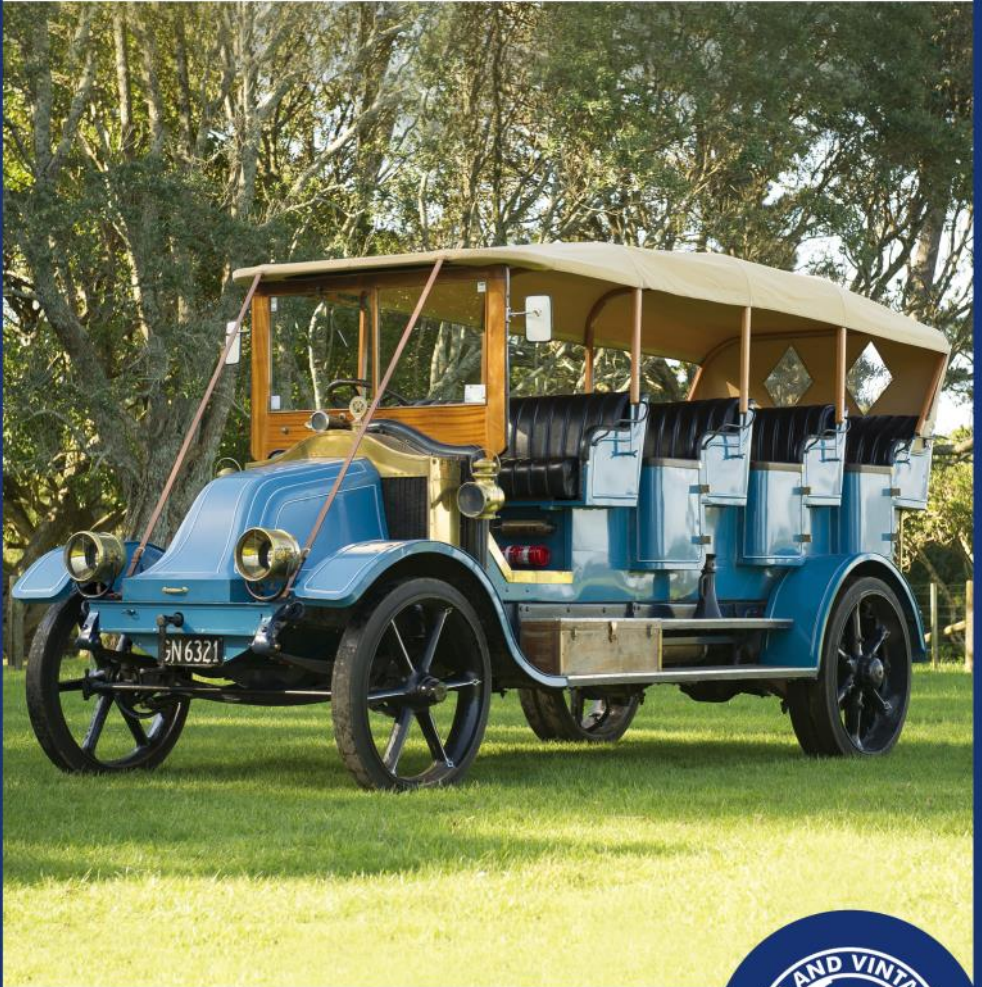




AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

OCTOBER 2021



vero



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November Bulletin closing date

Strictly 25 October 2021

Cover Designed by Melanie Ball



Chairman's Report

I hope all of you are staying safe and well out there in your bubbles. Well a least we are out of level 4 now! It's been a long time hasn't it? If like me, I'm sure you have been doing all those little things around the house and in the garage, for me its been working on my BSA – repairing the clutch, making new corks for the petrol taps, fitting new wheel bearings and touch up painting. On the dry days I've been painting the decks and cutting up logs for next winter.

As you would expect there's nothing going on at the Clubrooms yet and our runs and rallies are still on hold. A few weeks back, Branch members Alan and Shaaran Price had a rude awakening in the middle of the night at the height of a storm over in the Waitakere's, the bottom part of their property where their garage and sheds full of their immaculate collection of cars and motorcycles was full of water which covered the car roofs. What a nightmare! The water quickly went down, but the damage was done and of course we were in Lockdown so the majority of us couldn't go and help them. Some, who were local did go and help, what a job taking out the seats and carpets to dry, drying out electrics and cleaning carbs. John Williams went over and picked up the motorcycles and took them back to his home to sort out any problems with them, thank you John. So as far as our Branch activities go, we will let you know via the email tree as soon as we know when we can resume them.

