael, 373 Kimbolton Road, Feilding. Phone 38-787. (Member.)

WANTED — 53 Ambassador Supreme motorcycle parts, especially chainguard, knee-pads, speedo, battery case, lights and certainly owners manual, to complete restoration. Anything else considered. Please phone Dominic at 859-606 ChCh or write to P.O. Box 13-101, Christchurch.

HEADGASKETS All New Old Stock

Price: \$2 per cylinder.
Post and Packing inclusive.

Allis Chalmers 4: 1933/49 Models M, M-WM, U etc. 1939/49 Models W, WC, WD, WF etc.
Austin Healey 4: 1958/65 Sprite.
Austin Healey 6: 1956/68 100/6, 3000.
Caterpillar 4: 1938/54 Model D4.
Continental 4: Model F4162 (Stewart etc). Models Y4069, Y69.
Case 4: 1923/29 12/20 h.p. Models A, AI, AE, P.
David Brown 4: 1950/65 3½" bore Diesel Cropmaster etc.
Fiat 4: 1926/28 509 1st series. 1927/31 502/503 and 507.
Ford/Ferguson 4: 1939/49 Tractor.
Fordson 4: 1940/49 Tractor. 1952/64 Tractor diesel.
G.M.C. 6: 1939/49 248 to 270 cu. ins.
Hercules 4: 1939/43 Models 1XA, 1XK3; Oliver 20/22.
International Harvester 4: 1922/40 Farmall F30 etc.
1927/31 4.7 litre T20 Tractor. 1931/41 Farmall H, F4 etc.
1932/41 T20 Tractor. 1933/47 Farmall/Fairway.
1936/41 C5, D5 truck. 1940/53 Models ID9, TD6, TD9, etc.
International Harvester 6: 1931/49 O.H.V. 4.4 litre FBB.
1936/39 O.H.V. 3.9 litre. 1950/55 BD220, 240, 264, etc.
McCormick Deering 4: See International T20.
Rover 6: 1928/34 16 & 20 h.p. 1950/54 75.
Triumph 4: 1926/30 15 h.p. Model TPC. 1928/34 Super Seven.
1933 9.8 h.p. Gloria. 1935/37 10.8 & 12 h.p. Vitesse.
Citroen 4: 1929/31 13/30 h.p. 1929/35 C4G. 1933/36 12 h.p.
Vauxhall 6: 1952/57 EIP.
Wanted to buy: old gasket catalogues, especially Victor, McCord, Fitzgerald and H & H.

Please send orders to:

Miss P. A. Bren, 'Woodhurst', Poraita Road, R.D. 2, Napier.

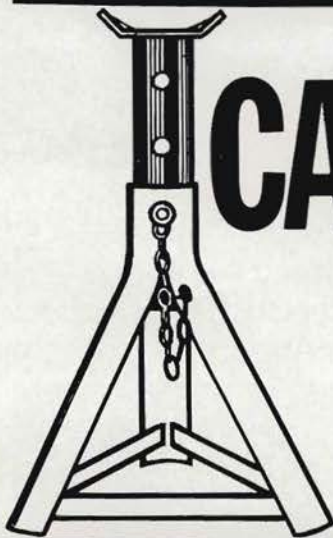
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