



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

AUGUST 2022



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September Bulletin closing date

Cover Designed by Melanie Ball

Strictly 25 August 2022



Chairman's Report

This is my last Bulletin report as your Chairman. I hope you are all staying safe and well in these trying times. I do know of many of our members that have gone down with the dreaded Covid-19 or one of its variants and hopefully they only got it mildly and have now recovered.

Due to the Clubrooms being shut for flood damage repairs, we have only had two Branch event's in July, which were the Midweek Tourers and the Vintage Section meeting that was held at the Chevrolet Club Clubrooms.

On Sunday the 24th July I went to AVSPECS at Ardmore airport, to meet up with some of the Waikato Branch Motorcycle Section. Fifteen came up but all in their cars due to the inclement weather we are currently experiencing. The exception was Auckland Branch member Tim Hardy and wife who rode their Harley Davidson to the airport. It was good to catch up with Peter Spiller, our ex Auckland Motorcycle Rally Secretary and a few others that attend various out of town motorcycle events.



Everyone seemed impressed with the projects that are ongoing. Peter thanked Derek for giving his time and showing the members around. Derek rides a 750 Norton Commando and is also restoring a vintage pickup truck.

Finally, we are seeing the repairs to the Clubrooms taking shape. All the gib wall repairs have been done and the painting has been completed. On the subject of painting, the insurance claim didn't cover the painting of any of the concrete block walls, so we asked for a quote from the painters which was \$3,500 plus GST, to which we said no thank you. Branch members Rory King, Warwick Darrow and myself bought a \$190.00 10 litre pale of matching paint and spent two four hour sessions on a Saturday and Monday to do the work. The carpets and vinyl are all down and the replacement toilets and vanities were to go in during the last week of July. The shower area was relined. Now the long job of re-installing the library shelving and the books. We have been told by the project manager that we should be able to open the doors on the 13th August and the day after we are holding the final lunch for members attending the National AGM. Fingers and toes are very definitely crossed.

After obtaining some very expensive, eye watering quotes for repairs to the Barn, we have decided to do the work ourselves, guided by a Registered Builder who is a Branch member. We have a team of members that will start the work in September and so to them I thank you. We are still waiting for quotes for scaffolding to come through before a Work & Reinstatement Plan can be put into

Chairman's Report Contd...

place.

By the time you read this we would have had our long delayed Branch AGM. Coming up on **Saturday the 20th August**, we will resume the Motorcycle Section meetings. This months guest speaker is classic motorcycle racer, Rob Creemers. He is also the new owner of the fabulous Britten race bike. Rob says that also coming along will be Steven Briggs who has been the rider of this great Kiwi bike over a number of years. Do come along and hear about this New Zealand piece of motoring history.

Sunday 21st August, is our National Daffodil Day Rally. Please come along and support the Cancer Society.

So this is Goodbye from me. I hope to see you out and about at our Branch events.

Keep your wheels turning safely.

Martin Spicer



Club Captain's Report

Well, how many of you have got webbed feet? Down on our farm it certainly feels like we should have some to cope with all the water laying over the paddocks. We can truly feel that winter is upon us but we are so much more fortunate than our friends in the South Island. As you can imagine with all the rain, the Committee have had all their fingers and toes crossed that Auckland didn't get hit with another water bomb, as the builders are still working through our last flooding reinstatement work.

Both the Veteran and Motorcycle Sections have again missed out on their monthly meetings, but I understand that the Vintage section were lucky to be offered the use of the Chevrolet Club Clubrooms for their July meeting.

Of course, we weren't able to have Club night again in July.

In mid July the Mid Week Tourers enjoyed their monthly event heading out of Auckland for the run.

The Howick Riders Group – Motorcycles, who meet every Thursday were only able to get out twice in July, due to the heavy rain.

I had my doubts on Sunday 31 July, waking up as to whether we would actually be holding our monthly Club run as the rain was so hard. However, at 11:00am we had 6 cars and 1 motorcycle turn up at the Jolly Farmer to wend our way eventually to Kaiaua to enjoy some Fish 'n Chips. We didn't do the usual New Years Day route, but ventured up through Ramarama, over Razorback Road, through the two new parts of Pokeno Village, onto the Waikato Expressway to exit at Pioneer Road, then Kellyville, Koheroa, Mangatawhiri, Mangatangi, Miranda and along the Seabird Coast to finish in Kaiaua. Chris Good, who now lives in Waiomu on the Thames Coast, rode his motorcycle over and joined us. A group of us went to the pub for lunch which has had a bit of a spruce up inside, has a little café inside too and still offers excellent pub meals. A lovely young couple now own this, who are friendly and outgoing. Thanks to those who turned out for the run. We did experience a couple of short showers but the day stayed mainly fine until quite late into the afternoon.

