



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

MARCH 2021



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April Bulletin closing date

Cover Designed by Melanie Ball

Strictly 25 March 2021



Chairman's Report

Well here we go again, back into lockdown!

The month of February started with the Branches Annual Veteran Rally. John Stokes plotted the event and the assembled Veterans looked great with their brass shining in the sunshine. Cedric Pegrum's navigator didn't arrive in time, so I volunteered for the post. The run went over great Franklin roads and it was my first experience in a veteran, very much like being on a motorcycle out in the wind. I had a great time with Cedric and the run finished at the Cosmopolitan Club, Waiuku, where we had lunch.

Next up was the Motorcycle meeting, the guest speaker that I had lined up couldn't make it, so at the last minute I contacted Ray Pratt who was able to send Chris Egan from Auckland Harley Davidson with the new electric bike. The "Live Wire" is a great looking machine but the only thing wrong with it was the price of \$53,000.00.

The Commercial and Charabanc maintenance guys had their meeting on 24 February. If you're interested in Commercials, do come along and join them. Now I'm sure you all have seen Angelique, our Charabanc, in the barn or at the Branch Gymnic, or at the Auckland Farmer's Christmas parade and other events. The grand old Lady has been on rallies from Cape Reinga to Bluff and is a very cherished part of our Branch. So now comes the question—we have 3 drivers and a small team which maintain her, but as you know time marches on, as do our ages, and so we need more help with her maintenance and some more drivers to take her out, so please think about joining this team. You will get plenty of help from the expert team if you join and if members don't come forward soon, it might mean that she will become only a static display in the barn. I'm sure none of us want that to happen, think about it please.

The February Club Night saw a good turnout of members to hear Randy (Murray Ransfield) from the Air Force tell us about stripping down a Bristol Freighter and then shipping it to a UK aircraft museum. Randy gave a great presentation.

On the last Saturday of February, Lynda and I checked the Club Run route for the February Club Run, which was around 90 minutes long, over some really good roads and finishing at a regional park with a great sandy beach, picnic tables, good grassed area's, electric BBQ and good walks, but then of course we went into lockdown, so we will save this one for later in the year.

Other events that have been cancelled are The Muriwai 100 years of beach racing celebrations and the Brit & Euro Classic Car Show. It is hoped these might be held later in the year. The Charabanc was going to both these events.

So that's it for now, look out for more information on the Email Tree.

Please stay safe and well out there.

Martin Spicer



Club Captain's Report

Well, here we go again, the second lockdown for February 2021 and this time for 7 days.

I had planned a lovely monthly run for February and where we were going to end would have been glorious, with the weather we have had. No matter, it is better we all stay safe and I can run this event at another time.

John Stokes' Veteran section had another successful monthly meeting and this was quickly followed by the Veteran Rally held on the following Saturday. The weather put on a show with beautiful sunshine and blue skies. John had plotted two rally routes and both were enjoyed by the participants. They finished at the Waiuku Cosmopolitan Club where we all enjoyed a two course lunch of fish, chips and salad followed with cheesecake. Thank you, John, for plotting another enjoyable Veteran Rally and congratulations to the two section winners.

The Classic Motorcycle Festival weekend at Pukekohe was attended by Martin and myself and as usual we were there promoting the Auckland VCC. This was the largest event in many, many years and perhaps it had something to do with Covid-19 and so many events in the previous 12 months having to be cancelled, that this event became very important to all the classic register racers to take part in. In all the 30 plus years we have attended, we have never seen so many people camping, what a fantastic event. Thanks to those of you who came along and displayed your bikes on our Branch stand.

The Motorcycle section had another successful meeting with about 45 people in attendance. Chris, from Auckland Harley Davidson (Ray Pratt) brought along the latest bike in the Harley Davidson garage – an electric bike. So quiet and quite nice in design but the price is prohibitive at \$53K and surprise, surprise, none had been sold in New Zealand to date. He demonstrated the bike and wow, it goes very fast and just makes a high pitched bee-like noise at speed.

A number of our members normally travel down to take part in the Art Déco rally every year and it was with heavy heart they cancelled this event as it was due to start the day after the first February lockdown had finished in Auckland.

February Club night saw a very pleasing number of 40 plus members in attendance to listen to Randy (Murray Ransfield), a sergeant in the NZ Royal Air Force who teaches the apprentices. He showed a power point presentation of photographs and gave a wonderful talk on the breaking down of a Bristol Freighter that was shipped back to the UK. There was a photo of the Bristol Freighter in the hanger in the UK where she will be re-assembled and put on display and amazingly, this is at the very same place she had been built in 1954.

We had all been looking forward to attending the Brit and Euro show on Sunday 7th March and also taking Angelique on the 5th March to the centennial celebrations of the first motor car racing at Muriwai beach. These events have been put on hold but they are hoping to hold them a little later in the year. We will keep you posted.

Please keep your eyes peeled in the Bulletin and on Tracey's email tree for events. The following two are planned and fingers crossed maybe they will

Club Captain's Report Contd..

happen. Already in the Bulletin will be the remaining March events, together with April and May.

