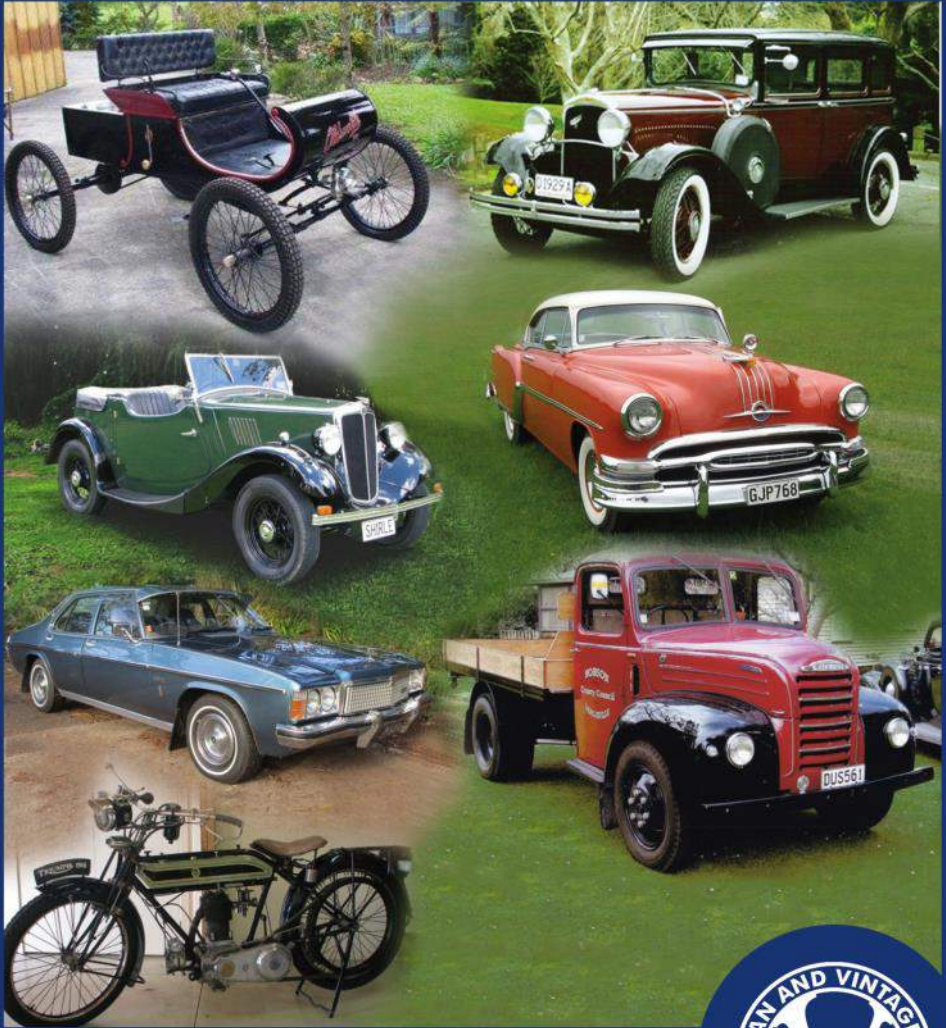




AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

SEPTEMBER 2021



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October Bulletin closing date

Strictly 25 September 2021

Cover Designed by Melanie Ball



Chairman's Report

Well here we go again with Covid-19 and its Delta variant, but this time its much more serious for the country. As of the 18th August we are in Level 4 lockdown, which means, as I'm sure you know that we have closed the Clubrooms and all Branch events are on hold until further notice.

The only Branch event to take place before lockdown was John Stokes Veteran meeting.

The Club's AGM was held in Christchurch over the weekend of the 13th to 15th August, which Branch Secretary Tracey and I flew down on Friday afternoon. We attended the Executive Meeting on Friday evening and there were two other Auckland Branch members in attendance, being Norm and Pat Dewhurst, who had driven all the way from Auckland.

At Saturday's AGM a number of topics were dealt with. A major one was the Club's branding change, which was hotly talked about and has now been put on hold until the next Executive Meeting in March 2022. We attended the 75th celebration dinner of the Club that night.

Sunday morning we were picked up by local members in their club cars and taken to the Canterbury Clubrooms at Cutler Park, McLeans Island. If you haven't been there before, it's well worth a visit. The Clubrooms are quite large and they have an enormous parts barn. There was a large selection of the Branches cars on display in the car park.