Most of my time in July, has been spent working alongside the Site Manager for the reinstatement work at the Clubrooms. Shaaran and I met with him to work out the colours for the walls, as what they were choosing was yuk and the carpet which they had also come back with was bright and impractical and to be honest not at all nice! The colours downstairs are not dissimilar to those we had before, but less blue and more grey and lighter in colour. All the wooden walls, frames etc. were painted by the contractors but all the breeze block work was completed by Martin Spicer, Rory King and Warwick Darrow. We purchased our own paint to ensure we have spare paint for any future touch up work. This colour was the same as that chosen by Shaaran and myself and the contractors had had made up. By the time you get this Bulletin, hopefully we will be just about back in the Clubrooms. The new toilets have been installed and the ladies vanity will be plumbed in at the beginning of August. The Gent's vanity is somewhere between here and wherever it is made. It was due in store on the 21st July but now won't be in until 31st August. However, the builders have said they will put something temporary in the gents and come back and plumb in the new unit when it arrives. The reinstatement of the Library shelving

Club Captain's Report Contd..

also started at the end of July and we are expecting the crew to be back in at the beginning of August to put the Library back together again. What a huge job. We hope, weather again permitting, to replace the front guttering. Plans are well in hand with Rory King leading the team, for the renovation of the Barn which is down to start the first week in September, weather permitting. We have one quote so far for scaffolding and still waiting for another couple to come in. This will be the biggest single expense.

The National AGM will be over and done with by the time you get this Bulletin but my thanks go out to all those who helped out over the weekend, drivers of buses, kitchen hands on the Sunday, as well as thanks to the small committee who organised everything of Tracey Winterbottom, John Morrison and myself.

Barry Birchall and his small Sub-Committee have the National Veteran Rally, February 2023, well in hand and it is great to hear that although formal registrations are not yet open, there is already about 40 people who have booked accommodation. Hopefully, along with our Auckland contingent, we will have between 45-60 entries. Talking to John Stokes, they have some of the runs already in the plotting stage. I, for one, am really looking forward to this National event. So, Veteran members, you have approximately 5 months to ensure those lovely old girls of yours are in tip top condition to take part in this event. This event will also see Auckland Branch celebrate the 50th Anniversary of the first Veteran Rally we ran. Something indeed to celebrate.

Coming Event—August as you are aware is the nationwide event for Daffodil Day – 21st August. Our Branch will be having a run out to two retirement villages, to show off our vehicles and hopefully raise some money for the charity. More information will come out on the email tree, as unfortunately with Covid-19 still in the Community, our original 4 retirement villages has come down to 2 and may again alter should their status change. Keep those eyes peeled for more information.

You will see that the Hunua 100 entry form is with this Bulletin. We are planning on having our usual format, including the Garden Party on the Saturday and special awards on that day for 50 & 60 year memberships. Janice and John Gardner have the routes plotted already and the lunch stop venue is booked. This will be a BYO lunch however, there will be tea, coffee, juice and some yummy homemade cakes available. We will be looking for marshals, so if you don't plan on entering, please consider being a marshal or even helping me out at lunchtime. Please get your entries in early.

If you haven't got your entry in yet for the PV Rally, please get this done as soon as possible. You will note this year that there is no dinner afterwards as we could not find a venue that would cater for us on the Sunday. Lots of small businesses are still suffering the effects of Covid lockdown and have decided not to open on Sundays and most cafes are closed by 3.00pm. Gavin Welch has plotted an excellent run for you all to enjoy, so please get those entries in to him as soon as possible.

Keep those 2,3 and 4 wheels turning safely.

Lynda Spicer

Secretary's Notes



Thanks to all those who attended our AGM earlier this month.

In July, the Federation of Motoring Clubs held their AGM and originally we were hosting them in our Clubrooms, but with the renovations taking longer than planned, the venue was moved to the North Shore Clubrooms in Albany, although we still provided lunch. A big thanks to Shaaran Price who planned the lunch and did all the preparations. On the day Shaaran, along with grand daughter Zoe and myself went over to serve and clear up.

The FOMC is an organisation representing all forms of motoring clubs in NZ. Individuals cannot be members, but clubs can choose to join and the Federation represents our views and lobbies on our behalf to Government and other official groups. Approximately 120 clubs currently belong, (including the VCC) from the NZ Vintage Motorcycle Club and NZ Military Vehicle Club to the Motor Caravan Association and small one make groups. The FOMC therefore represents around 85,000 people and over 121,000 vehicles. It allows us to have an aligned and co-ordinated approach to dealing with Government and the challenges we face with our hobby over the next few years. Check out their website to keep up to date with the latest news and watch for a Facebook page which I understand will be coming soon.

Tracey Winterbottom





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Mid Week Tourers

Last month we woke to a very wet day for our long run to Tauwhare, so wet that we thought there wouldn't be many turning up. Surprise, surprise, twenty five cars (no bikes) left Drury for a two hour run, plus Dave and Fran Chown (Te Kauwhata members) joined in at Rotongaro Rd. Within an hour the rain had eased, although the mist over the Waikato concealed much of the magnificent views. (There were more moderns than usual due perhaps to the weather and the distance). We don't like to use that three letter word starting with "A" and ending with "E", but some of us do appreciate twin wipers and demisters in such weather. Who remembers those accessory electric demisters that stuck on the inside of the windscreen?