Coming Up:

Saturday 13 March – Veteran Meeting (delayed from previous week)

Saturday 20 March – Motorcycle Meeting – Guest speaker Chris Taylor – Ride from Vladivostok to London

Stay safe, remember to keep signing in wherever you go and please reach out to the Committee or local members if you require assistance during any lock-down period.

I look forward to seeing you out and about attending meetings, club nights and events.

Keep those 2,3 and 4 wheels turning safely

Lynda Spicer



STOP PRESS STOP PRESS AN IMPORTANT MESSAGE

As Rodger and I will be away at the end March, beginning of April, I am advising you that the April issue of The Bulletin will be an emailed copy, instead of printed. Thank you.

**Val Ball
Editor**

Commercial Notes

The year has started with a bit of a hiccup, with regard to Auckland anyway. Already I hear of instances where Aucklanders are persona non grata over the incursion of the U.K. strain of Covid-19.

Our February meeting saw a respectable number gather for quite a discussion on buses, largely due to the presence of Omnibus enthusiast, Lachlan Rendall. Lachlan lives at Helensville, so the hike into Penrose is not often accomplished. We also commiserated with Murray Firth over his ongoing dilemma with VTNZ, and their unwillingness to accept that a vehicle with either rod or cable brakes will never activate the rollers as evenly as one with hydraulic brakes. Murray has had to resort to signing a document absolving said company of any responsibility in the advent of the failure of his Bedford to perform to their expectations and pay through the nose for it too. Murray assures us, he can lock up all four wheels, albeit a little out of unison and Rob Webster tells us that for the first time in his life, he will soon have all of his vehicles under one roof. This could be the subject of a shed raid, or perhaps a Wednesday, or even a Sunday club run?

The spare parts team have rationalised a lot of "stuff" that has lain around in the barn for years, among this stuff is a lot of Bedford gasket sets, mainly K and perhaps J series and Murray Firth has agreed to become custodian of this collection, so if you have a need, contact Murray. One thing that is not open for discussion, is the need for any gaskets for this sorry specimen, sent to me by Russel McAlpine while he and Jocelyn were caravanning around the north island recently.



It has often passed through my mind, that Classic & Retro caravans could be suitable for consideration as "Club eligible" vehicles. There are certainly enough out there these days and while they are not motive powered, they sure do look sleek behind a PWV or P60 car. I know of an instance where a genuine WW2 Jeep Trailer was recognised and given a VIC card, as it was part of a unit. Perhaps caravans may join early motor homes yet!!



Keep M Rolling

John Campbell



Motorcycle Notes

When we arrived at the Clubrooms for the February Motorcycle meeting Marshal Corazza on his 20 year old Harley was already there, along with about 8 motorcycles in the carpark, with other members who came by car all chatting away, when suddenly we all were aware that our guest speaker Steve Egan had silently came in and parked the electric Harley amongst us.

I then asked Steve to take the bike into the Clubrooms through the front door. When the meeting started there were 14 motorcycles in the rear carpark and 40 plus members in attendance.

Martin welcomed everyone and asked if there were any visitors, to which a lady visitor replied. Laura is one of the parts people at Auckland Harley Davidson and had come on her modern Suzuki and is restoring a 1970 Suzuki 125 twin Stinger. At the end of the meeting Laura took away a membership application form.

Reports:

Martin reported on the last club run which had a good turnout of car members and two motorcycles, being Eric Drabble and Steve Denze who had ridden over from Waiuku, but they were already wet from the rain so decided to go back home. The run finished in Puni at an Art Gallery that had everything for sale. These works of art were made from parts collected from bike and car wreckers. Martin reported on the recent Classic Motorcycle Festival at Pukekohe, where he, Lynda and the grand kids manned the Branch stand. The meeting was a great success, with very large crowds on both days just like the old days.

Martin spoke about the recent Branch Veteran Rally, where he was navigator in a 1915 Ford Model T and Don Green was one of the 11 passengers on the Charabanc.

Warwick Darrow reported on the recent Velocette Rally and then Marshal Corazza told us about the Indian Rally he went on with 60 Indians attending.

Guest Speaker:

Unfortunately the speaker who was coming to talk about his motorcycle ride from the Russian port of Vladivostok on the coast of the Pacific to London had to cancel, but will now be there for the March meeting. With only a few days to go to the February meeting I called Ray Pratt, the boss of Auckland Harley Davidson. When I spoke to Ray he was in Middlemore Hospital having treatment on an infected ankle, but was able to organise his 2nd in command, Chris Egan to come and show and tell us about Harley's Live wire electric bike. The bike looks impressive, has the best brakes and the best front and rear suspension fitted. It has a 3 phase motor and will do 0 to 100 km in 3 seconds, top speed suppressed to 187 kph, has belt drive, ABS brakes, traction control, anti wheeling, has a range of 185km with a fast recharge at one hour. Chris has ridden the bike around Pukekohe race track, in traffic, in the country and the handling was brilliant. He says the bike makes you feel a better rider. It weighs 249 kilos, much lighter than most of the petrol Harley's. Chris said that the company here were very disappointed at the price they were told to sell these bikes at \$53,000. They had hoped they would be around \$35,000 and then thought they would sell, but alas no.