So stay safe and well and help anyone that you can, even if it's only by a phone call. Hope to see you all again soon.



Martin Spicer

Secretary's Notes

If you have posted VIC renewals or new applications in the last month, bear with us as the mail has not been collected as regularly. Some events around the country are still being cancelled or delayed, the VCC Facebook page is the best way to see these announcements quickly, but it would pay to check with the Branch concerned if you are considering attending an out of town event. Canterbury Swapmeet for instance has been delayed to the last weekend of November. Rotorua ended up having to cancel their second date for the Sulphur City Rally.

We are looking at our own Hunua 100 and getting prepared for perhaps having to deal with restricted numbers in confined areas. If we go ahead, you may see changes to manage the lunch break and start, the final dinner will certainly be a first in first served if we have to limit numbers.

The well attended garden party will be our biggest challenge, level rules dependant. Watch this space.

I have entry forms for the Far North Tour if anyone is interested. Always a relaxed weekend over great Northland roads, finishing in Kerikeri.

Nothing from the Committee table for the month of September.

Tracey Winterbottom

Veteran Notes

Well, the lockdown prevented the September meeting from happening and by the time you read this, the October meeting will, or will not have been held. I haven't heard much from anyone about Veteran restoration, sales, or acquisitions, so there isn't much to report. I must, however, make a statement.

When the September meeting was cancelled I attempted to suggest a Zoom meeting to take its place. I said I would hold the meeting if I got five positive responses, I got three and a half, the half being weather dependant. I thought about this and reached a weird conclusion, as follows. In the Veteran and Vintage movement we celebrate and remember the pioneers and early acceptors of the motor vehicle in the very late nineteenth and early twentieth centuries. These pioneers put up with all sorts of stuff from the technophobes of the period, shouts of "get a horse". The pioneers also struggled and battled with the unreliability of early Veterans, as well as poor road conditions in virtually all countries. They did however, persist and win.

In our organisation we frequently hear cries of "I don't want computers" or people attempt to learn about them and get put off, a little like an Australian Colonel pre World War One, who attempted to fix a flat tyre by pumping it up on the side of the road, oblivious to the need to fix the puncture, or a wealthy Englishman who wore out a set of gloves attempting to start some 1896 Lutzman or similar. Are we like the technophobes who yelled "get a horse"? My point is that in a covid type world, technology is available to hold virtual meetings if lockdowns persist. Therefore I implore you to try Zoom. Of course you will foul up, just like I did, but I got there, reasonably and not perfectly, but I did get there. If you are lucky you may have spouse or family members who can help you, I didn't. My sister in Melbourne has been trying to set up Zoom meetings on her phone, three disastrous attempts so far, hopefully attempt four will work, she is persisting. Many of you will have encountered difficulty with vehicle/restoration problems, but have persisted and overcome them. So Google up Zoom and give it a go and don't chuck it before at least five failures, then have a few grogs and try the next day.

That's my lot for this month.

John Stokes



The Early Years of Motor Vehicle in Auckland

An update one month after the book launch

With the support of the Auckland Veteran & Vintage Car Club, the book was officially launched at the Clubrooms on the last day of July. That day we sold 54 copies, a great result. I want to say in writing a big thank you to the Branch for their support of this book publishing venture, and especially to Shaaran and Zoe Price and Linda Spicer for preparing a great afternoon tea and to everyone who was there to help celebrate the occasion. The timing was just right, less than 3 weeks later, we were back in lockdown.

Writing the book began for me as a Covid-19 lockdown project in 2020. I had been collecting material for ten years, although at the time there was never any suggestion of a book. I had written articles for a few publications and in some areas, but it was becoming harder to get the material published. By the end of 2020 the research and writing had been done and the first half of 2021 was spent collecting more photographs and setting out the book. The first print run of 200 books was ready in the first week of July and with sales going well and it was clear more would be needed, we ordered a second print run, these we picked up from the printer just two working days before the August lockdown. It seems me and my book can't get away from Covid! We have now sent 14 copies to Libraries and 2 copies overseas. Members including Kelvin Hawke and Jim Boag have been actively promoting the book for us. Another tells me she wants five copies for Christmas presents.