Keith Martin was there, not sure what car. Terry and Joss Costello had their "Jack Daniels" Ford A, from North Shore, and Graeme Banks (Waitemata) had driven from Whangaparaoa. Good to see John Stokes, Gavin Welch and Sophie Zhao, Grant Williams, all fresh faces but not old. The route went down the western side of the Waikato River (lots of flooded

areas) then crossed the old main road at Huntly and meandered through the Piako country side to finish at Bev and Terry Pidduck's private museum in Tauwhare where they ably hosted us with hot drinks and a welcome heater. Thank you Terry and Bev.

They have built up a varied collection, cars, motorbikes, trucks and buses, ranging from 1900 to the 21st. century. Including a steam Locomobile, a Thornycroft truck and three classic Hudsons.

As for the instructions; it was Robbie Burns who said "the best laid plans of mice and men". This time it was "Murphy" who took down a road sign, (it was appropriately "Law" Rd.). Just as well that mileages were included and this probably helped get everyone back on course.

Coming Events

Wednesday 17 August—Starts from The Warehouse Carpark, Westgate 10:00 a.m. for a 10:30 a.m. departure. More details TBA.

Wednesday 21 September—A southern start from Drury, but Pat and I will be on the North Island Club Captains Tour. Any offers to take this on, or should we not have one?

Wednesday 19 October—Starts from The Warehouse Carpark, Westgate. 10:00am for a 10:30am departure.

Your Mid-Week Team

Jack Nazer	(09) 378 4580
Norm Dewhurst	(09) 232 0245
And the rest (new blood always welcome)	



Veteran Notes

The Veteran Section hopes to recommence meetings on Saturday 3 September at the Clubrooms at 2:30 p.m.

John Stokes



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

Vintage Notes

Our Clubrooms at this point are still under repair, but the Chevrolet Club came to the rescue with their offer to let us use their Clubrooms for our July meeting. I think this must have appealed to quite a few, as we had a very good turnout. As we worked our way round the table in the usual manner, it became obvious that many of us are spending a little less time in the workshop over winter and wet roads and short daylight hours mean many of our cars stay tucked up waiting for summer.

However, some hardy types like the Dewhurst's and the Winterbottom's tackled the R'Oil Can Rally and thoroughly enjoyed what turned out to be a fine break in the miserable winter weather. A number of us from the Auckland Branch also enjoyed a very good 'Winter Woollies' with the Warkworth/Wellsford Branch. Unfortunately, Covid, uninvited, also attended this event, so a few days later, some Auckland couples had coughs and snuffles.

John Morrison has added a Talbot Largo to his stable. A man with very good taste!

Tim Gray last month spoke about early sparkplugs which incorporated primer cups and this time he brought along some examples. Functionality and art combined.

Neil Bieleski is working on some taillights for the Charabanc, which will be removable when 'Angelique' is on display.

Members of the Chevrolet Car Club then showed us around their workshop downstairs where they have their well known club bus, along with lots of spares and a number of vehicles at various stages of being put back on the road.

A very enjoyable afternoon. Thank you to the Chevrolet Club.

Murray and Penny Firth



Rally Rules

Rally Rules—Part 1

Competitive rallying has been a big part of Club activities over the years, although less of our events are competitive, being more familiar with how to read instructions will help you get around with perhaps less hassle. The Club (not just our Branch) does have a set of Rally Rules, if anyone would like a copy please let me know.

Apart from once a year before our Annual Hunua 100, rally rules are not formally covered so many of you may not be aware of them. Competitive rallying has a place in our Club activities and I do not want to see it die or see it drift to a point where a poorly worded instruction becomes acceptable as how to plot a rally. Certainly consistency removes confusion and doubt. Over the next few Bulletins I will endeavour to explain in a little more detail the rally rules. If anyone has any questions at any time, or just want some reassurance please feel free to see Glenn and Marion Morris, Russel and Jocelyn McAlpine, Gavin Welch and Sophie Zhao, Rodger and Val Ball or myself and Stephen either out on runs or at the Clubrooms.

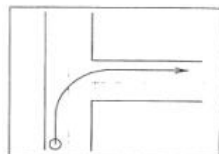
Going Left or Right

There are a number of different words a plotter can use to direct you to take roads on your left or right.

If instructions simply refer to "Left at.....", or "next Right" then you simply execute that instruction at the next opportunity, taking into account the least line of deviation which will be covered in a later instalment. If however the instruction uses BEAR, ACUTE, or TURN you need to assess the intersection in more detail.