The Canterbury Branch put on a BBQ and later Waitemata Branch member Graeme Banks and I were ferried to the airport for our flight back to Auckland. Wow what a great sight we had flying out of Christchurch with the Southern Alps covered with snow.

The painting of the Clubrooms and the toilet up grade are of course on hold at the moment.

Of course there won't be any reports of runs, rallies or other events for the Bulletin, so please think about sending in to me any stories from your early years, maybe on getting your first car, motorcycle or even a commercial and photos would be good too, or stories on a memorial holiday or long journey, or a vehicle project that's worthy of being told.

If you know of any of our members who are living alone, do give them a call to see that they are okay. I'm sure they would appreciate a chat with someone. Well that's all for now, so stay safe in your bubbles and be kind to others.

Keep those 2, 3, 4 or more wheels turning safely.

Martin Spicer



Secretary's Notes

Here's hoping we'll soon be out and about motoring again. Fortunately the National AGM went ahead in Christchurch the weekend before the inevitable lockdown announcement. A great weekend of socialising with members from all around the country, making new friends and reconnecting with old as well. I had the pleasure of sitting with founder member Andy Anderson over a drink. A great story teller - fascinating stories with vehicles to match.

With a couple of comments made at the AGM it reminded me to check in with everyone to remind you how the running of the Club works.

We are a Branch of the NZ Vintage Car Club. There are thirty six branches around the country, the largest being Canterbury with close to 1300 members, followed by Auckland with 620 and Waikato with 405. Six branches have between 300 and 400 members and then we have a range from 26 to 280 members. The Club is headed by an elected Management team of ten. A team of elected **volunteers**, who give a lot of time to ensure the Club runs smoothly and that we have a strong voice with government. The key team who determine the direction of the Club are the Executive, made up of a delegate from every branch of the Club. Auckland Branch send two people to the Executive meetings, generally the Chairman and Secretary. We represent you - the Auckland Branch at these meetings. (held twice a year). Issues are raised, brought back to the branch, discussed and **each branch has one vote** when voting is required. The National Annual General Meeting of the Club is held in August each year and is for all members to attend and raise any matter.

Next year Auckland Branch are hosting the AGM, I am currently investigating a couple of venues and hope to have the date and venue confirmed in the next month or so. We will be looking for plenty of support to make sure the weekend is a success. A key task where we will need this is in transporting people from the airport to the venue on Friday and returning attendees to the airport on the Sunday. Obviously as the AGM will be close to home for all of us, it is an ideal opportunity to attend the National AGM. Watch for more details over the coming months.

The Notice of Motion to amend the National constitution to allow on line membership was passed, with a resounding 93.6% majority. The disappointing factor was only 16.7% of the total membership cast a vote, with our Branch managing 12.7%. See elsewhere in the Bulletin for reports on the AGM and Executive meetings.

Tracey Winterbottom



Club Captain's Report

Wow, well I suppose it was bound to happen sooner or later – the dreaded Delta variation of Covid-19 has hit our shores and we find ourselves instantly in Level 4 lockdown.

Please, everyone stay safe and reach out to one another via email, phone or text to make sure those who you know that live alone are okay. Please let Martin or myself know if any assistance is needed for any of our members and we will try our best to sort something out.

The only meeting that took place in August was the Veteran section.

Martin and Tracey attended the National AGM which also coincided with the 75th Anniversary of the VCC being formed.

On Tuesday 17th I had spent the day shopping for the Golden Dinner and then later that night we went into lockdown initially for 7 days, now 14 days. The meat has been frozen, non perishables stored and so we wait for news as to when we may return to Level 1. We will hold the dinner later in the year when we are allowed and try and do the Daffodil Day Rally around the retirement villages, who were all so looking forward to the vehicles visiting.

At this stage ALL meetings and runs are cancelled until further notice. When we know more and can advise you when the Branch and events will re-start, Tracey will let everyone know on the email tree and Martin will advise the Motorcycle section through his email tree.

Until then, stay safe, remember to keep signing in wherever you go and to wear your masks when you need to.

I look forward to seeing you all in the not too distant future.

Keep those 2,3 and 4 wheels turning safely

Lynda Spicer



IMPORTANT NOTICE

Vehicle Identity Cards

When vehicle identity card renewals and change of ownership applications are to be obtained, it is now a requirement for the owner to provide photos of the Manufacturer/Identifiers plates, such as Chassis/Frame and Engine numbers, including VIN and LVVTA plates if applicable, etc.

Please ensure you provide the above information when presenting your application for either renewals or change of ownership.