We have really appreciated the feedback of those who have read the book. The comments have overall been positive, even from people out of Auckland. Some have pointed out the odd typo and spelling mistake (mainly of obscure car makes) or pointed out a date or car make that was wrong and these were corrected before the second print run. After we printed the second batch, Reece Burnett did tell me the boat on the Waikato was not at Mercer, but in Hamilton. Alan Meredith in Queenstown is not convinced that George Henning sold the Locomobile steamer to Kempthorne in Dunedin. These and other comments are welcome and carefully stored away as we build up our collective knowledge on early motoring. There was a book review printed in the Waitemata Branch newsletter, subsequently reprinted and circulated by the West Auckland Historical Society and there will be another in the next copy of Beaded Wheels.

The book has had the unexpected result of reconnecting me to old club members I had lost touch with. It has been great to sometimes hear from someone you have not seen from for many years. John Wilmott was one, now living in Katikati. Then there were people like Bruce Hutchison who spotted his Sunbeam in the book. I didn't know he now owned the car. I first knew the vehicle as Peter Maxwell's car and I had not realised the car was now in Te Puke. If you look close at the vehicles on page 4 you will see George Mihaljevich's 9 litre Renault in Queen Street and they tell me the Auburn in the item on Shorter's is now with Brett Matheson in Napier. We believe the 1909 Rolls Royce that Alexander Donald imported is now in Australia and the Daimler found on page 30 is in Tasmania. The Schacht high wheeler that is featured twice is in Salt Lake

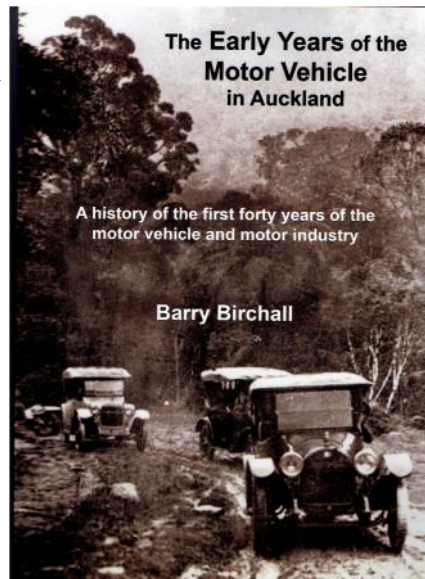
The Early Years of Motor Vehicle in Auckland

City and the Sizaire Naudin in the event on the Old Crocks Run is now in Melbourne. It is good to know these cars have survived.

I suspected as I wrote the book there were more stories that could still be told and with additional information coming in, I see this is the case. One story that needs telling is about Leyton Chan's Packard. The car was purchased new in Auckland, driven around the world, and returned to Auckland with another 25,000 miles on the clock two and a half years later. I hope Leyton tells the story one day, as he has all the details and it needs to be written down. I am sure there are more out there as well. Before the present Covid lockdown I had planned to drive around the city with Barry Robert to see how many of the original buildings that the dealers used as their premises were still there. We know the Ford assembly plant building is still there in Fox Street and Ford showroom built by Colonial Motors in Symonds Street has survived. We believe the oldest garage to survive will be the building put up for Ryan's on the waterfront in 1906 after the fire, for many years used as a workshop for the Union Shipping Company. I know the building built for Harrison & Gash in Khyber Pass is still there and I am sure the building occupied by Skeates & White in 1912 is still around. There will be others but with the current Covid lockdown we could not get out there and look.

If you have old material, you want to move on, do not forget the Branch Library. Clearly there is some of our older members still struggling out there without the cheque book. There was lots of photos collected I couldn't include as we simply did not have the space. They will finish up in the Library. I want to thank all those who purchased the book. If someone still wants a book phone us on (09) 818 8755 or contact me by email on barybirchall@xtra.co.nz

Barry Birchall



WANTED—Anyone who may be going to the Christchurch swap meet next month (Covid has postponed it) and who can take a motorcycle wheel and mudguard there, please contact Norm Dewhurst Ph: (09) 232 0245, email dewdrops@xtra.co.nz Thank you

Motorcycle Notes

Well here we are again still in Lockdown, but at level three.

We haven't had any runs, rallies or Branch events at the Clubrooms to report on. This year's Annual Motorcycle Rally plotter Alan Macy has the route under control and the lunch stop booked, however we are still not sure what will happen regarding Covid, but we shall keep you informed.

What have you been up to during Lockdown? I have been working in the garage on the Golden Flash. I may have told you that I hadn't started the Flash in 18 months since I rode it on the Bert Cuthbertson Rally that finished at Stuart Metge's home in Bombay. The following week we all went into the first lockdown and then in the July I broke my leg.

