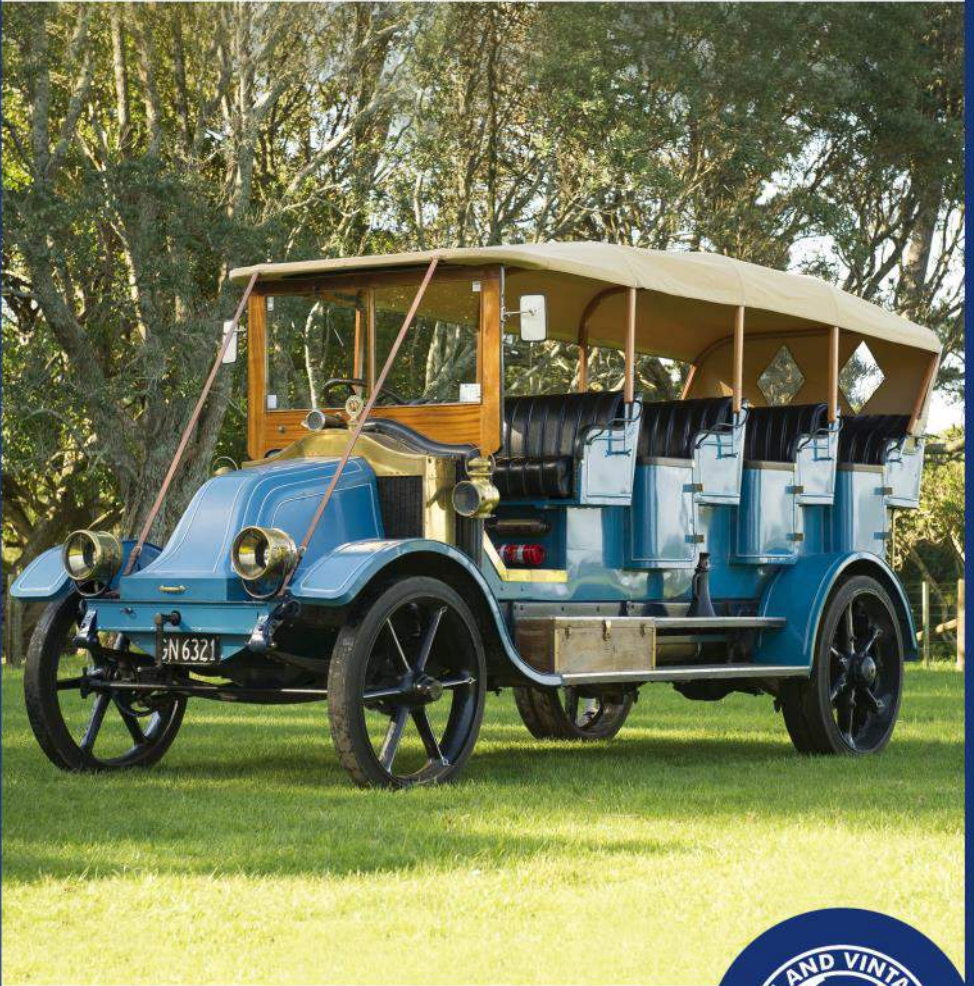




# AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



*The Bulletin*

FEBRUARY 2021



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## **March Bulletin closing date**

***Cover Designed by Melanie Ball***

**Strictly 25 February 2021**



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## Chairman's Report

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Happy New Year. The last Club Night for 2020 was the Pot Luck Dinner, which was well attended and also a lot of fun.

The Motorcycle Meeting had another very good turnout of 60 plus members to hear guest speaker Colin Tucker talk about his long career in Motorcycle Speedway.

The next event was the New Years day Kaiaua Fish n Chip run. When Lynda and I arrived at the Jolly Farmer at 11:30a.m., we found the car park overflowing with motorcycles, cars and commercials.

The Veteran and Vintage section meetings were both well attended and had good discussions.

A few members travelled to Cambridge for the Waikato Branch Blue Smoke and Pedals event.

The Motorcycle Meeting for January saw Rod Horton come along as guest speaker and he was very entertaining.

The Midweek Tourer's had a successful run to Glenbrook.

January's Club run went to Eric Janett's Art Gallery "Altered State" in Aka Aka Road, Puni.

### **Coming up:**

February sees the Branch Annual Veteran Rally on Saturday 13<sup>th</sup>, followed by the Ellerslie Concours on the 14<sup>th</sup>.

Sunday 7<sup>th</sup> March: The Brit and Euro Classic Car Show at Lloyd Elmore Park, Pakuranga. If you want to come along to the biggest car show in the North Island, which has an entry of around 1200 and is free to the public, where numbers could be around 13,000, let me know if you want to join us there.

Please stay safe and well.

Well that's all for this month, so keep those 2, 3 and 4 wheels turning safely.

*Martin Spicer*



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## Club Captain's Report

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Well, all of a sudden Christmas has come and gone and many of us have been away on holiday. So, my first job in this report is to wish you all and your families a happy, successful and enjoyable motoring 2021.

Taking a small step back in time with our Annual Picnic, this time hosted at Murray & Penny Firth's property on the first Sunday in December. It was a warm, slightly windy day, but nonetheless enjoyable. However, it was disappointing to only see about 25 vehicles out, numbers well down on previous years. There were 4 vehicles entered into the restoration awards. Congratulations to you all for beautifully turned out vehicles. Thanks to our judges, Martin Spicer & John Stokes.

John Stokes' Veteran meetings in December and January were well attended with lots of interesting topics being discussed.

The Motorcycle section in December, as usual was huge – 60 plus members came out to hear Colin Tucker, speedway rider extraordinaire. Lynda came up yet again, with a wonderful Christmas afternoon tea with lots of different food, including a lovely Christmas cake for all to enjoy. January meeting was a little quieter, however they still had about 40 members come along to hear Rod Horton, cartoonist, engineer and very entertaining gentleman.

Mid Week Tourers in December and January, again had good turnouts.