John Stokes

Commercial Notes

Was there ever any doubt, that the country would be ravaged again by Covid - 19? Not in my mind anyway and it couldn't have come at a worse time for Pat and I. Our home of 48 years sold at Auction on July the 19th. The settlement date was to be September the sixth and for us, for the home we have bought at Parakai, September the seventh, (my 83rd birthday). Now, only God in heaven and maybe Jacinda knows when we will move. If I can share a word of warning: anyone contemplating downsizing from a two storied home to a single level, don't leave it until you're in your eighties!! With help from all our family, we thought seven weeks would be a doddle, until lockdown hit us. I guess the best we can hope for is everything gets moved accordingly. I had arranged with Mark McAlpine, to finish painting our 1949 Willys/Overland Jeepster during this time, so it could be moved from our present home, only one kilometre away and I could transport it to Parakai on completion. This arrangement too has flown out the window. We have been fortunate though, in finding a good home for the 1929 Dodge, a fellow VCC member and retired Motor Mechanic from Papamoa. I had agonised over our other vehicles and whether we should be shedding more, but with six car garaging attached to the house, I guess we can hold off a bit longer.

This photo of two English Orwell Electric trucks, owned by The New Zealand Express Company in 1916, as sure as hell didn't use Lithium batteries, as todays EV's do.



Keep M Rolling

John Campbell



Motorcycle Notes

Well here we are again back in lockdown, but this time it's a lot more serious. There hasn't been any Motorcycle events since the last Bulletin. It's a shame as the August Motorcycle meeting would have been a real treat. Our two guest speakers were going to be members Dave Morley and Don Walker who were going to bring Don's 1947 500 Norton International and Dave's racing 500 Manx Norton. These two motorcycles are in outstanding condition. Never mind, I'm sure we will get them to come once we are back to normal.

So what are you all up to? If like me you would be in the garage having a clean up and sorting out 'stuff' for the scrap bin or TradeMe, or perhaps in the middle of a restoration. If so, why not let us know about it?

The last time I rode my BSA Golden Flash was the 2020 Bert Cuthbertson Rally where there were about 16 motorcycles and finished at the home of Stuart Metge, the plotter. The following week we were in Covid-19 lockdown. I hadn't touched the bike since, firstly as we couldn't go out riding, then in July I slipped on mud in the garden and broke my femur, so definitely no bike riding for a while for me.

For the 2021 National Motorcycle Rally in Masterton, I entered a borrowed Honda 250 XL (thank you Rory King). I was riding the Honda as it was much lighter than the BSA, so as to not put too much strain on the mending leg. Then the rally was cancelled due to another lockdown, but then we were out of lockdown so around 70 riders turned up for the non rally. It all went well and my leg was fine.

On 25th August, I got the Flash out from under its cover, drained the oil, put new oil in, then gave the old girl a good clean and polish. The petrol was still the same that was in the tank on that last run, so knowing petrol goes off, I didn't think she would start, but on the 2nd kick she came to life. I ran the engine for 5 minutes and then I heard a noise that I new straight away that was one of the 6 clutch spring studs. It had become unwelded and was hitting the inside of the clutch casing. So off came the left hand exhaust, brake pedal, footrest and clutch case, sure enough a stud was lying in the bottom, so now repairs are in hand.

I will try to keep you entertained with emails on various subjects, but feel free to send me 'stuff' that I can send on to other members.

Well that's all for this month guys, stay safe and well and if you know of any of our members who are living on their own, please give them a phone call to make sure they are okay and coping with the lockdown,

Martin Spicer



July Club Night Continued

Further to the July Club Night report in the August Bulletin, the last part of my report on Christine Rupp's visit did not get printed, as quite likely it was my error.

But, we must not take this for granted. We have in our membership many who are not rabid vintage car enthusiasts, but come to support their partners and we are grateful for this. Although we are firstly and foremost a car club, we are also people. As I try to find guest speakers I have concluded that the club night is a time to down tools and enjoy the company of like minded friends, therefore, these nights should be gender balanced, entertaining, informative and fun. I welcome any input regarding this.

Robin Elliott



Marshals Required

Hunua 100 Rally

Sunday 24 October

Please phone:

Gavin Welch

021 044 5188

or email: gjwelch1956@gmail.com

Mid Week Tourers

Well, Covid has again intervened and disrupted plans. Our run last month to MOTAT had to be cancelled. MOTAT are looking forward to our visit after we return to normal. Normal, what's that?

This month, Covid permitting, Jack has a southern run which will finish at members Steve and Sue Keys property. That's on the 15th, a day after the North Island Club Captains tour finishes. Both events may yet have to be put off. We'll let you know more by email.