TURN

Turn describes a 90 degree angle, so "Turn right" means the road the plotter wants you to use on your right should be at 90 degrees to the road you are travelling on. As a general rule, the 90 degrees is not absolute with a protractor but the road should appear to be at right angles with the one you are travelling on. In an Experts Rally you could expect this to be very exact. If you come across a road on the right before this that does not fit, you would not use it but continue on until you come to a road that is 90 degrees.



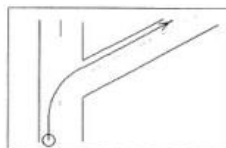
ACUTE

If Acute is used in the instruction, then the road you are looking for will be greater than 90 degrees from the road you are travelling on.



BEAR

A turn referred to as a Bear is less than 90 degrees from the road you are travelling on. I notice the word "Veer" is creeping into some instructions around the Branches, which I take to mean the same but our rally rules refer to the word Bear.



Obituary—David (Dave) Allbon

Sadly, we farewelled David George Allbon, known to a lot of members as Dave, on Friday 8 July. Dave passed away on 3 July, surrounded by his family, after a short illness. Dave was born in Cambridge and when he was three, the family shifted to Auckland. Dave joined the Air Force, he became an electrician, a tutor at Manukau Technology and did electrical Warrant of Fitness's. Dave joined the Auckland Veteran & Vintage Car Club, on 24 August 1977. During his 45 years as a member of our Branch, he served on the Committee, as Club Captain, Vice Chairman, Chairman and Treasurer. He was Bar Manager and did several years as Editor for 'The Bulletin'. A long serving and respected member. He was also elected onto the National Management Committee of the Vintage Car Club of New Zealand and later became Chairman of the Vehicle Technical Committee, a position he held for many years and only resigned from this about three years ago. Dave was also instrumental in updating the Auckland Branch's Constitution.

Over a period of many years, both Dave and Barbara have maintained the gardens at our Auckland Branch Clubrooms, keeping them immaculate for all members to enjoy. They were also at many of the Branch Working Bees, always willing to lend a helping hand, especially electrical tasks.

Dave and Barbara were always participating in rallies, either it being Club runs, major rallies and out of town rallies in their 1929 Sunbeam, or their 1952 MG TD or their 1973 Triumph Stag. Dave also had a couple of motorcycles.

Dave was always willing to share his knowledge. When we first joined the Auckland Branch, we didn't have a Club eligible vehicle on the road at the time, but used to Marshal for Dave, standing on the side of the road signing the participants route card as they passed through our check, when he was Club Captain. When Dave cleared our check, he would give us a set of instructions and we would follow Dave and Barbara around the route and when we didn't understand the instructions, we would ask Dave to explain. This is how we learnt to Rally. Dave also taught our eldest son Philip (he is now going on 45), when he was about eleven or twelve, how to time keep. This gave Philip a task to do when we went on rallies, something he enjoyed doing and Dave taught him well.

Thank you Dave for all you have done for the Auckland Branch and being part of our lives, you will be sadly missed. Rest in peace.

Rodger & Val Ball



Coming Events

August

12-14		National AGM & Executive Meeting—Hosted by Auckland Branch	
17	Wed	Mid Week Tourers	
		Starts The Warehouse Carpark, Westgate	10:00am
20	Sat	Equipment Safety Briefing in the Barn	1:00pm
20	Sat	Motorcycle Meeting—Clubrooms	2:30pm
21	Sun	Club Run—Daffodil Day—starts Clubrooms	10:00am
24	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
25	Thurs	Club Night & New Members	8:00pm
27	Sat	Vintage Section Meeting—Clubrooms	2:30pm
27	Sat	Sulphur City Rally (Rotorua Branch)	
28	Sun	Club Run - Meguiar's Coffee and Cars to fundraise for Daffodil Day	
		Meet at the Clubrooms	8:00am
30	Tues	Committee Meeting (September) - Clubrooms	7:30pm

September

3	Sat	Veteran Section Meeting—Clubrooms	2:30pm
8	Thurs	Bulletin Mailing via Email	7:30pm
10	Sat	Motorcycle Meeting—Clubrooms	2:30pm
11	Sun	Annual PV, PWV, P60V & P80V Rally	12:30pm
17	Sat	Rubber Duckie Rally (Taranaki Branch)	
21	Wed	Mid Week Tourers	
		Starts BP Service Centre, Southern Motorway	10:00am
22	Thurs	Club Night & New Members	8:00pm
24	Sat	Vintage Section Meeting	2:30pm
25	Sun	Club Run	
28	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm

October

1	Sat	Veteran Section Meeting—Clubrooms	2:30pm
4	Tues	Committee Meeting—Clubrooms	7:30pm
13	Thurs	Bulletin Mailing	7:30pm
15	Sat	Motorcycle Meeting—Clubrooms	2:30pm
19	Wed	Mid Week Tourers	
		Starts The Warehouse Carpark, Westgate	10:00am
20	Thurs	Club Night & New Members—Rally Instruction Night	8:00pm
22-23		Annual Hunua 100 Rally	
26	Wed	Charabanc Maintenance Night—Clubrooms	8:00pm
29	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



**NEUROLOGICAL
FOUNDATION**

Club Night

**Thursday 25 August
8:00 p.m.**

**Guest Speaker
Ric Easton—Speaker on
Neurological Foundation**

He has classic Motorcycles and 3 Mini's



**Daffodil Run
Sunday 21 August**

**Starts: Clubrooms
39 Fairfax Ave, Penrose**

Time: 10:00 a.m.