Tracey and I had decided that we would organise very quickly a "Twilight Run" (very simple one) on the Tuesday before Christmas to Glenbrook Vintage Railway. For those who have never been to their Christmas display, you have missed a treat. Counties Power provides funding for this and all the steam/diesel trains and railway carriages are covered in lights on the outside and decorated inside. The whole of the station, water tanks, signal box are also covered in lights. You get carol singers, performers and of course, Santa in his Grotto with his elf and reindeer. We had about 15 members cars meet at BP Drury, while others went straight to Glenbrook. All in all, we probably had about 25 cars and 60 plus people enjoying the evening.

See the Commercial Section notes for their activities.

The last event for 2020 was the Pot Luck dinner, where I laid up and dressed the tables to look Christmassy and we had about 65 members present to enjoy the evening. Lots of laughter could be heard throughout the night and because all the girls and boys in attendance had been good, Santa and his naughty little Elf attended and gave out presents. It was a lovely way to end what can only be termed a 'turbulent and unprecedented' year.

The new year, 2021, started brilliantly. We started the traditional Fish n Chip run an hour later than usual and I must say, I was bowled away at the number of vehicles and members arriving for a noon start. I didn't have sufficient route sheets printed, so some people had to follow others. People were picnicking on the Kaiaua seafront grass verge, whilst others were gathered along the top part of the pub carpark under the trees, enjoying their picnic. A good number of members went to the fish n chip shop, whilst others ventured into the pub for lunch for a change. Martin and I, our daughter, son in law and 2 grandchildren waited 50 minutes before we got our lunch but it was worth it, beautiful John Dory. It was lovely to see members join us from Thames, Paeroa, Waihi and

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## Club Captain's Report Contd..

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and Katikati. There would have been well over 150 people in our group. January Club Run, plotted by me, went out to "Altered State" Gallery, in Puni. Eric, the owner and artist is very talented. His sculptural art is influenced heavily by the Steampunk movement and it was so exciting to see what he had created from kitchen and bathroom appliance pieces, mainly stainless steel. If you haven't been there, make time to go. He is open Sundays 10-4p.m. and is well worth a visit. I still have my mum's old Singer Sewing Machine, which is quite ornate and after going to the gallery, got an inspiration as to how to keep this old piece of machinery within the family, but giving it another purpose. 18 vehicles and 2 motorcycles attended and John Stokes joined us there, as he lives just a couple of minutes drive from Eric's. It was lovely to see Shirley Bovis and Charlotte and baby on the run also. You can't start the kids off earlier enough! I believe everyone enjoyed the gallery display of sculpture, paintings, posters, models and also his display of "you name it" that was for sale. All in all, about 42 people enjoying a country run and finishing at a great gallery.

January Club Night is usually a fairly quiet affair, however we had three new members in attendance and a guest speaker arranged. An excellent turnout of 42 people wanting to hear Murray Kemp's story about his Speedway exploits over the years. Murray, as a lot of you will know, has a garage in Waiuku which has a lot of midget speedway cars on display. The Vintage Speedway guys can be found regularly at their track, which runs right behind the Meremere Drag Strip, throughout the year. They have on average 30 vehicles turn up for these low key events and it is a very friendly event. The Vintage Speedway Club have the VW Speedway championship on the weekend of 13-14 March and a general track day on 11th April, so do go along if you have a hankering to see some of these historic speedway cars racing. Thank you Robin Elliott for organising Murray to come along to our Branch.

### **Coming Up:**

13<sup>th</sup> February – Veteran Rally (come along to the start to see these grand old ladies off on their Annual adventure).

20<sup>th</sup> February – Motorcycle Meeting – Guest speaker Chris Taylor – Ride from Vladivostok to London.

25<sup>th</sup> February – Club Night – will be very interesting

27<sup>th</sup> February – Vintage Section Meeting

28<sup>th</sup> February – Club Run

For those of you attending the Art Deco Rally, have a wonderful time.

I have noticed that people are getting slack with registering their entries into places, either via the Covid-19 app, or signing a register. Please, can we all stay vigilant and take those few seconds to record our visits to various shops, supermarkets, clubs etc. Our register at the Clubrooms will remain in force until further notice, so please sign in, or snapshot in on your app, each time you come to the Clubrooms.

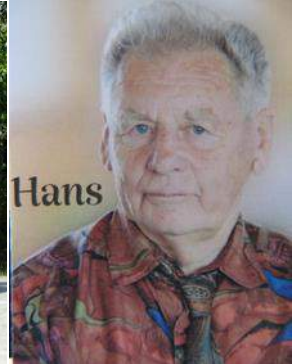
I look forward to seeing you out and about attending meetings, Club Nights and any other events.

Keep those 2,3 and 4 wheels turning safely.

*Lynda Spicer*

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## Commercial Notes



The Commercial section lost one of its stalwarts on December the 16<sup>th</sup>. Henrik (Hans) Dorbeck was without doubt, one of our staunchest supporters. He was active in our section, long before I joined the club in 1994 and when I took on the role of co-ordinator after we had lost Graham McLean then Selwyn Carseldine in short order, Hans, as we all knew him, gave me huge support. While he was able to still drive the K model Bedford (ex-Education Board bus, he never missed an annual "Camp Out". Then after he passed the bus over to son Michael, Hans would arrive in the 1954 Hillman Husky. He tended to favour the 1961 VW Beetle to attend our Commercial nights, but you never really knew just what he would turn up in, given the selection he could choose from. It was fitting that Hans be ferried to the service, then away on his final journey, on the back of a British Bedford, willingly offered by Murray Firth. Hans was a thorough gentleman who will be missed by many.



Our February meeting will be on Wednesday the 24<sup>th</sup>, looking forward to seeing you Commercial buffs there!

Keep M Rolling

*John Campbell*



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## Motorcycle Notes

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Lynda and I plus our grandchildren arrived at the Clubrooms for the December Motorcycle meeting to find guest speaker Colin Tucker already setting up his Speedway banners. Parked in the car park was a great selection (15) of member's motorcycles. Visitor Peter Wakefield, who said he rides an Ariel Huntmaster, so we all said we were so sorry for him, to which he replied he would come around to my place and drip oil on my driveway. So I replied, "too late, Graeme Crawley has already been on his Huntmaster but as I only have a metal road it didn't matter", (only joking boys).