Motorcycle Notes Contd..

Chris answered a number of questions from the floor. At the end of the meeting Chris took the bike out onto Fairfax Ave to show how quiet it was going up and down the road. He received a round of applause when he had finished.

Keep those 2, 3 and 4 wheels turning safely

Martin Spicer & Jack Clark

Below—Martin with Chris Egan and the Harley Live Wire



Who is this in the sidecar aged 2?



Entertainment Notes

For Club Night on 28th January we had a presentation from Murray Kemp of Waiuku. Murray has a very highly respected garage in Waiuku and is the President of the Vintage Speedway Club in Auckland.

The Club has the use of land adjacent to the Meremere drag strip, where the club has built a speedway track. The cars used are ones which were front line cars years ago, but can still give their owners great fun and excitement. Murray had prepared a power point presentation, but our new equipment refused to function which was embarrassing and frustrating. Tracey cleverly used a lap top that



produced an alternative which gave a lesser performance, forcing Murray to work without notes. This he did very well, giving us a most interesting evening. The film we saw was so like our activities with old cars and drivers (one was in his eighties) having a great time.

The track has been built by club members, spectators pay a collection at the gate. These cars are cornering at about 60kph where at Western Springs the latest cars are doing 240kph, but the enjoyment generated by these well restored classics is no less.

Murray has a bay at his workshop where there are several cars on display, which is well worth a visit.

Although he has had many years of racing himself, much of his time is now devoted to training and sponsoring women in the sport. Names such as Satan Brewer and others brought many fond memories and contributions from our members.

Murray was enthralled with the facilities at Fairfax Avenue and was invited to bring his Club along for a visit. That the two clubs have so much in common was remarked on by several members of our Branch and we have much to share. Once again a bountiful supper concluded a most enjoyable evening.

For March Club Night our Guest Speaker will be someone from Resene Paints talking on modern restoration of paint and technique. Come along and listen to an excellent speaker.

Robin Elliott



New Members

A most sincere welcome is extended to the following new members. 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).

John Judd

Te Atatu

1912 Mitchell, 1923 Studebaker
1962 Amphicar, 1939 Carter Electric



Lee Walker Holt

Laingholm

1972 Moto Guzzi Eldorado

Chris Hay

Meadowbank

1947 Vincent Rapide, 1952 Vincent Comet
1950 Velocette, 1949 Vincent Comet

Roger & Margaret King

Western Heights

Alexander Blom

Onewhero

1928 Essex Coupe, 1966 Morris Mini

Tim Gray

Pukekohe

1923 Ford Model T





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Mid Week Tourers

Even though our Bulletin had shown the wrong date, we had sixteen club eligible vehicles show up at the Westgate car park. The big surprise was to see Ann Thompson (widow of the late Wallace McNair) driving the Lionel Rogers' deliciously beautiful 1960 Maserati GT Vignale Spyder into the car park to join us. This car is normally garaged in France, but Covid has necessitated a move to New Zealand in order to ensure it doesn't seize up.

We were very pleased to welcome a number of non regulars. Brothers Allbon, Allan and Dave in their roadsters MX5 and Stag, Paul Hesseling in his Daimler/Jaguar, Martin Cooper in his MGB and John Holmes in his concours condition 1939 Ford Deluxe V8 Coupe. Also becoming regulars are Alan Kerr in his bright red E type and Trevor Larsen in his Hillman 8.

The run took us through Ranui, Henderson Valley and up to near the top of the Scenic Drive, then toward Bethell's and back to Waitakere on our way to the Taupaki destination. John Reeves Big Shed is divided into two sections. One, Contractors Garage/Johns Toy Room and two, Restoration and Fabrication Workshop where Ted Irwin does wonders. In John's "toy room" were examples of Ted's finished products. Also there was a MK1 Consul Convertible with the panel and paint finished, but still requiring final assembly. John gave us an entertaining background of the vehicles on display. It was a great day. Thank you to our host John and to Murray Greig and others for displaying their cars.

Later in the day Pat and I went to Arnold Van Zon's place to pick up some parts and found both Arnold and Mareeka crippled and bandaged. They both enjoy athletics and both had been involved in cycling accidents. Yet both were their usual genial hosts. Get well soon! In the garage there was a vintage Packard, restored from a rusty heap, a 1940's Harley Davidson close to being finished and a Citroen Dyane.

Norm Dewhurst & Jack Nazer

Coming Events:

Wednesday 17 March—Starts from the BP Service Centre, Southern Motorway, Drury. 10:00 a.m. for a 10:30 a.m. departure. Something for the ladies this time. Ryan Winterbottom is plotting a run to finish at Kings Plant Barn, Takanini. A good café there and of course lots to look at and buy!