Anyway I uncovered the bike, gave it a wash and polish, drained the sump and even though the fuel in the tank was 18 months old it started on the 2nd kick. I rode it around our front paddock for a few minutes, but then I heard a loud noise from the clutch, so I stripped the clutch which showed that two of the studs that hold the springs had come out. I asked Stuart Metge to make me two new studs, which he kindly did, put it back together and all is okay again. Next job was to make up two new corks for the petrol taps, an interesting little task drilling a hole and cutting down the cork, then gently shaping it on the bench grinder, fitting it onto the tap and riveting the end over. No leaks now. Next it was the rear chain guard, stripped back to bare metal and a number of coats of primer and black paint. I then replaced the two rear wheel bearings that had been in there since I last did this in 1968. My next paint job will be the front fork bottom stanchions.

Now if you know of any members that could benefit from a phone call, just to see if they are coping with Covid, do give them a call. If you are working on a restoration or maybe doing repairs that could be of interest to members, do send them into me and I will pass them on to the guys.

That's all for this month, stay safe and well and if you haven't had your 1st and 2nd Covid jabs please do, let's beat this thing.

Martin Spicer

Below—Martin Spicer on his 1960 Golden Flash with Sidecar at age 16



Below—Martin Spicer with his 1960 Golden Flash in 2021



Mid Week Tourers

Now that we are down a step into Level three and hoping for Level two in a couple of weeks, the team are working on runs to get us all back into the swing. MOTAT and Stephen Keys property are coming up, see below.

In the meantime, let's think about some of our senior members who have been struggling a bit. Why not give them a call just to talk, or ask them out on the next run, or offer them a ride? It's people who matter, they are our members, the vehicles are the interest. Without naming some, I can think of several straight away, who we have not seen for a bit. Maybe they have sold their car or bike, maybe they have been ill or some other family issue has temporarily taken their attention. Sometimes they can feel lonely or ignored, which is not good for the soul. Let them know that others do care and are interested in them. It doesn't really matter if they are Mid-Weeker's or not, just make contact and talk. Maintain social distancing though!

While on the social side, sad to hear that the "Caffeine and Classics" at Smales Farm has had to call it a day. Similarly the monthly gathering at Plunket Rd Manukau closed several months ago. There is still a meet at Hampton Downs on the last Sunday each month. Does anyone know of any others in the greater Auckland area?

Alan and Shaaran Price had the misfortune to find their garage/workshop with four feet of water in it during the recent cloud burst over west Auckland. At least their home is on higher ground. Last month I mentioned our Dolomite problems. It turned out to be a faulty condenser, seems that repair garages and mechanics today don't know what a condenser is. (or stock them). Moral being, best to carry a spare yourself, along with the ubiquitous coil. Condensers can go for ever but when they do fail, it's goodnight for that run. Be aware also that if you have "AA PLUS", there is a limit on what they will pay for a single callout or salvage. Never-the-less I still recommend it.

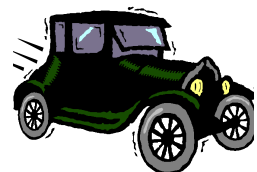
Coming Events:

Wednesday 20 October—Starts from the Warehouse Carpark, Old Westgate, 10:00 a.m. for a 10:30 a.m. departure. Jack is taking us to MOTAT where we will be hosted by them in grand style. See last months Bulletin for more details.

Wednesday 17 November—Starts from BP Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. Destination is Flat Bush where we will be hosted by Stephen and Sue Keys (members). BYO lunch, this is a fabulous property with history and Automobilia.

The Mid-Week Team

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



NZ Motor Cup—100 Years and Counting

100 years ago - 5th March 1921, the first New Zealand Motor Cup race took place on Muriwai Beach, Auckland.

To celebrate the centenary, Motorsport New Zealand, NZIGP and the Historic Racing Club had organised an event at Muriwai Surf Club along with access and photographic opportunities on Muriwai Beach.

Unfortunately, due to the COVID Level 3 in Auckland, the event has had to be postponed, however on 5th March 2021 – 100 years to the day, Howard Nattress (Grandson of the inaugural race winner Howard Nattress) took the 1921 winning car to 90 Mile Beach as a tribute to his grandfather.

History of Muriwai Beach Races – extract from “Racing – A History of Motorsport in New Zealand” by Ross MacKay

The idea, so the story goes, of a beach race at Muriwai came to the members of the Auckland Automobile Association in 1920. The occasion was the Northern Tour, a sort of rolling trade promotion put on by members to create interest in the motor car in Northland. On the way back, via the western Kaipara route, the tourists decided to take a detour down to Muriwai Beach. One thing led to another and a challenge was issued: “Race you to the other end”!