### Reports:

Alan Greenslade and Graeme Crawley recounted the recent 40<sup>th</sup> Auckland Motorcycle Rally, being a great weekend, good weather, excellent food and a very good entry of 58). Overall winner was Auckland member Alan Macey on his Norton. Peter Alderdice talked about the recent Rubber Duckie Rally in Taranaki where the overall winner was Auckland member John Poole on his Norton. Martin reported on the Branches Christmas picnic held at Oratia. His highlight was being driven around the field in John Morrison's Horseless Carriage, a 1906 single cylinder Cadillac. Martin then spoke about the Christmas Motorcycle BBQ. There was a disappointing small number of motorcycles at the start, at the Jolly Farmer (8), but a number of car's did arrive at our farm. Motorcycle's were Brian Gathercole Matchless, Jack Clark Triumph, Lloyd Wilson Triumph, Ian Bell Triumph, Don Green Norton, Brian King Matchless, Graeme Crawley Ariel, Dave Pitches Vincent, Rory King from the North shore in his van, Malcom Brown and Merit in their Mazda and from Paeroa in their Mini, were Peter and Robyn Levet. Bob and Debbie Ballantyne, along with Peter Cooper and Brenda Green, (Lynda's faithful helper) were also present, with our family Bea, Dan and grandchildren Riley and Isabella. I was the leader of the pack in my car and after leaving the Jolly Farmer, travelling up hill on Razorback Road, I noticed in my mirror that the 3<sup>rd</sup> motorcycle was smoking like a good'en. I thought that's funny, I could have sworn Lloyd Wilson was on his Triumph and not his Jawa! But no, it was Ian Bell's Triumph and then he wasn't behind me any more. I went back and found him pulled up in a driveway, where the whole rear of the motorcycle was covered in oil and the oil tank was empty. Rory King went back to the Bombay Service Centre and bought some oil, which when it was poured in and the engine started oil was pouring out of the crankcase breather. So I went home, hitched up the bike trailer and then brought the bike back to our farm. We had an enjoyable BBQ, with plenty of chatting. (Footnote: I took Ian's motorcycle back to Brian Gathercole's, who found the problem, a very large bit of grit stuck to the return piston of the oil pump. Ian has ordered a new pump).

Martin reported on the Branches Christmas Pot luck dinner, which was well attended and an enjoyable evening. At this event and the Motorcycle meeting, the Branch had a collection for the Salvation Army Christmas Appeal, where members brought along assorted food and children's toys that accounted for 3 large boxes, full. The following Monday Lynda and I took these to the Salvation Army who were very appreciative for our donations.

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## Motorcycle Notes Contd..

### Guest Speaker:

Below Colin Tucker & Martin Spicer

Aucklander Colin Tucker turned 16 and bought his first speedway bike, an ex Maurie Dunn, which he raced at Western Springs as a junior. He went to the UK and raced for a number of British teams. Then his building expertise was called on to build new speedway tracks and stadiums. Over his years in speedway he race for New Zealand, Australian and British teams. He was team manager for the young Australasian teams and was great mates with Ronnie Moore and Ivan Mauger until they passed away and he still talk's with Barry Briggs, who still lives in Dana Point California. Barry is now 85 and he thinks nothing of riding his motocross bike out in the desert for hours at a time by himself. Colin did have a large collection of speedway bikes, but has sold most now.



Colin is the current President of the Veteran Speedway Riders Association of New Zealand. He spoke about sidecar speedway, midgets and TQ's and member Dave Tomkins who was at this meeting also spoke about speedway riders from NZ. Martin thanked Colin for a great talk on his speedway career.

### January Motorcycle Meeting

When we arrived at the clubrooms, we found our guest speaker Rod Horton and his wife Mandy waiting for us. Rod checked out his photos on the big screen ready for the meeting. There were 12 motorcycles parked out the back and it was great to see Martyn Seay with his 1928 Indian Scout and sidecar looking sparkling in the sunshine. Being January, there were a number away on holiday but we still had 40 in attendance.

### Reports:

Martin spoke about the New Years day Kaiaua fish n chip run, which as usual had good weather and a great turnout of motorcycles and other club vehicles.

Don Green reported on the Jam Pot New Years Day BBQ held at Barry and Linley Dean's home out west.

Warwick Darrow spoke about the Waikato Branch Blue Smoke and Pedals held in Cambridge.

Graeme Crawley went for a ride with other Ariel riders to North Head, one of whom has since agreed to be a guest speaker for our next Motorcycle Meeting and will speak about his ride from Vladivostok to London.

### Coming Events:

Saturday 20 February—Motorcycle Meeting

Thursday 25 February—Club Night, speaker on the restoration of a Bristol freighter here in NZ.

Sunday 7 March—Brit and Euro Classic car/motorcycle show.

## Motorcycle Notes Contd..

### General Business:

Peter Alderdice talked about the up coming National Motorcycle Rally.

Don Green told about a BSA Road Rocket he had worked on for the owner and it's now for sale, call Don.

We welcomed back Loretta McGarry who has not been to a meeting for some time.

### Guest Speaker:

Rod Horton, son of a Welsh "ten pound immigrant". As a teenager he was a very good racing cyclist and when he turned 18 he joined the New Zealand Air Force and trained as an engineer. His first motorcycle was a Yamaha 350, but his favourite motorcycle was a Honda GB TT 500. His first car was a Hillman Imp which he fitted a 1600cc Cortina engine, proving to be very fast, but handled badly. His next car was one of the first high-light Morris Minors. Next he bought a

Below Martin Spicer & Rod Horton



VW Beetle and he and wife Mandy founded the Waikato VW Club. Rod then became a signwriter and then a graphic artist. He is also a renowned cartoonist. John Britten asked him to sign write the tanks of the Britten bikes. He gave up signwriting and took on a new job at Air NZ as an engineering instructor. When he retired from Air NZ and became an engineering lecturer at MIT and an instructor at Ardmore Airport. Rod's latest motorcycle is a new Moto Guzzi 750 which he rode to The Burt Munro Festival in Invercargill. Upon arriving back to Auckland, he continued to Cape Reinga, so he can say he's done the top to bottom ride. Rod told many more stories and Martin thanked him for an interesting talk.