Wednesday 21 April—Usually a northern start, but we have a dearth of destinations and plotters for Westgate starts (hint) and Jack has found a good place in Karaka. Usual **Drury start and time**—BP Service Centre, Southern Motorway, Drury 10:00 a.m. for a 10:30 a.m. departure. BYO everything.

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

The Mid-Week Team



Secretary's Notes

This month Martin and I will be attending the Executive meeting in Wellington. With last year's Executive meeting cancelled and then Aucklanders unable to attend the National AGM last August, there will be lots to catch up on. I'm sure next month I'll have plenty to let you know about and there will be items to discuss and vote on at the National AGM. One thing that requires changes to our rules is around membership applications so that we can progress the on line applications.

As a national club our size and voice is going to be important with government, as various parties push policies which exclude the use of fossil fuels. I am sure there will be some sort of positive outcome for our historic vehicles.

The Vero Festival is now less than 12 months away and I know there is plenty of work going on to ensure the success of the week, again I expect to be able to have more to update after the Executive meeting.

Thanks to those who have sent me updated email addresses.

Tracey Winterbottom



ARE YOU ON THE TREE?

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.

If you are reading this and would like to be included, please send me an email at vintagesunbeam@hotmail.co.nz and you'll be in the loop.

Tracey Winterbottom

Veteran Notes

A reasonable number attended the February section meeting. Doug Hamilton attended the Roy London auction of mainly Ford cars and parts. Dennis Lowe presented a beaded edge/clinchier tyre locking device, while Grant Stott produced very original Dodge Four owners data, which was very detailed and more than just a handbook, with separate data on the speedo and electrical system. The data was supplied in a round and possibly waterproof tin and included in the cars tool kit. David Oliver produced a Farmers Co Operative insurance document for his late Aunts Austin.

Barry Birchall informed us of the sale of Steve Raffills 1903 Cadillac to Lance Anderson of Dairy Flat. The car originally was in Dunedin and then moved to Hamilton where some work was done on the mechanicals. It then went to Steve, before going to Lance. I understand it's mechanically complete and therefore not a build up of bits as so many of our NZ veterans are.

The Annual Veteran run was on the 13th of February, again in the Waiuku, Aka Aka, Otawa area. Fifteen cars and Peter Alderdice's 1917 Harley Davidson faced the starter. We could have had twenty, but Roy Sharman's serious farm accident knocked out two cars and another couple of members are tending to ill relatives. Roy is recovering and is sending his regular emails out. John Morrison made up the sixteen with his 1913 Humberette. John found the run useful for coming to terms with driving the car, as he hadn't got much mileage up since buying it. The late Mark Ball was one of the previous owners. Model T Fords were the dominant marque, with Dodge, Cadillac, De Dion Bouton, Darracq, Renault and the Humberette making up the remainder. Both Peter Alderdice and Barry Birchall had fuel issues at the start, but the trail car saw Peter riding strongly on the course and Barry Birchall got around alright. David Lane had to make a band adjustment on his Model T speedster on a steep and testing section on the long route. The Charabanc had a vapour lock about a mile from the finish, but was soon underway.

The entrants had lunch at the Waiuku Cosmopolitan Club, which has a large area for loading and unloading trailers. Thanks to David Adams and Dennis Lowe and a pair of stuffed binoculars, we were able to make accurate time comparisons to sort out winners. The winners were Short Route: David and Kaye Porter, who had the oldest vehicle in the 1904 Darracq, Kaye doing the time keeping. The long route was won by Monty and Pauline Scarborough in their 1913 Model T. The large un-shinny cup being some consolation for the lack of lollies in the rally pack. Roslyn Lowe has said she will polish it when it's back from the engravers.

The plotter wishes to thank the Dewhurst/Winterbottom combine for Rally Secretary, route checking and lead car duties, Robin Elliott and Lynda Spicer for their assistance at the start.

John Stokes



Vintage Notes

We still had a reasonable turnout for our February meeting, but I think we had a little competition from the Wellsford/Warkworth Swapmeet.

We are hoping for a good entry for the Vintage Muster, to equal last year's excellent meeting.

John and Pearlle Judd have re-joined the club and were welcomed into our group. John has a 1923 Studebaker (and a veteran Mitchell) and would welcome us to see his museum collection.

Neil Bielecki has quite a collection of specialist hand made small tools and some of these were handed around for us to try and guess their purpose.

John Towers handed round some photos of the work in progress on the restoration of his Chevrolet. It appears to share many components with our truck. The early Bedford's were mostly Chevrolet.

Along the same lines, members are encouraged to label their own spares, as future generations may not recognize their relevance.

I told of my application for an exemption to avoid having to put our Bedford truck over the rollers to test the brakes for a COF. Even the inspectors think it inappropriate for a vehicle of this age, so I am hopeful of a favourable decision.

John Morrison attended a scaled back Art Deco in Napier. While the main events were cancelled, the local VCC Branch carried on and John enjoyed that side of it without the crush of the crowds.