Once back in Auckland, one of the motor trade men on the tour, W S (Bill) Miller, convinced Buick dealer Jack Gillet that a race meeting on the beach would be good for business and together they took a pitch to a full meeting of the Association. A Committee was formed to turn the idea into reality and the first meeting was held on Saturday 5th March 1921.



It was high summer and Aucklanders in their thousands loaded up their recently bought cars, or booked seats on the many charabancs (open busses) laid on and made their way out to see what all the fuss was about. And fuss there was, with a full programme of support races before the big one – a 25 mile dash down the beach for the New Zealand Motor Cup. Howard Nattress was the first winner of the Cup, the Wellington motor trader leading from start to finish behind the wheel of a modified Cadillac. On the way down the beach, he averaged a very respectable 87.8 MPH, crossing the finishing line just 17 minutes after he started. Second was Len Adams and third Clem Ah Chee, both driving Hudson's.

The cup was won outright in 1928 (after 3 consecutive wins) by R B Wilson, ESQ. in the Stutz – a vehicle that remains in New Zealand and can be seen on display at Southwards Museum, Paraparaumu. In 1953 the family of R.B Wilson donated the New Zealand Motor Cup to New Zealand International Grand Prix Inc, on condition that it be competed for annually in the Auckland Grand Prix race under its original title. Right—The Stutz that won the New Zealand Motor Cup 3 times – 1926, 1927 and 1928.



New Zealand Motor Cup and the New Zealand Grand Prix—Between 1954 and 1995, the New Zealand Motor Cup was awarded to the winner of the New Zealand Grand Prix held initially at Ardmore in 1954 before moving to Pukekohe in

NZ Motor Cup—100 Years and Counting

1963. The race was once an important race on the international calendar, most notably when it was a part of the Tasman Series. In this era, several contemporary Formula One drivers would compete in the race, often with great success.

The cup became a mainstay of the Toyota Racing Series from 2006. In its 100-year history, the names that adorn the cup are some of the biggest in world motorsport including Keke Rosberg, Jack Brabham, Graham Hill, Jackie Stewart, John Surtees, Bruce McLaren, Stirling Moss and Chris Amon.

In its more recent history, many Kiwis have had their names etched into its history such as multiple-time winners Greg Murphy, Craig Baird, Simon Wills, David Oxton, Mitch Evans and Ken Smith. Other winners of note include Nick Cassidy, Marcus Armstrong and Liam Lawson. The cup was won in its 100th year by Shane Van Gisbergen at the 2021 New Zealand Grand Prix held at Hampton Downs.

Below—Nattress Cadillac winner of the NZ Motor Cup 5 March 1921. Right—5 March 2021 Howard Nattress in the 1921 winning Cadillac



Above—R B McLaren's Charabanc. Photo: McLaren Family Collection

Boy Racers Busted on The Hill

8 August 2021 marked the 50th Anniversary of the 'Big Bust on Mulholland Drive' in which I was a participant. I thought to celebrate, I'd share some background information on the Mulholland street racing scene:

While most of us who were street racers back in ancient times, we were involved in straight-line speed contests. In Los Angeles there was another group who were participating in late-night road races.

In the late 1960's I learned about the clandestine events going on most week-ends on the famous Mulholland Drive, in the Hollywood Hills. In those days, the course, which ran along Mulholland between Laurel Canyon and Coldwater Canyon Boulevards was dominated by BMC Minis, especially modified Cooper models. Seeing these matchboxes-on-wheels racing side-by-side, three abreast at some serious speeds was a sight to see. One of the coolest of these was something called a Mini Sprint, a chopped and sectioned Mini that really flew.

Other cars would include a variety of sports cars, VWs (of which I was one of that group) and the odd example of Detroit Iron. We all used to get a laugh out of some drag-race type who thought we could blow these four-bangers into the weeds and usually ended up scaring the you-know-what out of himself.

Probably the rarest car I ever saw up there at that time was a Porsche 911 RSR Carrera, a factory racer.

While I was never really competitive in the VW (at least while it still had its 1200 out back, albeit with bolt-in mods; with the Porsche Super 90 mill it was a different story), I had a lot of fun and learned a lot about getting around corners quickly. I used to go up to Mulholland a few evenings a week to 'practice' and learn the best lines and braking points.