Keep those 2, 3 and 4 wheels turning safely

*Martin Spicer & Jack Clark*



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## Library Notes

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As the New Year gets underway it has been a typically quiet time for the Library this last month.

That notwithstanding, we are both pleased and grateful to report that there have been further donations of books from the Bruce Madgwick collection, in particular some photo-copied De Dion parts manuals, dating from the early 1900's, and from Dudley Kitson we have received several Sunbeam parts and workshop manuals. We are most grateful for these donations as worthy additions to our already extensive collection of technical material.

On that note, the team would like to again, extend an invitation to all members to come and checkout just what the Library has in the way of technical information on all sorts of vehicles. All manner of makes and models are covered and it is most unlikely that we do not have manuals, parts lists or whatever for your old darling, come and see if you can prove us wrong!

There's not much else to report at this time, but we would like to mention that Barry Birchall has been toiling away on what will be a superb book on the history of the retail motor-trade in Auckland. He already has done a great deal of work in research and we are sure that the end result will be a great book.

Don't forget to come in when the Library is open (Cub Thursday evenings or Saturday afternoon) and borrow a book to read at home.

If you are into the history of motor racing, we have two excellent suggestions, one covering the UK, the other, NZ. Look for "The History of Brooklands" (UK), and "Flat to the boards" (NZ). Reading them concurrently would bring an interesting contrast on the relative developments in motoring and motorsport in those early days, one taking part on a purpose-built concrete-surfaced banked track, the other on a windswept ocean-beach on the other side of the world.

In the meantime, happy reading.

***Chris Wood and the Library Team***—Barry Birchall, Colin Bott, Owen Hayward, Barry Robert & John Stokes



## Mid Week Tourers

I am sure a good number of club members either don't know or have forgotten what a wonderful spot Wenderholm is with the tranquillity of just the sound of the birds and the ripple of the water, or they would not have missed the opportunity to take part in our annual Xmas Picnic event. First to arrive at the Westgate car park was Trevor Larsen in his stately old 1930 Hillman 8. Shady Lane, his navigator and Terry & Joss Costello his back seat passengers arrived later.



The Dewdrops had borrowed the Winterbottom Vanguard. Colin Bott having recently sold his Daimler V8 was in a modern. Dave & Kath Hewitt were giving "Maggie" MG Magnette an outing as was Alan & Eleanor Kerr in the bright red E type Jaguar and John & Joan Wolf in the Bradford pickup. With the regulars, 13 vehicles set off for a 100 minute journey west of the city winding through some very scenic roads mostly void of traffic. As we were arriving at Wenderholm a pristine blue MK2 Jaguar was observed joining us in the park. It was Tom Brough giving his new acquisition its first outing. Fortunately the weather forecast was as usual wrong and we had a perfect day with many smiling faces enjoying being under those mature trees with the ducks and the children chasing them providing entertainment.

*Jack Nazer*

Last month's run was enjoyed by about 30 entrants on a rather showery day. The route took us from Drury to the new town of Pokeno, thence to Tuakau and finished at Dennis and Margaret Tippins home in Glenbrook for lunch. Afterwards Dennis showed us his 1941 Huppmobile saloon and told us about the difficulties encountered in restoring this very rare car. Then we were invited on to Alex and Daphne Wilson's nearby home to look at his shed and it's fascinating contents. More about that another day, we have been invited back! Meantime, Dennis also had his 1925 Flint E55 Tourer (the big one) (nearly finished) on show, started the Hupp engine to demonstrate it's OE supercharged sound and in an adjoining shed had two Auburn "project" cars, both of them rather special, one being a speedster and the other being an 8 cylinder phaeton. Much discussion and many memories were evoked of the two immaculate Auburn speedsters regularly seen in the post WW2 years at North Island car race meetings, in the car parks. I believe Steve Trott in Napier owns one of them nowadays. Thank you Dennis and Margaret, who even brought out freshly baked scones! By the way, credit for the Hupp's beautiful body must go to their son Simon who is a real craftsman with his own restoration business, Creative Metalworks Ltd, in Pukekohe.

John Morrison gave us a potted history on his latest, a 1928 Cadillac roadster, Dave Lane told us his accumulative age (his own and his ownership of his Studebaker) comes to 140, best you work it out yourself, neither look their age. Dennis Lowe claims the credit for the Hupp **not** having a Lexus V8 engine, and the McAlpine's (newly retired) sampled motoring suited to their status. Several

## Mid Week Tourers Contd..

offers came forward for future runs, we look forward to hearing more. This month, February 24<sup>th</sup>. **N.B. the fourth Wednesday** to avoid Art Deco week. Starts from the Warehouse carpark, Westgate.

### Coming Events:

**Wednesday 17 February**—Starts from the Warehouse Carpark, Westgate 10:00 a.m. for a 10:30 a.m. departure. Destination, a restoration workshop in the West. BYO everything. Plenty of cover if needed.

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



Active member Dick Andrews passed away recently and we extend our condolences to Rachel and family. Dick and Rachel were regular attendees in their lovely Nash Metropolitan and strong supporters of the North Shore Branch.

### *The Mid-Week Team*

## Secretary's Notes

Although our Bulletin is posted every 2<sup>nd</sup> month, email is the fastest way to get in contact with our membership and I have been updating our address list in the software we use for emailing out updates and reminders. If you haven't had any electronic correspondence from the Branch in the last month, please take 5 minutes to send me your email address.

You will find a Vintage Muster Entry Form with this Bulletin. It would be great to have a good turnout of Vintage vehicles. This is your opportunity to rally as a section with similar aged vehicles.

The Annual Maunga Moana Rally run by Taranaki Branch will be held March 27 and 28. I expect to see an entry form soon.

### From the Committee table:

John Morrison has taken a role on the Committee as "Interclub Liaison" and will be working on ways to foster closer relationships with other clubs. If you are involved in one make clubs and think your club could be interested, or have an idea on an event that might work for your club, drop John a note with details of who to contact.

Our website still lags behind many other motoring clubs and those on the Committee with some knowledge in this area are time poor, so we may need to spend some money in this area and quotes are being obtained to rebuild our website so it is easier to navigate and more informative.