Other news: George Mihaljevich has had another stay in hospital, he's home now and seems much better. Colin Bott is still fighting his cancer. Don't forget our VCC cancer appeal, donations can be made on line. Bielecki's had a bereavement in their extended family and had to apologise for not being able to attend last month (the now delayed MOTAT run). The Dewdrops Triumph gave up at Waiouru on the way to the National AGM, but they got to the meeting in a rental and are now looking for a Dolomite wizard to wave a wand. Ngaire Cheale looked pretty good the last time she was on a run, keep it up Ngaire. Brian Belcher is reducing his fleet in readiness for an overdue retirement and Dudley Kitson is in hospital, not very well at all. Here's cheer germs to all our members who may need them right now. Keep safe everyone.

Coming Events:

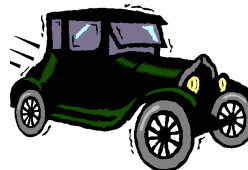
Wednesday 15 September—Starts from BP Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. More details to come.

Wednesday 20 October—Starts from the Warehouse Carpark, Old Westgate, 10:00 a.m. for a 10:30 a.m. departure. Details TBA

Wednesday 17 November—Starts from BP Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure.

The Mid-Week Team

Jack Nazer	(09) 378 4580
Mike Loosemore	021 027 08848
And the rest (new blood always welcome)	



Veteran Notes

The August meeting was well attended by in excess of twenty people. Some discussion took place about tapered leaf springs following an enquiry from Australia. Bruce Ardell in Fordell may have some knowledge of these. It was also suggested that mid 'thirties Chrysler Mopar springs could possibly be adapted.

Once again the location of next years Veteran Rally arose and some interesting suggestions were made.

Jim Boag is having a starter fitted to the 1913 Unic. He also produced a handbook for a 1914 Hudson Model 41 in very good condition.

Dennis Lowe has had a name sticker cut for his 1903 Curved Dash Oldsmobile and has also fitted a fuel filter. He showed us a 1934 AA North Island Road Guide which may enhance the Branch Library.

Barry Birchall has sold virtually all of his first run of his book "The Early Years of the Motor Vehicle in Auckland". In fact he will have sold out by the time you read this, but a second run is planned.

John Morrison discussed the forthcoming National Veteran Rally and subsequent Prince Henry Tour.

Gavin Welch had his Model T at a recent Smales Farm car show.

North Shore's Tim Edney has brought a couple of vintage Minervas in Australia, but Covid inspired shipping delays have meant they are still stuck in Australia.

David Lane, also from the North Shore Branch, discussed the composition of Kingston carburettor floats, which may be prone to failure due to the composition of modern fuel.

Roy Sharman has sold his incredibly original Morris Van ex Ruawai to a collector in Mercer.

John Stokes



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Vintage Notes

The Chronometric Speedometer

As Covid-19 is with us again, there was no Vintage Section Meeting for August, so I have written a little report of interest.

Many years ago, when I was a small boy, there was an old truck parked in a shed on our orchard. It was seldom used, but I was small enough to squeeze under the big sliding door on the shed, so I would sit in the truck and pretend to drive.

One of the things that really caught my attention was the speedo. It went up to 65 mile per hour and had a very strange name – it was a Jaeger!

The family was short of money and the truck was not earning it's keep, so when I was around 11, my father sold the old girl to a neighbour, for ninety pounds.

Back to the speedo. The Frenchman, Edmond Jaeger, in Paris, was making high quality watches in the second half of the 19th century and diversified into the making of instruments for the measuring of speeds and revolutions per minute and his speedometers and tachometers equipped many early aircraft. In the early 1920s, Jaeger and his business partner Jacques-David Le Coultre branched into dashboard instruments for automobiles, and to avoid British taxes (nothing changes) established a company in London. The company was later acquired by Smiths.

The mechanism, called chronometric, is quite unlike the normal magnet based speedos, being much more closely aligned with a timepiece, expensive to produce, but very accurate for the era. The instruments graced the dashboards of many high quality British, European and even American cars.

So how does such an instrument come to be fitted to a commercial truck? Well, the makers of British Bedford trucks was Vauxhall Motors. The truck motor also powered their top end model, the Vauxhall Cadet.

My boyhood dreams came true when I got the truck back and really got to drive it. I can vouch for the accuracy of the speedo, because I have never had a speeding ticket.

Murray Firth



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We have an email tree to remind you what is coming up
and any other relevant
information that comes to hand between Bulletins.