Chris Wood is attending the 100th anniversary of racing on Muriwai Beach. Cars like his Austin were often stripped down to take part in these events. Alan Price will be conveying racing drivers in our Branch Charabanc, Angelique and an original Cadillac of the day will take part in the celebration also. Unfortunately this event was cancelled, due to Level 3 Covid-19 Lockdown.

Murray and Penny Firth



Coming Events

March

11	Thurs	Bulletin mailing via Email	
13	Sat	Veteran Section Meeting—Clubrooms	2:30pm
14	Sun	Vintage Muster	
17	Wed	Mid Week Tourers—BP Service Centre, Southern Motorway	10:00am
20	Sat	Motorcycle Meeting—Clubrooms	2:30pm
24	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
25	Thurs	Club Night & New Members—Speaker, from Resene	8:00pm
27-28		Maunga Moana Rally (Taranaki Branch)	
27	Sat	Vintage Section Meeting—Clubrooms	2:30pm
28	Sun	Club Run—starts BP Service Centre, Southern Motorway	11:00am
30	Tues	Committee Meeting (April)—Clubrooms	7:30pm

April

3	Sat	Veteran Section Meeting—Clubrooms	2:30pm
8	Thurs	Bulletin Mailing Night via Email	7:30pm
10	Sat	Commercial Meeting—Clubrooms	2:30pm
10	Sat	Very Vintage Day out at Kumeu Show Grounds	
10-11		Mooloo Meander (Waikato Branch)	
11	Sun	Brit & Euro Classic Car Show, Lloyd Elsmore Park, Pakuranga	
11	Sun	Swapmeet (Northland Branch)	
17	Sat	Motorcycle Meeting—Clubrooms	2:30pm
18	Sun	Club Run—Gymkhana—40 Hunters Rd, Waitakere	1:00pm
21	Wed	Mid Week Tourers—BP Service Centre, Southern Motorway	10:00am
22	Thurs	Club Night & New Members—Speaker Tim Manning	8:00pm
24	Sat	Vintage Section Meeting—Clubrooms	2:30pm
24	Sat	Northern Raid Rally (North Shore Branch)	
25	Sun	Motorcycle Run—Starts Jolly Farmer, Drury	1:00pm
28	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm

May

1	Sat	Veteran Section Meeting—Clubrooms	2:30pm
4	Tues	Committee Meeting—Clubrooms	7:30pm
8	Sat	Motorcycle Section Meeting—Clubrooms	2:30pm
13	Thurs	Bulletin Mailing Night via Email	7:30pm
15	Sat	Commercial Meeting—Clubrooms	2:30pm
15	Sat	Motorcycle Rally (Northland Branch)	
16	Sun	Vintage Venture (Waikato Branch)	
19	Wed	Mid Week Tourers	
22	Sat	Vintage Section Meeting—Clubrooms	2:30pm
23	Sun	Club Run—Experts Rally—Starts Cnr Kiwi Esplanade & Coronation Rd, Mangere Bridge	1:30pm
26	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
27	Thurs	Club Night & New Members	8:00pm

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 25 March
8:00 p.m.



Guest Speaker from
Resene Paints

Speaking on Modern
Restoration of paint and
Techniques

Club Run

Sunday 28 March

Starts: BP Service Centre,
Southern Motorway, Drury

Time: 11:00 a.m.

BYO Picnic Lunch



2021—The Three Rivers Rally—Gisborne

The Firth's, Murray & Penny in their 1950 Riley RMB and the Roberts, Wayne & Carrie in their 1924 Velie, with friend Jo along, ventured south to Whakatane on Thursday 11 February via Morrinsville, then around the back of the Rotorua Lakes including Rotoma & Rotoiti on great Vintage motoring roads in glorious weather. Friday morning we set off for Gisborne refuelling at Opotiki before traveling via Matawai, thus far a totally sealed route, however Murray had planned today's journey to Gisborne so we were soon on a truly VINTAGE ROAD, Rakauora Rd which whilst gravel and a little bumpy it provides spectacular scenery as it climbs to around 900 feet above sea level. We travelled on this road for at least 22kms and ended up 4kms further away from our destination of Gisborne than when we started, BUT IT WAS WORTH IT! We then travelled via the Rere rock slide and waterfalls before continuing on to Gisborne to join the other entrants exploring the expansive spares collection and enjoying the Branch's catering and the company of other members.

Saturday morning we assembled at the Gisborne Branch Clubrooms for the start, 22 entrants including 1 Veteran, a 1912 New Pick from Nelson, 5 Vintage, 4 PV's and the rest being a fairly even spread of the remaining club eligible vehicle classes. The rally route took us to Mahia Beach (south of Gisborne) where we enjoyed some great views and lunch. The official rally route finished here and we chose to travel back to Gisborne by travelling further south to Wairoa and then followed the very scenic Highway 38 back to Gisborne.

The Overall winners were Graeme and Raewyn Fenn from Bay of Plenty in their 1937 Graham Crusader, with team Velie winning the Vintage class.