We also had some good discussion on plotting of our major events (see separate notice in this Bulletin)

### *Tracey Winterbottom*



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## Veteran Notes

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Considering it was the height of the holiday season, there was a very good attendance of eighteen people at the January meeting.

Gavin Welch brought his Model T along and also showed some photos of the 1914 Model 79 Overland once owned by his late father. The car is now either in the Pointon collection in the Wairarapa or still in the possession of the Slater family.

John Morrison reported that he was organising to take the 1908 Sears Auto Buggy to the Kumeu car show and was considering taking other vehicles as well.

Jim Boag produced a Farmers Automobile Insurance badge, something I have never seen before.

Wellsford/Warkworth visitor Doug Hamilton, talked about putting a Dyno Start on his 1911 Cadillac Four Cylinder and discussed some of the issues he faced keeping the belt on the flywheel. He produced a useful article on mounting these devices.

Bryan Belcher has been cleaning some of his vehicles.

David Oliver is shifting cars to the Art Deco event in February.

Barry Birchall is still working on his book about early Auckland car dealers. He also noted that the Overland Model 79 restored and owned by former Auckland member Neil Cox, has been sold to the Warkworth/Mahurangi area.

Dennis Lowe brought along a catalogue from the recent Webbs auction. Although there was nothing specifically veteran, it was interesting to see the prices achieved.

We subsequently discovered that John Morrison brought the 1928 Cadillac 341 Cabriolet in a post auction sale.

Grant Stott produced books on early service cars in New Zealand.

Wayne Welch has given some of his attention to a 1956 Ford Fairlane two door, while Terry Jenkins was given a Plymouth Belvedere, something of a change from a 1917 Dodge 4.

We extend condolences to the Healy family on the death of Rex, well known in veteran circles for many years and the late owner of the immaculate 1912 Sunbeam.

*John Stokes*



## Vintage Notes

Our New Year got off to a cracking start with a full table and lots of enthusiasm. The calendar is quite full already with events near and far for our vehicles.

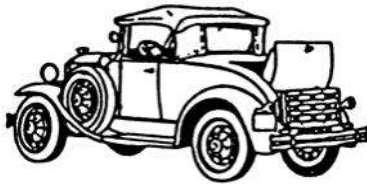
John Morrison gave us a rundown of the history of his latest acquisition, a 1928 Cadillac. NZ new, it has had several guises, starting life here as a service car and now an immaculate roadster. It was great to see it having a run on the Midweek trip to Glenbrook, although he was almost forced off the road at one point and suffered a small ding in the paintwork.

Neil Bielecki's father was an importer of tools from France and Neil brought along a couple of items that were identified as tools for the easy removal of the internal window winders and door handles of many older cars, where the trim has to be pushed in and a little entrapped pin removed.

John Stokes suggested we go round the table and each tell of the positive aspects we enjoyed about our Vintage Group. I found the responses enlightening. We are quite diverse, with interests from restoration and history through to touring. Everyone was united however in their enjoyment of the camaraderie of our meetings. Several long-term members had not found a comfortable niche within the Branch prior to our formation.

The understanding gained of our diverse interests will undoubtedly assist in planning our future activities.

*Murray and Penny Firth*





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# Coming Events

## February

<b>13</b>	<b>Sat</b>	<b>Veteran Rally</b>	
14	Sun	Ellerslie Concours	9:00am
17	Wed	Mid Week Tourers starts Westgate	10:00am
17-21		Art Deco Festival (Hawkes Bay Branch)	
20	Sat	Motorcycle Meeting—Clubrooms	2:30pm
24	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
25	Thurs	Club Night—Restoration of a Bristol Freighter	8:00pm
27	Sat	Vintage Section Meeting—Clubrooms	2:30pm
27	Sat	Swapmeet (Wellsford/Warkworth Branch)	
28	Sun	Club Run—start BP Service Centre, Southern Motorway	11:00am

## March

2	Tues	Committee Meeting—Clubrooms	7:30pm
6	Sat	Veteran Meeting—Clubrooms	2:30pm
7	Sun	Brit and Euro Classic Car Show, Lloyd Elsmore Park, Pakuranga	
6-7		Mad Irish Woman Rally (South Waikato Branch)	
11	Thurs	Bulletin mailing via Email	
<b>14</b>	<b>Sun</b>	<b>Vintage Muster</b>	
17	Wed	Mid Week Tourers	
20	Sat	Motorcycle Meeting—Clubrooms	2:30pm
24	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
25	Thurs	Club Night & New Members—Speaker on Tyres	8:00pm
27-28		Maunga Moana Rally (Taranaki Branch)	
27	Sat	Vintage Section Meeting—Clubrooms	2:30pm
28	Sun	Club Run	
30	Tues	Committee Meeting (April)—Clubrooms	7:30pm

## April

3	Sat	Veteran Meeting	2:30pm
8	Thurs	Bulletin Mailing Night	7:30pm
10	Sat	Very Vintage Day out at Kumeu Show Grounds	
11	Sun	Swapmeet (Northland Branch)	
10-11		Mooloo Meander (Waikato Branch)	
17	Sat	Motorcycle Meeting—Clubrooms	2:30pm
18	Sun	Gymkhana—40 Hunters Rd, Waitakere	1:00pm
21	Wed	Mid Week Tourers	
22	Thurs	Club Night & New Members	8:00pm
24	Sat	Vintage Section Meeting—Clubrooms	2:30pm
24	Sat	Northern Raid Rally (North Shore Branch)	
28	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	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 February  
8:00 p.m.**



**Guest Speaker  
Restoration of a  
Bristol Freighter**

## Club Run

**Sunday 28 February**

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

**Time: 11:00 a.m.**

**BYO Picnic Lunch**



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## Ode to the 2020 Rubber Duckie

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Pete said "I have an idea" For the Rubber Duckie what say we ride down there, we'll go on Friday and return on Monday. In between we'll do the rally and I know a new museum we can add to our tally.

Count me in they all cried. Happy to have their trouble set aside, Pete would do the work and we just follow his way. Pete said, we'll leave at eight, do not be late we won't wait.

By eight we were fourteen, but there should be fifteen. Pae kare, someone is late when they shouldn't have been. Well we'll leave without him, he is never early anyway, and so we set out none of us yet weary, just had to remember, get off at Rangiriri.