Those of you who have seen a low-budget movie from the early 1980's called, 'King of the Mountain' might remember the Dennis Hopper character who raced a Corvette. This was based on a real person, a friend of mine who owned a customised 1960 'Vette who'd been going up on 'The Hill' since the late 1950's. Gary was a real character and his stories about hot rodding in the Rock 'n' Roll era were always entertaining. He designed some T-shirts for us regulars, which I still have today. There are those who raced on The Hill later in the 1970's, who claim the Hopper character was based on another personality, so perhaps the film used a mixture of both.

These were the days of the so-called Mulholland Racing Association, (or MRA) and Friday and Saturday nights attracted some large crowds to watch the action.

The local residents and the L.A.P.D. finally had enough of our antics and closed the place down one August night in 1971. I was one of the first to get caught, got ticketed and ended up going to court over my 'Engaging in a speed contest. Speed: 15 mph' (LOL) – well, that's what the ticket read, anyway.

My passenger, a surfer buddy of mine named Phil got a ticket for 'Aiding and abetting a speed contest'.

While I was standing awaiting my ticket, the RSR Porsche rolls up behind the cop

Boy Racers Busted on The Hill Contd..

car. With the cop busy filling out the form, I try to signal the driver to get the heck out of the area. He finally understands what my gesticulations are about and rolls back towards Laurel Canyon with the lights out and engine off. As he gets down towards the last corner, I hear the car's flat-six fire up and take off at high revs. Hope he made it out okay as I never saw the guy again.

The 'Los Angeles Times' newspaper reported on the crackdown, describing it as 'speed contests between wealthy youngsters in imported sportscars! (Yeah, right!)

When I went to the first hearing in Downtown L.A. (along with a bunch of the others who were busted that night), the judge gave everyone a cheap bail to pay (\$20-25), except me! I had a clean record and the guy still whacks me with \$150 to pay to ensure I show up in court, a lot of cash for a college student in 1971. To this day, I've never worked out why he nailed me with a hefty appearance fine.

At any rate, I turned up on the appointed morning, hair neatly trimmed and in a sports coat and tie ready to do battle with the Powers-That-Be. My name is called and with some mumbling between the prosecutor and the judge that I couldn't make out, I'm told I'm free to go. No reasons, nothing.

Huh, what? I ended up asking the Bailiff what the story was and apparently they decided that there was insufficient evidence to convict me of anything and just let me go. Of course, the L.A. City Court took a year to give me back the bail money I borrowed from my folks and this took a few phone calls and letters to achieve.

The MRA era was followed by another group who called themselves the Canyon Racers Association or CRA. Different cars, different people, different attitudes and the nights were nowhere near as wild as those from earlier times. They were featured in an issue of Hot Rod magazine in the mid-1970s.

Late night road racing carried-on on Mulholland Drive until the 1980's when I am told things were finally shut down for good. There are now parking restrictions from sundown to sunrise, etc. When I've been back home visiting family and friends, I usually do a trip along Mulholland to reminisce, albeit at the speed limit.

I've probably got enough stories about the scene to fill a book, but a friend of mine says there's already a publication out on the history of midnight road racing on The Hill, and those interested in this unusual part of L.A.'s street racing history might want to check it out.

Peter S Cooper



Coming Events

October

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 (Not a week earlier)	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
5-7		Far North Tour (Northland Branch)	
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	8:00pm
27	Sat	Vintage Section Meeting—Clubrooms	2:30pm
30	Tues	Committee Meeting (December)	7:30pm

December

4	Sat	Veteran Section Meeting—Clubrooms	2:30pm
5	Sun	Annual Picnic—to be held at Meadow Brook Farm	10:00am
9	Thurs	Bulletin Mailing	7:30pm
15	Wed	Mid Week Tourers	
		Starts The Warehouse , Westgate Carpark	10:00am
16	Thurs	Club Night—Xmas Pot Luck Dinner & New Members	7:30pm
18	Sat	Motorcycle Meeting—Clubrooms	2:30pm
19	Sun	Xmas Motorcycle BBQ	
22	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
25	Sat	Clubrooms Closed	

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



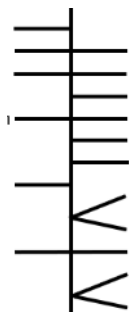
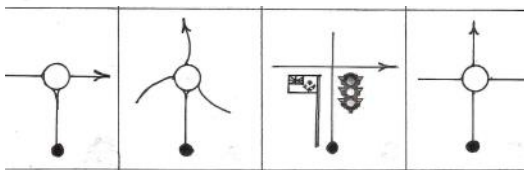
Club Night

Thursday 21 October

7:00 p.m.