**Destination to Retirement Villages. Light
refreshments available at Villages.**



First Ten Years of Veteran Runs in Auckland

When the first Auckland Veteran run was organised in 1973 the population of Auckland City was just 685,000, so we did not have roads congested with traffic and you could drive from the centre of the city into countryside quite quickly. Shops in centre city were still closed on Saturday and Sunday. Traffic cones had not been invented and the new bridge at Mangere had not been built. AA signs were still in miles and the North Western Motorway started at Point Chevalier. In that period no one trailered their vehicle to start. Some drove from New Plymouth, Whangarei, Hamilton and Tauranga to participate. This is an account of the participants and their vehicles in the first ten years based on information written at the time.

The first run in 1973 saw the 1915 Rover Sunbeam Ambulance that was driven at the time by Len Elliot and entered by Bryan Jackson. This vehicle only appeared once and now is in the National Toy Museum in Wanaka. Another car that would only appear once was the Duo Cycle Car owned by Ron Jacob and driven by Jack Inch. Bill Shears had the 1917 Moon at the start which he had just acquired from a property in Ellerslie with just 6,000 miles on the odometer. Only the Porter family still own a vehicle today that appeared on the first run. Others to finish the run were John Stewart (Cadillac), Charles Edwards (Austin), Alan Collins (Ford), Doug Wood (Austin), Pat Wood (Triumph), Joan Bowman (Ford), Nigel Browning (Buick), Barry Williams (Harley) and Jack Fox (Harley). The run started from MOTAT and finished up at Pyramid Orchard at 155 Lincoln Road in Henderson. The entry fee was a dollar and the lunch cost was just a dollar. Fourteen vehicles started on the run but Don Cameron with the 1909 Sizaire Naudin and Roy Cope with the 1909 International Buggy had to withdraw with mechanical issues.

On the second run in 1974 we saw the 1915 Renault Charabanc for the first time and this vehicle has completed more Veteran runs than any other vehicle in Auckland. The numbers on the second run were still quite low but five entrants started on motor bikes. Derick Winterbottom on a borrowed 1913 Matchless, Neil Barnard on the 1914 Triumph, Pat Wood on the 1915 Excelsior, Jack Fox and Barry Williams on 1918 Harleys. Pat, Jack, and Barry would become regulars for many years. Bill Janes had driven the 1916 Sunbeam up from Tauranga and Ron Roycroft had entered for the first time in the very original six-cylinder 1916 Buick from Glen Murray.

In 1975 on the third run, we saw Neale Whittaker drive his small 1914 FN roadster up from New Plymouth. Elmer Music in the 1913 Model T Ford and Jim Montgomery with the 1917 Dodge hearse had driven from Whangarei. Les Keys appeared in the 1912 Peugeot for the first time. Roy Cope and Don Cameron had a better run and did not have mechanical issues that had plagued them on the first run. There were three entrants from Hamilton, Chris Wood in the 1912 Austin, Arnold Koppins in his Model T Ford and Nigel Browning in his 1916 Buick. The run started in Princes Street and finished in Balics Vineyard in Sturges Road in Henderson. I organised the first three runs, then Barry Robert took over and organised the next three runs.

By the fourth run the numbers had increased and it could have been helped by the commencement of the Brass Era Tours to Hamilton which had been given a

First Ten Years of Veteran Runs in Auckland

lot of publicity. A whole lot of new names appeared that would become regulars on this event. Participating for the first time were Henry Bush, Mark Ball, Monty Scarborough, Barry Maxwell and Bob Ballantyne, all with Model T Fords. Bill Miller was there for the first time in a twin cylinder 1911 Buick and Bill Shears in the single cylinder 1912 Brush he had borrowed from MOTAT. Charles Edwards always dressed for the occasion in a bowler hat and in a white driving coat, started in his 1904 single cylinder De Dion Bouton.

On the fifth run in 1977 there were thirty four cars lined up in Princes Street, quite a sight at the start. The run was just a week before the first re-enactment of the Parliamentary Tour, so we saw Bob Scott start in the 1912 Metallurgique from Christchurch and M Harvey start in a 1911 Ford from Timaru. At the start for the first time was Ross Jones in the 1901 Locomobile steamer, Bruce Madgwick with the 1917 FWD truck, George Mihaljevich in the 1913 Talbot, Jim Francis in the 1910 Delage, Don White in the 1909 Sizaire Naudin and yours truly in the 1912 Cadillac. Kevin Mawkes was driving Charles Edwards 1912 Austin. Ron Roycroft had changed cars and bought the 1910 Hupmobile. Jack Hoven in the 1918 Studebaker and Bill Janes in the 1916 Sunbeam had both driven up from Tauranga. Joan Bowman from Putaruru was there again in the 1912 Model T Ford van. I had tried to get that Talbot and the Delage out five years before but work and other interests for both owners seemed to come first.