Peter and Paul on old Harleys first had departed. The "moderns" waited twenty before they got started, but the lights were red on the Rangiriri bridge, blocking our way, so the old dungers and moderns were together stopped on a ridge, except for Brooksy who joined us just over the bridge.

Leo our hero followed in his van, done three hundred thousand and still going strong, seems he waited for Marshall and his wait was not long. What we would do without Leo is hard to say, but before the trip ended he would be well occupied, by the failure of things wrong that non-one espied.

We made it to Otorohanga all going strong, here we met Trevor Appleby, his journey not yet long. Little did Trev know that soon, his Triumph would stray, but for now, we enjoyed Ronnie's pies and sat in the sun for forty minutes or more but we then had to run.

Waitomo valley road is a great little ride and from there to Maracopa is a road with good sights. Had to stop there for a while whilst Paul Muir checked his lights, who needs lights we all thought, it's not yet dark, we're still in the day. Once again the old dungers set off, eager for hills and the shingle ahead but the "moderns" were impatient you can take that as read.. A beautiful road is that one from Maracopa, native bush and green hills and today, the shingle was faster. Ian Hubbard on his Triumph became Valentino Rossi but, hey, why not daydream as you rush down the hill, dry road and a bend to give you that rush you don't want to end.

Of course by Awakino the bikes needed to cool - they'd come so far, so we busied the young fella manning the bar. It's quite clear us oldies still like to play but time moved on, soon it was time to go south and head for the Top Ten in New Plymouth.

But who is missing? Why Marshall Corazza, and, half the team. The Indian four, that hydramatic bike, had run out of steam. The brains of the team behind had to stay to search for a way to ease Marshall's strife and thanks to them all, the Four came to life.

Graeme meantime had not gassed up which was silly, it's a bloody long way from Awakino to Unenui. Slowly did it but soaked to the skin; daren't stop on the way to put on the rain gear like others could to do, so now everything's wet and the boots are full too.

A great get together was had in the Top Ten hall, meeting again old acquaintances, from everywhere n all. That wonderful support team, the same every year, were back in the fray and cooked up a storm for a reasonable fee, and it

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## Ode to the 2020 Rubber Duckie Contd..

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was followed up by drinks not always the tea.

Next morning the rally proper began, but some little emergencies preceded the plan. Pete's Harley wouldn't start we thought "here's a delay", but Start you Bastard did the trick I surmise, but then no oil in the Ariel was a nasty surprise.

And Mike's Beeza was the same, no oil was left, had to be topped up, there was no clue where it went, Mike thought and asked but no-one could say. What happened to the oil, it was not outside and with no smoke from the back a fix was hard to decide.

This rally is a proper one with silent checks and much point-counting. For Steve Barker, his first rally was a little bit daunting, don't worry Steve it will be no problem, it will be ok, just remember the straight-ahead rule, don't cross the centre line and don't ask us, you'll be just fine.

The morning tea and lunch as usual, done to excess, how does this club do it; how can we express, our thanks to this team who had beavered away, far into the night so we could be fed one and all. Even those who got lost and were late to the hall.

But we had casualties in our midst with bad noises to hear, Kelvin's Ariel did clatter, big ends do that I fear and Steve electronics, brand new the other day, gave up and sparks failed, his face was real long. Don't worry Steve a mag would spark strong.

Of course, prize giving as usual went well when it mattered, Bruce Davidson wove magic with numbers despite being battered. Peter and Graeme and Paul and John Paul won something that day and even young Mike won a prize, first combination, I think that was it and others too but in rhyme they won't fit.

Sporty's bar was the last stop for the night, at least for some of us but there was a small fright, young O'Kane fell asleep in his chair, and the pub had their way, they kicked poor Mike out, out the front door, before our young Mike could crash on the floor.

Breakfast next morning again in the hall, was well patronised and enjoyed by all. But if by nine we were to away and get to the museum afore mentioned, we needed to be mounted with departure intentioned.

The Indian won't start but we found a new weapon. Ian Hubbard, our own super hero, gave it a kick whereupon it burst into life just 2 hours astray, most of us already had braved the rain to get to a Museum and ours had a train.

The Holden Museum we can recommend, just three years old and wonderful to send your friends and family to come some rainy day. Some of us chose the Aviation Transport & Technology museum, lots of things to see and good to see them.

On we went to Stratford not upon Avon, where about the town clock we'd heard some raving! At noon they said it springs into life, gives a display, so at twelve we watched but nothing did happen; we felt a bit sour, then a local said, come back in an hour.

Luckily for six dollars we found, the lunch special was really quite sound. If we just eat slowly then it just may take up the hour and we could gather around to

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## Ode to the 2020 Rubber Duckie Contd..

see if this clock does more than just sound.

At one nothing stirred, not even a gong but at two minutes past a door swung open and Juliette emerged her heart quite broken, Romeo Wherefore art thou she cried plaintively and from another door our hero appeared, his Kiwi accent not right for the part, to declare his love and anguish for their love's false start.

Well that was quite good, let's move on but wait, some things are not ready, the Indian was dead and Ian, our hero, was unsteady, so on to the trailer it went and there it would stay for the rest of the way, but Trev's Triumph on the trailer the Indian did see and dropped a cylinder on the trailer to be.

And it worked too, we could not find the fault, and now the trailer was full, if one more breaks down it will be hard, no bull, Peter said, well, all else fails we can play another across the front of the trailer it's been done before, rather not have to we thought, as we made for the door.

Meantime Brian, on the AMC he heard a loud knock, sounded real bad though he got to the clock. No that's not it a local there said; here in the Nacky, the petrol is bad, it's made from scraps all mixed, retard the spark and the knock will be fixed.

The plan was to stay in the Whangamomona hotel and not leave till we could all



say Whangamomona quite well. However some more important things were in disarray, the team removed the pick-up, from the Trev's magneto and discovered the crack, no wonder it won't go.

Glad wrap failed as did nail polish, Trev's face was dour, don't worry Trevor there is always something more that can be done to fix things gone awry. Scratch out the crack with a pin and fill it with resin, snorts of derision! Hmmm but there is no other option.