You **won't** get bombarded with rubbish and your email address is not visible to anyone else on the distribution list.

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send me an email at
vintagesunbeam@hotmail.co.nz and you'll be in the loop.

Tracey Winterbottom



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Email: alpinepb@outlook.com www.alpinepanelbeaters.co.nz

Or call in and see us at 8/2 Lansford Crescent, Avondale

Coming Events

September

9	Thurs	Bulletin Mailing via email	
11	Sat	Motorcycle Meeting—Clubrooms	CANCELLED 2:30pm
12	Sun	PV, PWV, P60V & P80V Annual Rally	CANCELLED
15	Wed	Mid Week Tourers— CANCELLED	10:00am
		Starts BP Service Centre, Southern Motorway	
18-19		Rubber Duckie Motorcycle Rally (Taranaki Branch) -	CANCELLED
18	Sat	PWV-P80 Rally (Waikato Branch)	
22	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
23	Thurs	Club Night	8:00pm
25	Sat	Vintage Section Meeting—Clubrooms	2:30pm
26	Sun	Club Run—Starts BP Service Centre, Southern Motorway	11:30am

October

2	Sat	Veteran Section Meeting—Clubrooms	2:30pm
5	Tues	Committee Meeting—Clubrooms	7:30pm
9	Sat	Working Bee	9:00am
14	Thurs	Bulletin Mailing	7:30pm
16	Sat	Motorcycle Meeting—Clubrooms	2:30pm
20	Wed	Mid Week Tourers	
		Starts The Warehouse, Westgate Carpark	10:00am
21	Thurs	Club Night & New Members—Rally Instruction Night	8:00pm
23-24		Annual Hunua 100 Rally	
27	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
30	Sat	Vintage Section Meeting—Clubrooms	2:30pm

November

2	Tues	Committee Meeting—Clubrooms	7:30pm
6	Sat	Veteran Section Meeting—Clubrooms	2:30pm
6-7		Veteran Rally (Waikato Branch)	
11	Thurs	Bulletin Mailing via email	7:30pm
13	Sat	Motorcycle Meeting—Clubrooms	2:30pm
14	Sun	Ladies Rally (plotted by the Ladies for all)	
17	Wed	Mid Week Tourers	
		Starts BP Service Centre, Southern Motorway	10:00am
20	Sat	Annual Motorcycle Rally	
21	Sun	Swap Meet (Waikato Branch)	
24	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
25	Thurs	Club Night & New Members—Clubrooms	8:00pm
27	Sat	Vintage Section Meeting—Clubrooms	2:30pm

Note: The clubrooms are open on the second and fourth Thursday evenings each month from 7:30pm till 10:00pm and every Saturday afternoon from 4:30pm till 6:30pm.

Coming Events



Club Night

**Thursday
23 September
8:00 p.m.**



**Terry Doherty will talk about the
formation of the Meremere Dragway
in the early 1970's**

Club Run

Sunday 26 September

**Starts: BP Service Centre,
Southern Motorway**

Time: 11:30 a.m.

**Visiting a Restored & Working Flaxmill
(Bring everything Food & Drink)**



Working Bee

WORKING BEE

A cartoon illustration of a bee wearing a hard hat and holding a pencil, appearing to be part of the event.

Saturday 9th October
at 9.00am

Mark this date
in your diary now!



We will be giving the clubrooms & grounds
a general tidy-up so please come along
and give us a hand.

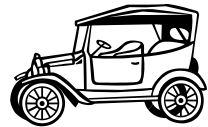
Bring a plate for a shared morning tea.

New Members

A most sincere welcome is extended to the following new member. We hope to see you taking an active part in Branch activities whenever possible. Should you or any member require any assistance or advice, please feel free to ask any Committee member. (Refer back page of this Bulletin).

Ross Collett
Stanmore Bay
1926 AJS G5

Graeme & Helen Crosby
Point Wells, Warkworth
1976 Kawasaki 2900



Richard & Mandy Moon
Warkworth
1962 Bentley SS Saloon
1962 Mercedes 220 SED
1973 Mercedes 350SL Convertible
1977 Mercedes 450SEL Saloon

Gordon Merrett
Onehunga
1969 BSA Firebird

David Golding
Te Aroha
1957 Vauxhall Velox

David & Frances Chown
Te Kauwhata
1939 Chevrolet Master Deluxe Sedan
1939 Chevrolet Master Coupe



Nick Roberts
Helensville
1968 Reliant

William Cairns
Epsom
1965 Humber Super Snipe
1965 Humber Super Snipe
1949 Ford Custom V8

Perry Ostick
Maraetai
1976 BMW 600/6

National Executive Meeting & AGM

Executive Meeting

The following are key bullet points from the National Executive and AGM meeting held in August. Please feel free to contact me if you have questions, concerns or matters to raise.