On the sixth run in 1978 the numbers of vehicles were still in the thirties. Derrick Crosby was driving the 1909 International Buggy and John Stokes was driving the Renault Charabanc for the AVVCC. Charles Liddell and Frank Knight both entered small Hupmobiles. John Courtney had the 1917 Studebaker out on its first run and Ron Montgomery had the 1910 Buick he had bought north from Timaru. There were five cars from the Waikato, John Benton with the 1910 Chafer Lea Cycle Car, Bob Taylor with the single cylinder 1906 Reo, Arnold Koppins in his recently restored 1906 Model N Ford, Nigel Browning who was now in the 1916 Dodge and Des Harvey driving John Benton's 1918 Ford T van. Elmar Music was still there from Whangarei in 1913 Model T Ford. The run again started in Princes Street and finished in Balics Vineyard.

In 1979 Jim Lewis organised the event and there was a hill climb in Candia Road, a gymkhana and concourse at the vineyard. The numbers had again increased with a few more new restorations appearing. Chris Shelley was there in the 1914 Detroit. What became of the car today? John Pauling had his 1913 Ford T out for the first time. Charles Edwards was quite brave at his age to be starting on the 1914 Scott motorbike and Geoff Thorpe was there in the 1914 Albion truck restored for a local television series "Gather your Dreams". In July that year we saw the start of carless days to save petrol. The Government would go on to close service stations on the weekend. Over winter a second petrol tank was installed under the Charabanc so they could get the vehicle to Rotorua.

I organised the run in 1980, starting from the stadium at Western Springs and finishing up in the show grounds at Kumeu. We did not get the support from out of town, so numbers were down a little. This could have been created by the carless days and the Rotorua Rally, which was only a few weeks away.

First Ten Years of Veteran Runs in Auckland

Barry Robert appeared for the first time in his twin cylinder 1909 Rover he had found on a property at Whitford and David Collier there in his 1913 Model T Ford he found under a house in Onehunga. Neil Cox had the 1912 Overland out for the first time. Neale Whittaker had driven that small 1914 FN up from New Plymouth again. Where is the small FN roadster today?

On the tenth run in 1982 there were thirty one starters and the run finished at Selaks Winery in Kumeu. Jim Francis appeared for first time with the 1912 Zedel he had bought north of Whanganui and Wilbur Brown had the 1911 Rover out for the first time. Michael Courtney and Wayne Welch both had Model T Fords there on their first run. Paul Clark was there from Hamilton in Model N Ford that he had purchased from Arnold Koppins and Ralph Blyde had come up from Matamata in 1915 Studebaker he had recently restored. John Stokes was still driving the Charabanc but Don Strange was driving the second club vehicle, the 1909 International Buggy. Only two motor bikes present, Barry Williams still on the 1918 Harley with side chair and Jack Fox now on a 1915 Indian.

I have not kept tabs on the motor bikes, but of the cars that regularly appeared on those early runs we have lost too many. The 1904 De Dion Bouton, 1910 Chater Lea, 1912 Overland, 1912 Star, 1912 Model T Ford, 1916 Sunbeam and 1916 Dodge have all gone to the UK. The two 1912 Austin's went to Ireland, the 1912 Peugeot went to the States, the FWD truck went to Canada, Alan Collins 1912 Model T Ford went to Japan and the 1912 Zedel and Don Cameron's 1909 Sizaire Naudin are now in Australia.

The 1917 Moon, 1914 Model T Ford and 1906 Reo are now in Dunedin, the 1915 Studebaker in Oamaru and 1916 Buick getting a second restoration in Geraldine. The 1917 Buick in Blenheim, the Metallurgique in the Classis Car Museum in Nelson, the Albion truck in the Packard Museum in Whangarei, one Hupmobile now in the Manawatu, the two-cylinder Buick in Tauranga and the Model N Ford in Rotorua. MOTAT did not want to store the 1909 International Buggy, so it is now back with the War Memorial Museum.

During the 1980s and 1990s the numbers of vehicles being restored did grow and on one run forty two vehicles started. The numbers always increased on a run where it was held just before a major event.

Barry Birchall



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National Veteran Rally February 2023

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Six Best Car Innovations from the 50's & 60's

The Six Best Car Innovations from the 1950's & 1960s

The 1950s was a great period for motoring innovation. World War Two was over, and we could all get back to enjoying life, and making it better. After a near decade of torrid and pretty unimaginable circumstances, it was time to move on and make the most of peacetime. Car manufacturers, and the clever people behind automotive design at the time, agreed and set forth on what was a busy few years of innovation. Even 70 years on, much of what was achieved then is still in use today.