Kelvin Mitchell had joined us just for that night. His truck had all sorts of stuff, inside was a sight and there was some resin, just there on the tray, Mark Tomlin's knife scratched that crack quite a way through and a little mixing and pasting

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## Ode to the 2020 Rubber Duckie Contd..

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made Trev's pickup like new.

Waited half an hour then gave it a kick hard and deep, hey it goes but where is Trev, heck he missed the action, he's gone for a sleep. The Ariel had it's tap-pets reset, a few other things were checked but all were ok, so it was time for dinner, lamb shanks slow cooked in wine and mashed potato and sausages, venison, in a line.

Whilst that was going on we had a visitor, Clark Kent arrived with Lois and did something to excite her. The Whanga phone box was just waiting for this day, when Clark could become Superman right before her eye. To us it was clear, Superman Hubbard really can't fly



Next morning was an early start seven thirty, some were aghast, we thought we might outrun the rain forecast and it worked too. We got most of the way, to Taumarunui before it started to rain but dawdling over breakfast till it stopped was in vain.

But wait where's Killer Watts? Ah yes, he was stopped with oil in his boots but then the AJ we did hear, he was not far away. His filter had failed and the oil did flow black all over the bike, the road and up Killer's back

Still it was not too bad, Trevor's Triumph had not gone to sleep and no-one dismounted in the tunnel where the mud was quite deep and Peter had a think and before leaving, had time to say, we'll stop at Pirongia for lunch and farewell. All agreed but not all listened too well.

At Pirongia two were missing, they said they "diverted". Ahem – lost is lost no matter how you word it, lost like a needle in hay but that was about it, just one on the trailer, not on the ground, everyone else made it around.

*Graeme Crawley*



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## Uneasy Engineering

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At the recent Karapiro Swap Meet amongst the items I purchased, was a book in the Brooklands series of reprints done on cars by the English motoring journals, 'The Motor,' 'The Autocar,' & 'The Times' during the inter-war period. This edition was on different Studebakers between 1923 & 1939.

During the mid twenties a number of different manufacturers dabbled with hydraulic brakes - Studebaker was one of these. The report on the 1925 'Special six' describes the system somewhat. I will quote directly from the article - the comments throughout are my own. The brakes are the most interesting of the chassis features, for one has practically a dual set of brakes operated by pedal, in other words, the system is a combination of hydraulic and mechanical application. Further, it is claimed that no adjustments of the internal expanding front wheel brakes are necessary after leaving the factory, the only two adjustments required being the taking up of the rear wheel external contracting bands. The main part of the mechanism is incorporated in the rear end of the gearbox and comprises a piston chamber, two pistons, a gear driven pump and control and relief valves. The pump driven from the propeller shaft, keeps the transmission oil in constant circulation from the bottom of the gearbox through a passage underneath a piston chamber, into the pump and back to the gearbox through the control valve passage. A depression of three inches on the brake pedal results in the control valve closing, thus stopping circulation and forcing the lubricant into a chamber between the heads of the pistons, which move outwards and apply pressure through the medium of rods. When the car is being reversed, owing to the fact that the pump revolves backwards, the brakes are operated by mechanical application. The pistons which actuate the braking control rods are returned to position by coil springs whilst, when maximum pressure is reached the relief valve opens, causing a portion of the oil to circulate through the gearbox via a by-pass, so preventing excessive braking pressure. A gauge mounted on the instrument board, indicates by a fixed pointer, the maximum pressure the pump will generate before being arrested by action of the relief valve, while a moving pointer shows the actual pressure used each time application is made. A unique feature of the system, however, is that the first three inches of travel of the brake pedal operates the hydraulic brakes. This locks the rear wheels, but only momentarily, for the pump, ceasing to function, releases the brakes sufficiently to allow the wheels to revolve. Early ABS perhaps? Depression of the pedal beyond three inches mechanically applies the rear-wheel brakes, which are used when reversing, or in the remote possibility of hydraulic system failure. It will thus be seen that the most effective maximum braking effect is produced by a pedal depression of only three inches.'

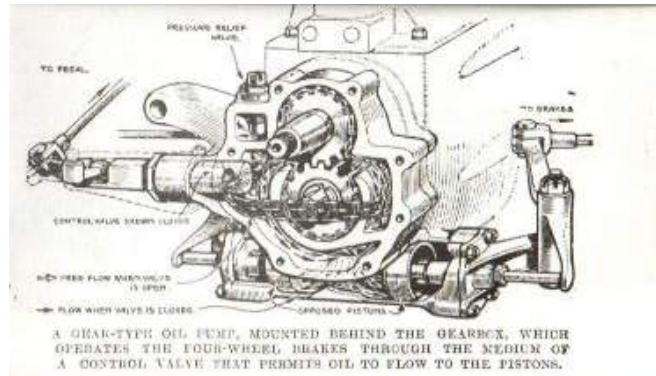
Well there you are. What a complex sounding system. It could have probably done Mr Rube Goldberg proud. Of course it's not a hydraulic system as we know it today, or indeed even as Chrysler knew it at the time. (Chryslers were hydraulic braked from their beginning in 1924). It would appear that Studebaker themselves must have decided the system was too complex also, as the next series of tests for the 1926 models explains they have gone back to mechanical brakes. In an effort to put some 'spin' on it, they explain that novices were apt to find it awkward to manipulate after the pedal had done its three inch travel and

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## Uneasy Engineering Contd..

the further pressure being entirely mechanical. I can see the accounting department commenting strongly on the costs and engineering not being able to further reduce the complexity of the system without incurring more costs. Foot-note: It strikes me as odd that Studebaker, a highly successful and respected manufacturer of excellent cars then, would let themselves be drawn into and market such a dubious and complicated braking system.

*Neil Lucas*



## Plotting Major Events

For quite some time, the Committee have been giving thought to the current tradition where the winners of an event are invited to plot the next year's event. For 2021 we have agreed to trial something a little different, hopefully this will spread the load, widen experience and add a little more variety to our major events.