POSTPONED

Rally Instructions



62nd Hunua 100 Rally

Sunday 24 October

(By entry only)

Starts

Soljan Estate Winery
off State Highway 16
Kumeu

POSTPONED

Time

First vehicle away
9:30 a.m. approximately

Entries close 15 October



2021 Hunua 100 Rally

HUNUA 100 GARDEN PARTY BRING A PLATE & JOIN IN SATURDAY 23TH OCTOBER

Clubrooms open from 2.30pm • Garden Party starts at 3.00pm

BBQ • SUBSIDISED BEER & WINE
VEHICLES OF SPECIAL INTEREST
SPARE PARTS DEPARTMENT WILL BE OPEN

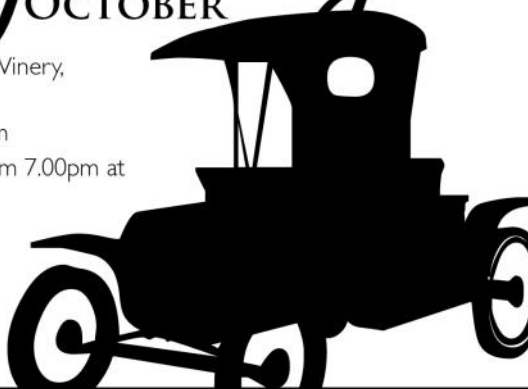
- Presentation of 50 & 60 year awards
- Rally packs available from 3.00pm to 6.30pm
- Bar open from 4.30pm

POSTPONED

HUNUA 100

Rally Day SUNDAY 24TH OCTOBER

- Rally starts from Soljans Estate Winery,
366 State Highway 16, Kumeu
- Rally packs available from 9.00am
- Evening Dinner & Prizegiving from 7.00pm at
Remuera Club, Remuera



Book Sale

Book Sale

**Saturday 23 October
2:30 p.m.**

(Hunua 100 Weekend)



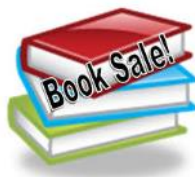
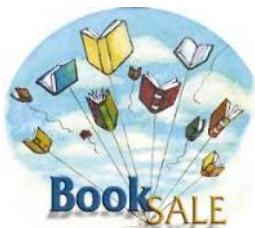
Book
Sale



POSTPONED

Sale of Hand Books & Workshop Manuals, Books on the History of Motoring, History of Marques, Motor Racing, Technical Papers, Magazines and much more. Pricing will be very realistic and there will be many specials!

**Mezzanine Floor of the Barn
At our Clubrooms
39 Fairfax Ave
Penrose**



2021 Picnic

Come Along, Bring All the Family

Sunday
5 December

PICNIC

Meadow Brook Farm

(By courtesy of Dick Langridge
Annual picnic will be held on his farm.)

Twilight Rd, Brookby



Dogs NOT Permitted!

Children a free ice-cream
Everyone receives a free sausage ticket

What's going to happen:

10:00am	Gates open
11:00am	Restoration Awards Judging
12:00noon	Sausage Sizzle
1:30pm	SANTA arrives

Note: Take your own thermos



***Mr Whippy Ice-creams available
between 1-2:00 p.m.***

NOTE: If EXTREMELY wet, the Picnic will be CANCELLED
Cancellation will be on the e-tree and face-book

Vero International Festival of Motoring



THREE Months to Go

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

Registrations are still open, but there is now a late fee of \$150. If you need help with the on line registration please contact me for assistance.

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

Some great entertainment acts are booked, the local people are all looking forward to their towns being filled with the sight and sound of our vehicles and the organising team are ready to go with a great week of motoring and socialising.

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

Tracey Winterbottom

Marshals Required

Hunua 1000
POSTPONED
 Sunday 24 October

Please phone:
 Gavin Welch
 021 044 5188

or email: gjwelch1956@gmail.com

Obituary—Neil Otway

Neil Otway was to receive his Fifty Year Award this month, but sadly he passed away in September.

Neil was born in Inglewood and educated in Palmerston North, Warkworth, Scots College Wellington, Kings College Otahuhu and Auckland University.

His first vehicles were a 350cc Matchless, then a brand new Triumph and then a 1936 Singer Le Mans. He travelled to work at the Thames sawmill working and truck driving for the family owned mill.