This was a most enjoyable event and the Gisborne Branch members truly appreciated the support from out of town Branches. They have positioned their Annual event one week after the Eastern Bay of Plenty Branches Annual rally and one week before Art Deco in Napier, therefore making it easy for those of you that have the time to enjoy three events in close proximity, which are all quite different, driving old vehicles in this part of our great country is quite a pleasure, even if you chose the main highways to get there (which we didn't do all the way!).

With that in mind and given the enjoyable time we had and the warm welcome we received, we are already planning an extended trip for next year (all things going to plan of course) most likely leaving Auckland in time to join the Eastern Bay of Plenty Branch for their event before travelling via the East Cape to Gisborne for theirs. If you are interested in joining us, get in touch.

Wayne Roberts



To Bluff and Back in the Slow Lane

Our truck is a 1931 British Bedford WHL 2-ton long wheelbase. It was bought new by my grandfather as an orchard truck. It was sold to a builder just up the road when I was about 12 and had a fairly hard life for a few years before being parked up in a shed. Late 2011 I managed to buy it back and after completely stripping and rebuilding, we had it going in time to attend the National Commercial Rally in Gisborne in 2013. The only modifications are 12v electrics and indicators. That was just the beginning of her new life.

This trip really had it's origin in the Covid-19 Lockdown. I had never liked the colour I chose for the truck initially. So, when we were told that we were to be "confined to barracks", I thought a good project would be to repaint the old girl. Of course this meant pretty much dismantling it to paint all the bits and would allow me to address a few issues at the same time. With no distractions, the work went on apace and soon I had a vehicle that needed to be used. Penny and I have always enjoyed remote places and one of my dreams was to drive some of the little roads, particularly those in central Otago, so I spent my evenings huddled over Google Earth and came up with a plan.

The focus of Day One was just to get through Auckland - always an ordeal in the truck. Soon, on little backroads in the Waikato, we are out of the traffic and everything is lush and vibrantly green after the recent good rain. We ran into several very heavy but brief squalls and were pleased to see that the time spent on the windscreen had paid off - the leaks are reduced to a few drips. After a good lunch at Morrinsville, some very sloppy plotting found us on some unfamiliar little roads. However, the motoring was good and we were heading in roughly the right direction, so soon, with little loss of time, we were back on track. I wasn't looking forward to Highway 5 over the Mamaku's, but traffic was light and no problem.

Day two started rather badly with two almighty crashes. First was the glass in the passenger door disconnecting itself from the winder mechanism and landing, thankfully unbroken, in the bottom of the door. Out with the tools, off with the inner door panel (25 wood screws) and all was revealed and easily fixed. Minutes later while backing out of a driveway to turn around, we met a tradesman's van doing the same thing from the opposite side of the road. The impact broke my \$2 reflector, but the damage sustained by the van was quite astonishing.

The Waikaremoana Road, which I always enjoy, had had just enough rain to lay the dust without being muddy. Lots of 3rd gear with those straight cut gears singing. No corrugations, but quite frequently there were clusters of potholes so severe that we had to get down to 2nd gear and crawl through at 5mph. That night we had a cabin at Waikaremoana Motor Camp. Water's edge, cheap, and absolutely beautiful. The day from Waikaremoana to Napier was rather



To Bluff and Back in the Slow Lane Contd..

soggy, raining on and off all day.

We travelled alongside swollen brown rivers, lunching in Wairoa, but as we came into our motor camp in Bayview, just north of Napier, the rain stopped. Napier city (which we avoided) had taken a hammering with streets closed and over 100 houses evacuated because of flooding and slips.

From Napier to Dannevirke was a short day, so we took to the little roads, rolling up and down, but all sealed. We stopped in Ormondville to chat to an elderly couple sitting in the sun. This was quite a town in its day, based on the railway. It was the change-over point for the train crew from Wellington and boasted quite a number of saw mills. A lot of old railway rolling stock is sitting on the sidings and is slowly being worked on by enthusiasts from Wellington. I would have loved to have had a look around the very large collection of old tractors just down the road, but couldn't see anyone around. Apparently, most of them run, but they badly need to get under cover. In the antique shop in Dannevirke I had a rather intense discussion with the owner, a pious man who was very disturbed by the passing of The 'End of Life Bill' referendum. Penny walked away. From Dannevirke south we had more heavy traffic, but the profusion of very generous shoulders enabled everything to pass easily. Lunch was in Featherston at "C'est Cheese" – artisan cheese and deli. A wonderful range of cheeses and excellent coffee. Then 3rd gear all the way up the Rimutaka Hill and 3rd gear all the way down the other side too. The truck brakes wouldn't have lasted long without plenty of engine braking! The Hutt road isn't much fun – everyone is in such a hurry, but soon we were in our motel in Petone. We walked up to the shopping centre which claims to have 65 eateries and we chose Turkish. Very nice. Petone has some beautifully restored very old houses and narrow streets, so walking is the way to go.

Next morning we're down the road, onto the ferry and the South Island. The original plan was to travel the Rainbow Road from St Arnaud to Hanmer Springs, a road that has been on my bucket list for a long time. However, permission to use this private road was not forthcoming so a change of plan was needed. The Molesworth was the obvious alternative and as we now had a day up our sleeve we decided on two shorter days.