Air conditioning – 1953

Prior to the 1950s, the idea of air conditioning in cars had been bandied around by Packard Motor Company to no great success – its early systems were unreliable and ultimately unpopular. That all changed in 1953 though, when Chrysler introduced the 'Airtemp' system in the Imperial which featured low, medium and high settings. Shortly afterwards, General Motors started selling virtually all of its cars from Cadillac, Buick and Oldsmobile with an air conditioning system built by Frigidaire. In both cases, the air conditioning unit was installed in the back of the car. GM eventually ended up selling its Frigidaire systems to British Leyland and Rolls-Royce.

In 1954, Pontiac and Nash came up with the idea of installing the air conditioning at the front of the car, removing the need for long tubes to be fed through the car. The Nash system was the first to integrate a heated element alongside the air con within a single unit. Its advantages were clear, and this became the blueprint for air conditioning which is still broadly in use today.

Torque converters – 1950

Much like air conditioning, car manufacturers had experimented with automatic transmissions much earlier than the 1950s. GM introduced the first mass produced automatic transmission (the Hydra-Matic) in 1939, as an option in both the Oldsmobile Series 60 and the Cadillac 60 Special.

It wasn't until 1948 that the Buick Dynaflow appeared on the market with a new form of automatic that utilised a torque converter, a clever bit of kit that can increase the torque delivered to the wheels at low speeds. The Dynaflow's transmission was a single speed that relied heavily on its torque converter, but it wasn't long until GM introduced the two-speed Chevrolet Powerglide transmission system in 1950. Those early transmissions weren't great, as they relied on the driver to shift between a low-speed and high-speed setting, but this was ironed out by 1953. Alongside the two-speed Chevys, the likes of American Motors and Ford had started to make use of a three-speed automatic built by BorgWarner, which again helped to reduce reliance on the torque converter and allowed for a smoother drive.

Three-point seatbelts – 1959

One of the most important safety innovations of all time, the three-point seatbelt was first featured on the Volvo 122 (known as the Amazon or Amazon). That's right, even in the 1950s Volvo was leading the way when it came to safety enhancements.

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This three-point system was a progression from the previous two-point lap belt first used way back in 1910, intended to better protect vehicle occupants by spreading energy in an impact across the shoulders, chest and pelvis. It was invented by Nils Bohlin, who had previously worked on the idea of ejection seats at Saab.

The benefits of this new safety innovation were obvious and it wasn't long until Volvo made the design available for all manufacturers to use for free.

Electric windows – 1951

You might think that electric windows were a relatively recent invention. Anyone over the age of 25 will likely remember the windy windows that were common in the 1990s and early 2000s. But electric windows have actually been around since the 1950s.

Manufacturers in the 1940s had experimented with hydraulic window lift systems, with the likes of General Motors introducing a number of convertible models implementing hydraulic technology developed in World War Two which could be used to control not only the windows, but the folding roof and seat adjustments, too.

It wasn't until 1951, however, that Chrysler introduced the first all-electric window system in the Imperial. It made use of four small electric motors, and led to similar systems being introduced by GM, Ford and Chevrolet in 1954.

Power steering – 1951

Power steering was first invented as a concept way back in 1876, but it wasn't until 1951 that the Chrysler Imperial – yes, it's here again – was made available with the first commercially available power steering system.

It was called the 'Hydraguide' system and built on the original blueprints penned by a man named Francis W. Davis in 1926. Davis refined the system with General Motors, but at that time it was considered too expensive for production. GM eventually introduced a Cadillac with power steering in 1952. Its use was gradually widened as manufacturing trended towards front-wheel-drive, heavier cars and wider tyres, which were all increasing the load on the steering.

Cruise control – 1958

While these days drivers of modern cars can enjoy the convenience of adaptive cruise control and various levels of autonomous driving systems, cruise control was initially conceived, among other reasons, as a means to limiting the speed of traffic to reduce fuel consumption and tyre wear during World War Two.

Originally known as 'Speedostat', cruise control was invented in 1948 by Ralph Teetor, a blind engineer. His idea was to allow the driver to select a speed limit on the dashboard which would then activate a mechanism on the drive shaft that would offer resistance on the throttle pedal and ultimately stop any further acceleration. The system would also be able to lock the car at that speed until the system was disengaged or the driver touched the brake pedal. Sounds familiar, doesn't it?

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It wasn't until 1958 that we would first see this Speedostat system (now known as auto-pilot) introduced on the Imperial, newly split from the main Chrysler brand into its own entity. Cadillac was the first manufacturer to coin the term cruise control.

Ah, the sixties. By all accounts, it was a great time to be alive. Economies were booming, the Beatles arrived, sportscars were at their most beautiful, and technology was advancing at an alarming rate. It was also a huge decade for the automotive industry, as safety standards increased and the public came to expect more from their cars. Manufacturers had their work cut out to keep up with such a fast-moving society, but innovations such as these made sure cars moved with the times.