- Notice of Motion on how to manage special interest groups who may wish to join the VCC is a work in progress and will be discussed at the March Executive Meeting.
 - Hawkes Bay Branch put forward a Notice of Motion around changing the name of their Branch. Quite a bit of discussion around this and it will be discussed further at the March meeting. There are definitely widely differing views on the value of a name change. Key points made – a name is not enough on it's own to attract members, there is more value in how we promote ourselves when out and about at events and on all media platforms. Quite a few people raise the point that the word Car does not encompass all the Club caters for. A lot of comments around Vintage only being a small part of our Club. Personally, I believe people are too hung up on this. Vintage in the general world is a far more generic word covering a much wider genre of time in everything from vehicles to fashion and memorabilia. One delegate actually stated that two of their recent new members joined with what they perceived as Vintage Vehicles – both being far, far later models than 1931.
 - Club Logo – George Kear will be presenting again at the AGM and it was felt that more discussion and explanation is required and more time is needed to assess feedback so a motion to delay any vote in logo change to the March Executive Meeting was passed.
 - No change will be made to subscriptions for the coming year. As a Branch we are not making any change to the Branch levy either
 - The 2022 – 2023 budget was ratified, budgeting for a small surplus, office administration costs are down due to a reduction in office staff hours, Management are meeting more using zoom as opposed to travel.
 - The National Office system upgrade continues to deliver further enhancements and savings, members can now be re instated without needing to resubmit forms, vehicle databases are coming together, basically all Club information and financial data is stored in one place, making it easier and faster to carry out any general tasks and data can be sliced and diced with ease. Email will be the first choice for communications – note subscription renewals this year will be sent out via email if National Office have an email address for you.
 - Insurance valuations, it was raised that these are becoming more difficult to obtain and or give, it was noted that if you are insuring a vehicle and have it valued over \$100k, there is no discount with Vero. The discount decreases as the insured value increase.
 - A Southland member who has passed away (Robin Dixon) has a large collection going up for auction in stages, the first auction is in September. (Check our noticeboard)
-

National Executive Meeting & AGM Contd..

- "The Power of the Dog" is an International movie, filmed in Otago, directed by Jane Campion and featuring a number of Club vehicles. It also stars Benedict Cumberbatch and Kirsten Dunst. Recommended viewing when it is released on Netflix early 2022.
- Art Deco Festival was promoted by Hawkes Bay Branch – 2022 will feature Fords, 2023 is 100 years of Buick and 2024 will be 100 years of MG.
- Discussion around emailing bulletins to all branches, is this necessary since all bulletins are available on line on the website. Agreed to continue, in the future a branch may be able to easily "subscribe or not" via the National Office and we look into National Office sending these out rather than individual editors.
- The remit to amend the bylaws for on line membership after the passing of the notice of motion for the same was passed.

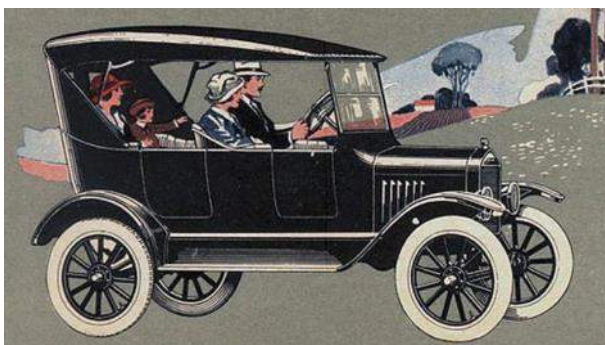
AGM

- President Diane Quarrie gave some sobering statistics around the spread of the age of our current membership. 80% of our membership is over 60, with a large portion of that being over 90 and 80. It is almost certain our total membership will decrease over the next 10 years or so. The million dollar question for me is where do we settle and maintain at and how we do that. The majority of new members we have joining Auckland are in the 60 – 70 year age bracket.
 - Annual Reports were presented. I'm happy to email these to anyone who would like a copy, there will also be a copy at the Clubrooms.
 - Notice of Motion for on line membership passed with 93.6% of the vote FOR.
 - Whanganui promoted their National Commercial Rally to be held in late October 2023.
 - Life and Founding member Andrew Anderson was presented with a special 75year membership badge.
 - NZTA have been invited to the Christchurch office to see how the VIC system is managed and Management are looking to have a Memorandum of Understanding with NZTA. The intention is to have clarity and consistency across the country with interpretation of rules and regulations as they pertain to our vehicles. There are pockets across the country where members experience "interesting" interpretations at their testing station and this is creating frustration and difficulty.
 - There is also a meeting scheduled with Government Ministers to discuss a number of issues – WOFs, parade permits, bio fuels, identification of a Club vehicle verses an "old daily driver".
-

National Executive Meeting & AGM Contd..