In 1950 Neil and his cousin Jim Bremner became partners in an ex army GMC 6x6 purchased from Giltraps in Wellington. Jim left the partnership and Neil went on to develop a long and distinguished career in the road transport industry. Neil remembered his days with Refrigerated Transport Limited, when an Auckland to Hastings trip took fourteen hours each way, for which he got twelve pounds a week. Neil worked for a variety of firms including L W Bonney and Sons. Bonney's offered Neil a management job at Mangatangi. Neil brought an old Rugby car from Kauaeranga, which Selwyn Bonney towed for a short time to Mangatangi at high speed in his Chevrolet Impala. Neil nearly lost the Rugby in the process.

In 1960 Neil brought part of the Bonney fleet and developed Coal Lines Transport, then G N Otway Limited and subsequently Trans Otway Limited. Many forms of freight including coal, wine and meat were carried by these companies. The business at one stage had 120 trucks and 250 employees before being wound up in 2011.

Neil joined the VCC in 1971, his first vehicle being a 1928 Chrysler 52 which he purchased from Selwyn Bonney. He then brought a 1929 Oakland tourer from Alvin Bonney. This car was constantly used by Neil and his family, with many Hunua 100's being undertaken. Neil was much relieved when he found he had come second in one of these Hunua's, thus being spared the responsibility of plotting the next one. In 2016 Neil purchased the 1930 V8 phaeton formerly owned by Selwyn Bonney, Mark Ball and Pat Darby. This car did need an extensive engine overhaul.

Neil built up a collection of one hundred trucks and twenty five cars, enough to keep his descendants busy for generations. Aside from the afore mentioned Oaklands, the car collection includes Rovers, Jaguars, a Dodge DD coupe, a 1934 Oldsmobile, an Austin Ruby, a Mini Cooper used by Paddy Hopkirk and Timo Makonnen to demonstrate Mini Spinning at Pukekohe circuit.

Neil purchased a significant amount of the Watchorn truck collection and as a result there are now seven Diamond T's. Other early trucks include a Morris Super Tonner c1926-'28 and a GMC of the same period. Later, but still Club eligible trucks include Leyland's, Mack's, Ford's, Bedford's, a Reo, Kenworth's and many more.


John Stokes



Snippet from 2006 International Rally



Above—Courtesy of Neil Bielecki, acknowledging The Southland Times 2006. This was published 21/01/2006 during the International Vintage Car Rally in Invercargill.




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Wanted

Wanted

BULLETIN EDITOR

As from July 2022, I will no longer be the Editor of 'The Bulletin', as I'm retiring from this position, which I have held for many years. Therefore the Committee is looking for a new Editor.

I know it's early to be placing this request, but this will give my successor time to ease into the role.

It is a rewarding task, but it's now time for me to relinquish this job and pass it on to someone new.

If you are interested in being the Editor, please contact me either by phone or email for further information.

Val Ball

Ph: (09) 298 6476

Email: rvball@xtra.co.nz

The Bulletin



Wanted

WANTED



We require a member to cut the hedge at the Clubrooms, when needed. Your service would be much appreciated and thank you in anticipation.

Barbara Allbon



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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 14 November 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 15 November 2021.

Payment by successful tenderers, as well as collection of the items must be made within 10 days of notification - 25 November 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

Spares

SPARES

With decades of accumulation all of our warehouse space, shelves, and parts boxes are overloaded and in need of a major sort out.

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We are in the process of restructuring the warehousing, identifying and cataloguing the parts so that they can be easily found. Already listed in the catalogue are the gaskets, new old stock armatures for generators, starters and wiper motors.

New to the Barn are two display cabinets

1 A glass fronted unit to keep safe the treasures that have been hidden away for too long and also with others that we are discovering.

2 Our open **GOODIES** cabinet for new and used items that are either not required, or are surplus. These items are **FREE** to take home.

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Chairman/Motorcycle Rep/Delegate

Martin Spicer (Lynda) Email: spicerclan2017@gmail.com Ph: (09) 233 6382
or 0221 025 954

Vice Chairman/Clubrooms Booking/Name Badges

Don Green (Brenda) Email: greend@slingshot.co.nz Ph: 266 8836
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Secretary/Privacy Officer:

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Club Captain:

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Warwick Darrow (Trisha)

John Morrison

Shaaran Price (Alan)

John Stokes

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Insurance:

Vero Consumer Insurance Specialist 0800 505 905 or 356 4501
Agency Number: 0300126

Clubrooms

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Club Night: 4th Thursday of the month

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