For the following annual events:

Vintage Muster  
PV, PWV, P60V & P80 Rally  
Experts Rally  
Hunua 100 Rally  
Motorcycle Rally

Invitation to plot the following year's event will be drawn from the top 6 placegetters. As always, support will be provided by a Committee member if required and the plotter is not expected to manage other parts of the event other than plotting unless they wish to.

We are also presenting plotters with a gift card.

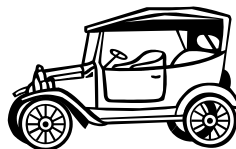
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## New Members

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A most sincere welcome is extended to the following new members. We hope to see you taking an active part in Club 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).

Ian Grant  
Stonefields  
1935 Austin 7



Clyde Thompson  
Waiuku  
1936 Chevrolet Pick Up  
1938 Morris 8 Convertible



Terry Doherty  
Kawakawa Bay  
1969 BSA  
Triumph Tiger Cub



### 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](mailto:vintagesunbeam@hotmail.co.nz) and you'll be in the loop.

**Tracey Winterbottom**

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## Gymkhana

# GYMKHANA

Sunday 18 April

Arrive—1:00 p.m.

Briefing—1:15 p.m.



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(courtesy of member Mike Courtney)

open to **ALL** Club eligible vehicles  
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## Brit & Euro Classic Car Show



The poster features a light blue background with diagonal stripes. At the top right is the Howick Local Board logo. The word 'Auckland.' is written in a large, black, cursive font. Below it, a red banner contains the text 'BRIT & EURO'. Two classic cars are illustrated: a white Jaguar XK150 on the left and a silver Mercedes-Benz 190 on the right. Below the cars, the words 'CLASSIC Car Show' are written, with 'CLASSIC' in a bold, black, sans-serif font and 'Car Show' in a large, blue, cursive font. Two overlapping circles are positioned below the text: a red circle on the left containing the word 'Free' in a white cursive font and 'EVENT' in a white sans-serif font, and a teal circle on the right containing the text 'SUNDAY 07 MARCH 2021' in a white sans-serif font. At the bottom, the text 'LLOYD ELSMORE PARK PAKURANGA' and '10AM-3PM' are written in a bold, black, sans-serif font. Below this, the website 'WWW.BRITEUROCARSHOW.NZ' is listed with dots on either side. At the very bottom center is a black Facebook logo.

Howick Local Board  
Auckland Council

*Auckland.*  
**BRIT & EURO**

CLASSIC  
*Car Show*

*Free*  
EVENT

SUNDAY  
07  
MARCH  
2021

LLOYD ELSMORE  
PARK PAKURANGA  
**10AM-3PM**  
• [WWW.BRITEUROCARSHOW.NZ](http://WWW.BRITEUROCARSHOW.NZ) •

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# Vero International Festival of Motoring



Most of you will know that the Vero Festival of Historic Motoring will now be held in 2022.

**The dates are January 16 to January 21**

Events like this have significant budgets to manage and some of you will recall the last International Rally suffered significant losses. Whatever your view on that result, learnings have been taken and you will have read in the latest Beaded Wheels that the Management Committee will **NOT** accept the event running at a loss. To that effect they are looking for some surety that entrant numbers will be sufficient to make the event viable. It will not be a firm commitment and I do urge you to respond. If there is insufficient interest, there is a possibility the event won't go ahead.

This is an event not to miss, a shorter period than previous International Rallies, in an area with some great motoring and the time of year hopefully means plenty of sunshine. So, get your mates together, decide what vehicle you're taking and plan to be there.

## Vintage Muster

# Vintage Muster

**Sunday 14 March 2021**

**Entry Form in this issue of "The Bulletin".**

## Marshals required

**Please phone:  
Tracey Winterbottom  
(09) 232 0246 or 021 732 209  
Email—runnymede@hotmail.co.nz**



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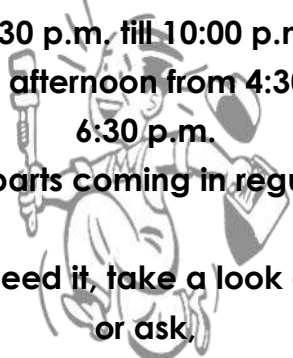
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# Your Committee



## 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: greenend@slingshot.co.nz

Ph: 266 8836  
or 021 073 2642

## Secretary/Privacy Officer:

Tracey Winterbottom  
(Stephen)

Email: vintagesunbeam@hotmail.co.nz

Ph: (09) 232 0246  
or 021 732 209

## Treasurer:

Ian Hubbard (Lesley)

Email: ian@fhp.co.nz

Ph: 0274 426 748

## Club Captain:

Lynda Spicer (Martin)

Email: spicerclan2017@gmail.com

Ph: (09) 233 6382  
or 021 189 3120

## Committee Members:

Warwick Darrow (Trisha)

Robin Elliott

John Morrison

Alan Price (Shaaran)

Shaaran Price (Alan)

John Stokes

## Building Maintenance

Email: waktrish@gmail.com

Ph: 520 2882 or 021 203 4562

## Entertainment Officer

Email: robaleen@actrix.co.nz

Ph: 0274 922 188

## Entertainment/Inter-Club Liaison Officer

Email: morrison03@gmail.com

Ph: 521 6307 or 022 655 1479

## Building Maintenance

Email: birdwoodprices@gmail.com

Ph: 833 8575

## Social Convenor/New Membership Liaison Officer

Email: birdwoodprices@gmail.com

Ph: 833 8575

## Veteran Rep/Spares/Trophy Steward

Email: jstokes96a@xtra.co.nz

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or 0272 772 108

## Non-Committee Positions:

### Librarian

Chris Wood (Diana)  
Ph: 524 9478

### Beaded Wheels Reporters

John Stokes

### Continuous Membership Awards Steward

Glenn Morris (Marion)  
Ph: 273 4975 or 021 136 5926

### Insurance:

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

### Clubrooms

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Postal Address:  
Open:  
Club Night:

### Ph: 579 5625

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4th Thursday of the month

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### Commercial Rep

John Campbell (Pat)  
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### VIC Officer

Michael O'Kane  
Ph: 813 4944

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## Library Email Address

## Branch Website

auckland@vcc.org.nz  
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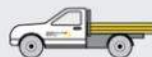
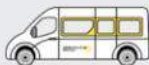
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