- All Management positions were filled without the need for election by the current office holders.
- Work is being done with NZQA to set unit standards in areas applicable to specialist skills and trades required for the restoration and maintenance of our historic vehicles.
- John L Goddard Trophy – awarded to Kevin Casey for his articles written for Beaded Wheels. Twenty two high quality articles published in Beaded wheels in the last 9 years.
- Presidential Award – these are made by the President for any deserving work (excluding restoration). There have only been 8 awarded. President Diane Quarrie made an award to Banks Peninsular member Ron Hassell. Ron has given continuous service at some level since 1962 and when on the Management Committee, Ron set up the Insurance Scheme we still enjoy today.
- Otago Branch have printed a book telling the history of their first 60 years as a Branch. It is full of interesting branch stories. If you are interested in obtaining a copy, contact Otago Branch Chairman Nicola Wilkinson. Nicola presented Andy Anderson with a copy and a copy was presented to Don Muller for the National Archives.
- Club Logo – as mentioned earlier, George Kear re-presented the thinking behind a change of logo and discussion ensued on having more options, incorporating some element of the old logo, why change is required and this also led to some discussion on whether a name change should also be considered. We have time now to discuss the logo further before the March Executive Meeting. We will look to have a specific meeting to discuss this with everyone and if possible we will get a member of Management to come along as well

Tracey Winterbottom



Survivors

Sometimes as I look at the lovingly restored and/or preserved original Vintage vehicles in this section and indeed in other branches of the Club, I get to thinking things could have been much worse for their survival and there would be a lot less of them around today but for a few mitigating factors. Not the least of these was the Government of the day during the 50's and 60's and the no-remittance licence law. This meant basically that unless you had some overseas funds (and not a lot did), you went on the waiting list for a new car. Now although this waxed and waned during those decades, the demand always outstripped supply. This also served to keep the price of second hand cars artificially high. This filtered down through vehicles of varying condition until you got to the 'old bombs' which were dirt cheap and usually of the era from which our category of cars emanate.

Growing up during this time (and I was already considered a strange kid by my older siblings as I preferred these 'old bombs') I can recall that most people at the time considered anything on wooden wheels and rectangular in style, very passe. The people who owned them were also somewhat looked down on, as being that poor these were all they could afford.

Of course every year many of these same cars were being scrapped, but there was still a large amount in daily service. By the 1960's they were well over 30 years old—well past their use by dates, but still giving service. Many a budding young motorist would start with one of these ancient chariots in order to get their foot on the automotive ladder and work their way up to a more modern vehicle. Thus the Government of the time, although cursed by the motorists of that era, actually did us Vintage car nuts a favour by inadvertently forcing these old vehicles to be used well past the usual lifetime expected for them. Consequently there is a lot more of them around today than there would have been had circumstances been different.

I think Stock Car racing began here about 1955 and proved very popular. By the early 1960's it had spawned other spin off types of entertainment, Dare Devil crash ups, Rock'n Roll cars etc. One I recall from around 1961 was Chassis Racing. This involved almost exclusively, cars from the Vintage era only. The first requirement was the removal of the body and all sheet metal, (usually done with axes, hacksaws and sledgehammers). A rudimentary roll bar was required for safety, a single driver's bucket seat, plus a seat belt (to stop the driver falling out!).

Races would be put on between Stock Car events at the tracks, although in some areas farmers paddocks were used. I well remember my first encounter with one of these machines. Being an 'Army Brat' growing up in Papakura Camp, I discovered behind a building a body-less 1927 Graham-Paige all set up as described above and ready to race. Ownership was shared amongst several troops. One of them had painted on it 'The Rampage Special'. Not too long after this my mate and I were again passing through the camp on our bicycles near one of the car parks. There was nearly always something of interest to me there and this particular day was no exception.