A quick stock-up in Blenheim (wine) and we head over Taylor Pass to the Awatere Valley. Wall to wall grapevines, many more than last time we came through here. Finally, the river flats run out and the road becomes a lot more interesting. We found our accommodation, the shearers quarters on 3500ha Camden Station. The visitors book records some overseas travellers, but mainly Kiwis, cycling, running and four wheel driving the Molesworth. Everyone including the pet lambs (which have grown into rather large Merino sheep) are very friendly.

Lunch next day was on top of Ward Pass where the views made one appreciate the immense expanse of sky, mountains and valleys. The road was a delight to drive in the old truck. Freshly graded, there were no potholes or corrugations, just fine gravel evenly over the whole road. At one of the viewing stops we talked to a guy on a big BMW motorbike and he had a very different opinion of the road surface. Like riding on ball bearings he said.

To Bluff and Back in the Slow Lane Contd..

A couple of nights in Hanmer Springs gave us the chance to do a little shopping, have a hot swim and give the truck a wash and grease. The brakes were starting to bind a little with all the dust, but that was soon sorted.

From Hanmer Springs it was raining, but good motoring until we hit Highway 1. Concentration had to go up a few notches with a lot of fast moving heavy trucks. But after 10km we got off that stretch so it was soon over. Lunch at Amberley at the Paris Bakery and Café where the food and coffee were excellent. After lunch the rain had stopped and from here on, we were on quiet roads to Oxford pub for the night. At 130 years it is the oldest licence in NZ still serving from the same premises. Friends from Auckland joined us for dinner. From Oxford to Fairlie involves some long, straight roads, which gets a little tedious at 30mph.

Soon after Fairlie, at Burke's Pass we turned off the main road once more and headed south, through the Hakataramea Pass. The rough fords were no trouble to the big wheels of the Beddy, but modern cars would be challenged. Lots of wallabies, all dead, presumably shot. As we came over the pass and down into the Hakataramea Valley with it's long straight roads, it became obvious that we had plenty of time and I remembered that Graham Taylor of Central Otago VCC had suggested the Meyers Pass road was worth investigating, so when it appeared on our left we took it. For me, it ticked all the boxes! It was very steep, very narrow and very winding. It had a grass centre line, big drop-offs, and no posts or rails.



Plenty of fords to cross and gates to open, which kept Penny very busy. The terrain can only be described as tortured and why anyone would want to put a road through here I can't imagine. About half way up we crawled around a steep spur and into a ravine, crossed a stream and doubled back to carry on climbing round the next spur. The bridge

over the stream is an astonishing surprise! A very attractive and substantial tall stone arch, it is so out of place in these surroundings.

Kuwor for the night, a really nice little town, then Danseys Pass with all that beautiful native tussock, then lunch and a beer at the old pub and a wee cabin at Naseby Holiday Park.

We stocked up supplies at Ranfurly before heading south again, through Patearoa to Clachanburn Gardens. Clachanburn Gardens is a garden of 'National Significance' in the Maniototo, a vast valley with the Taieri River

To Bluff and Back in the Slow Lane Contd..

meandering through it. It is a place of big skies and a rainfall of 12 to 14 inches, so very dry. Irrigation is essential and everywhere you look there are sprinklers going. The beautiful 2Ha garden is the creation of Jane Falconer, a lady with amazing energy. We stayed in a comfy cottage in the garden and just relaxed and explored for a day. The farm specialises in Wapiti, or Canadian Elk and these big graceful animals sport huge antlers, which I suspect they are about to lose. Our old truck brought back memories for Jane of the 1934 International C3 truck on Gladbrook Station where she grew up. It has now been restored and resides in Mosgiel.

South again on dusty roads through the Maniototo, we came to a sign – Dunstan Trail. The next half hour was spent in 1st and 2nd gear averaging 4 to 5 mph. Fairly steep and rough and scoured in places, the truck was in its element. The short distance we made in distance contrasted with the altitude gained. Once on top the landscape changed



and we found ourselves on a vast, high, rolling tussock plateau and the road improved, so now we were in 3rd. A beautiful place enhanced by the very black storm clouds on the horizon, but we stayed sunny and dry. Down the other side in 2nd again with the brakes squealing in protest and suddenly we are rolling into Mosgiel for the night. The motel was full of contractors so we were upgraded from a studio to a two bedroom unit and the truck was given a carport. We were all very comfortable.



Next morning we got a surprise phone call from the owner and restorer of the aforementioned International truck, with an invitation to visit. As well as the Inter, Guy has an impressive collection of trucks, most of them very large and a beautifully presented WW2 Jeep with all the accessories and about a dozen old tractors. He is an

active 4WD enthusiast so throw in a couple of very purposeful Toyotas as well. A Commer TS3 is under restoration at the moment. He shares his large well equipped workshop with his mates and everything from vintage petrol pumps to old trucks is being meticulously restored. Guy's sister, Justine, took pity on Penny and showed her round the large and immaculate garden and event centre.