Alternators – 1960

Up until the '60s, cars were fitted with dynamo generators, but the increasing use of electrical elements introduced during the innovative years of the 1950s meant that a new, more powerful source of energy would be needed. The answer was the alternator.

Alternators are far more sturdy in construction than dynamos, which makes them able to work harder to produce more power. The way they work also means they expend energy in a more controlled way, which makes them more reliable over time and safer. The first production car to be sold with an alternator as a standard fixture was the Plymouth Valiant in 1960, a move that was eventually imitated by both Ford and General Motors before the decade was out.

Emission control – 1961

The number of cars on the road was rising at an ever-increasing rate. Governments began to realise that emissions from their engines were beginning to cause some pollution problems. The only option was to try and crack down. Sound familiar?

Well, there were no ULEZs in the '60s, but authorities in the US, Canada, Europe and Japan were all keen to put in place a number of controls that would at least help to reduce car emissions. The State of California was a key driver in these advances, as it was combatting major smog issues in Los Angeles. Ideas such as positive crankcase ventilation (PCV) were introduced in 1961, which worked to re-circulate waste gasses into the engine so that they could be further combusted and less harmful upon emission. In 1966, the first-ever emission test was introduced for all new cars, again in California, in a bid to police car emissions. This was taken up by the entire US in 1968.

Japanese imports to the UK – 1964

While not a technical innovation, or great advancement in engineering, it's difficult to know what the car market would look like today without imports from Japanese manufacturers. The likes of Toyota, Honda and Nissan to name just three of the biggest names, have transformed the global since the Daihatsu Compagno was the first Japanese car to be sold in Britain back in 1964.

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Prior to that, nations had tended to keep themselves to themselves when it came to cars. Here in the UK, we had the likes of Vauxhall, Rover, Austin and Morris to choose from, while France stuck to what it knew with Renault, Peugeot and Citroen. But it goes without saying that the influx of competition from Japan helped to galvanise a revolution in car manufacture and while some of those classic British names fell by the wayside, the advancements in quality, safety and technology have been worth it.

Dual-action tailgates – 1966

As a relatively new member of the dad club, I have plenty of appreciation for just how useful this innovation was for American families in the '60s. This was, of course, a time before SUVs, where drivers in need of more boot space and enough room for dogs and children were faced with just one admittedly quite cool option, an estate car.

While there's nothing at all wrong with today's hatchback-style boots on modern estates, the dual-action tailgates of '60s station wagons in the US allowed for an extra layer of convenience. The basic idea was the boot opening was double hinged, so you could either open the boot sideways like a normal door, or you could drop it down more akin to a pick-up truck to leave a shelf-like space that immediately screams "baby changing facility". Previously, estate car boots tended to be two-piece jobs with a window lifting up and tailgate dropping down, so combining it into one door was a welcome step forward in convenience.

A host of safety upgrades – 1966

It could be argued that the 1960s saw the birth of the 'Health and Safety' concept. While some pretty primitive measures had been put in place in the preceding years, 1959 saw the introduction of the three-point seat belt – the worlds of both motoring and motorsport began to consider driver safety with far more severity in the '60s.

Sir Jackie Stewart is often credited with kickstarting the race for safety in Formula 1 and Motorsport in the '60s, and it can be no coincidence that road cars would also begin to see widespread innovations. The number of road deaths was growing exponentially (in the region of 1,000 per week in 1966) and so the list of new safety features introduced in that same year included the likes of collapsible steering columns, uniform gearshift patterns, side-mounted indicators, rear window defoggers, and non-rupturing fuel tanks. It was early days, but the mission to make roads safer was up and running.

Intermittent windscreen wipers – 1969

This one made us wonder what on earth drivers used to do before it was invented. Driving in the rain is not really a consideration for most of us anymore. Sure, it's worth taking a bit of extra care when there's water on the road. But at least we can see where we're going. That final point is all thanks to a man called Robert Kearns, whose intermittent windscreen wipers were initially rejected by Ford but then introduced first on its Mercury range in 1969. The legal dramas that unfolded thereafter when Kearns accused Ford and others of stealing his idea have even been

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made into a film: "Flash of Genius".

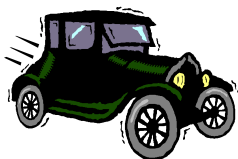
This system was designed to behave similarly to the way our eyes blink, wiping the windscreen every few seconds rather than constantly as they had done previously and it remains substantially the same today.

Article "stolen from The website of Goodwood Racing"



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).



Kelvin Healy
Papakura
1928 Austin 7 Chummy
1912 Sunbeam 12/16

Nicko Lowry
Mount Wellington
1990 VW Golf Coupe

Gavin Reeve
Epsom
1951 Jowett Jupiter

Margaret Dagger
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