A tow truck was in the process of depositing a 1929 DA Dodge from its hook. The new owner had just purchased it for the princely sum of four quid (eight

Survivors Contd..

bucks). Although it looked like it hadn't run for a while and the front tyres were flat, it was still basically sound and could have been put back on the road with a bit of mechanical work. Today that is what would probably be done, but then, it was not to be. After going to our homes for tea, we cycled back there again. This time the team who owned the Graham-Paige were helping the Dodge owner by attacking it with heavy hammers and crowbars. But that old Dodge was tough, they had bashed all the mudguards, running boards, etc. off, but it started getting dark so they quit—but only for the night.

In the morning they were back and so were we, it was Saturday so, no school. We watched as the car was slowly reduced to chassis and mechanicals. With the bodyshell on its roof they towed it across the carpark with 'The Rampage Special' and left it to be taken by the scrapman. I wonder what the Camp RSM made of all that.

Anyway the vehicle was eventually made to run and was fitted with the regulation roll bar. It was to race under the title of 'Dodge Eta Climax'. On questioning the owner as to what it meant, I was told 'don't you understand French, son'? That meaning had eluded me for decades and I only recently thought of it again. I think I've worked it out, but I think my interpretation is likely a bit vulgar to write down here.

Our local track was a farmers front paddock in Phillip Road, Alfriston. Myself, my brothers and our mates would cycle out there on a Sunday during the season and watch. The track was just tyre marks in the grass, with waratahs in the ground and one strand of No.8 wire through them to mark the outer edges. The only accident I ever saw was when one of the racers shot off the track, such as it was and hit a couple of spectator's cars. Everybody seemed okay about it and passed it off as just one of those things. Remembering this was racing on a very low budget. I guess we must have simply accepted the risks and thought more positively in those days. The spoil-sports from OSH and all the other wowsers were way in the future then.

The most positive thing from this though, was that Chassis Racing only lasted a couple of seasons and then seemed to have faded away. Just as well really, otherwise our numbers of Vintage cars may well have been seriously depleted if it had caught on and gone on much longer.

Oh yeah, I'll just finish off now by saying if anyone has got an old DA Dodge that they only want \$8 for, I'll take it, haha! I promise I won't chop it up.

Neil Lucas



Vero International Festival of Motoring



FOUR Months to Go

Four months to go now to the Vero Festival of Historic Motoring in Taranaki.

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Registrations are over 400 and by far the majority of entries are in the Vintage and PV classes.

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If Covid restrictions mean the event has to be cancelled, there will be a full refund of your registration.

Tracey Winterbottom

Clearance Sale by Tender

CLEARANCE SALE by TENDER

Any club member is given the opportunity to bid for any or all of the lots as listed.

Where Displayed: On the floor in the barn on the right as you enter.

Tenders close on 9th October 2021.

No Reserve on all Lots: The highest bid will be accepted even if it is \$0.00.

Notification to the successful tenderers will be given on 10th October 2021.

Payment by successful tenderers, as well as collection of the items must be made within 10 days of notification - 20th October 2021.

How to Submit your Tender: By text or verbal call to 0274 836-666, email to jack_nazer@yahoo.co.nz, or in writing handed to John Stokes.

Bids: Must have; your name, Lot#, amount tendered, and your contact phone number, or email address.

Lot #2	12 Gallon Drum
Lot #3	Green Drum Pump
Lot #4	Red Drum Pump
Lot #5	Alemite Grease Gun Machine
Lot #6	Electric Fan (works well)
Lot #7	Brake Graph
Lot #8	STC Model B122 12volt 2 amp Battery Charger
Lot #9	T Handle Drum Pump
Lot #10	Transcor 6 volt 4 amp Battery Charger
Lot #11	Transcor 6/12 volt, 6 amp Battery Charger
Lot #12	Olsen? Battery Cell Tester
Lot #13	Red Drum Pump
Lot #14	Headlamp Beam Tester
Lot #15	Davenset Battery Cell Tester
Lot #17	Bracket for Twin Spare Wheels
Lot #18	Gear Oil Pump
Lot #19	Breast Hand Drill
Lot #20	2 Gallon Europa Tin
Lot #21	Veteran Side Seat
Lot #22	Red Big Tree Petrol Can
Lot #23	Wooden Plane
Lot #24	4 only homemade Axle Stands
Lot #26	Hydraulic Bumper Jack
Lot #27	Kismet Wheel Alignment Gauge
Lot #28	Red Wheel Alignment Gauge

John Stokes & Jack Nazer

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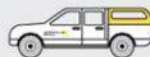
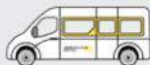
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