To Bluff and Back in the Slow Lane Contd..

From Mosgiel we decided to avoid the motorway into Dunedin, so skirted around the back streets to Larnach Castle. We might have avoided the heavy traffic, but our route took us up and down some incredibly steep streets, (they looked flat on the map). At Larnach Castle we were booked into the stables, but once again we were upgraded from a stall to an en-suite room in the Lodge, with a balcony view from Dunedin city down the full length of Otago harbour to Taiaaroa Head. We had dinner, quite expensive but very nice, in the castle dining room, sharing our table with two other couples and attended by a completely mad young waitress. Very entertaining!

After a good breakfast next morning, we continued south to Taieri Mouth where we crossed the Taieri River for the last time. We had entered the Taieri catchment at Dansey's Pass, so now we had been with this river for five days! On to Nugget Point Lodge, with our unit high above the beach. A stunning location. Our host, Willy, is a classic car guy with an immaculate MKIII Zephyr. At dusk we drove to the lighthouse to try and see the Yellow Eyed Penguins - Hoio - come ashore, but no luck.

Then on through The Catlins, with a stop at Niagara Falls Café for lunch and a walk at Curio Bay to see the fossilised forest. Very good roads and no traffic saw us arrive in Invercargill in time to book into our motel and still have time to do the obligatory trip to Bluff and back.



Next day was one with little travel, giving me time to visit Bill Richardson's truck museum, again while Penny waited patiently in the café. On our backroads trip to Otautau, we went through Fairfax where we came across a fine collection of old railway rolling stock and related machinery, so being cheeky we drove in. It was a private collection and the owner was away, but the young lady who came out said we were welcome to look around, so we did. Our accommodation at Otautau was the old pub. The truck at this stage needed



servicing and a little attention to the brakes which were still squealing, (I told Penny that when they stopped squealing was when she should start worrying). While we were attending to this the Thornbury Vintage Tractor Club arrived with nine tractors on their club run. We chatted for a while and their support wagon guy loaned me just the right file

to make some minor adjustments to the brake linings, after which I joined them in the bar. Our room was huge and the dinner was the best pub meal ever and all very reasonably priced.

To be continued in the April issue of The Bulletin.

Murray Firth

Gymkhana

GYMKHANA

Sunday 18 April

Arrive—1:00 p.m.

Briefing—1:15 p.m.



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April Club Night

CLUB NIGHT 22 April—8:00pm

WHITE METAL DEMONSTRATION

Club member Tim Manning, a retired engine re-conditioner will be demonstrating how to pour white metal bearings.

Mark your calendar, car pool and make the most of this opportunity.



Enquiries to Russel McAlpine 0274 735 451

FAREWELL

Farewell to one and all. It has come the time when Ken and I are about to start a new chapter in our lives. Our house is on the market (by the time you read this it could be sold) and when all is settled we are moving back to Feilding.

We joined the AVVCC on the 13th April 2007. At that time we didn't have a car so helped out with marshaling when we could. Then on the 1st January 2010 we purchased our Humber. We have been over parts of Auckland and surrounding area's that if we weren't with the Branch we wouldn't have had the opportunity to see what sights Auckland has. We have meet a lot of wonderful people and made some good friends. We would like to wish you all and the Branch the very best for whatever the future holds.

Farewell

Ken & Annette Foot



Experts Rally



Four heads are better than
One
Join forces and activate that
Grey Matter

Don't be afraid to give it a go

2021 Experts Rally

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Spare sets of instructions for your back seat
assistants
Start and finish central for all Rally over
(usually) quiet roads

**See you at the Car Park
Cnr Kiwi Esplanade & Coronation Rd
Mangere Bridge**

**Sunday 23 May
1:30 p.m.**

Russel & Jocelyn McAlpine

Vero International Festival of Motoring



The dates are January 16 to January 21 2022

The disruptions and postponement of the Vero International Festival of Historic Motoring until 2022 have been quite a strange situation for the organising committee to work with. However they are now back in action and looking forward to bringing you this event in just under one year.

The survey late last year has given them a good indication of both the numbers of entrants and groups of vehicles they can expect. While there is a good selection overall, it would be great to see more veteran vehicles and motorcycles.

They are working toward registration forms being available in late March/early April 2021. They are trying to keep the entry fee as realistic as possible, although Covid-19 is still making it difficult to get businesses to confirm prices so far in advance.

There has been one change to the festival programme. They had planned on having a public display on the Wednesday night, but due to some logistical problems they are not proceeding with this.

It will be a memorable event.

Experts Rally—Marshals Notice

Experts Rally

Sunday 30 May 2021

Marshals required

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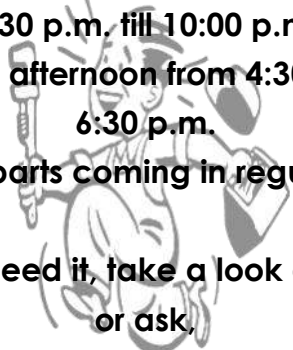
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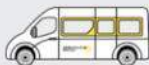
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