



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

MAY 2021



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June Bulletin closing date

Cover Designed by Melanie Ball

Strictly 25 May 2021



Chairman's Report

Well it's great not to have to say here we go again re Covid 19 affecting the country and our Branch events.

First up there was the Kumeu Very Vintage Day Out, with those who participated saying it was a good day out.

A large number of our Motorcycle members went to Cambridge for the Mooloo Meander Rally. I would have normally gone as well, but as the next day was The Brit and Euro Classic Car Show, which Lynda and I were going to, to man the Branch stand. The rally had around 60 motorcyclists taking part. Jeremy Lambert, one of our members, was the overall winner on his Triumph.

Sunday morning dawned with light rain coming down in Pokeno as we set off to Pakuranga where the Brit & Euro Show was being held. The rain stopped when we arrived at Lloyd Elsmore Park, so we were able to put up the marquee and set up the table and chairs. We had a large selection of old Beaded Wheels to give away to the public. Considering how much rain had come down on the Saturday and overnight, the grounds held up pretty well with around 800 vehicles on display. We had around 15 motorcycles and 4 cars on our stand. The weather was warm and sunny all day, with large crowds enjoying the free car show.

The April Club run was the Branch Gymkhana, which was held at Mike Courtney's country home in Taupaki. Russel & Jocelyn McAlpine put on a great event for us to take part in. There were 8 tests to do, where I rode my BSA Bantam, which decided to run only when it wanted to, so for most of the tests, I ran along side it. When everyone had finished the tests, we were able to look over Mike's collection which was very interesting.

The Midweek Tourers had a good day out.

The Charabanc and Commercial guys have their meetings that have interesting topics. Do go along and join them if you're into the Commercial side of the Branch.

Club night saw a very large turnout of Branch members along with members from the North Shore and Waitemata Branches. They had come to see and hear Tim Manning demonstrate the art of white metal bearings. Unfortunately things didn't go to plan, but Tim did answer a lot of questions and he will come back on a Saturday afternoon and redo his demonstration.

The April Motorcycle run went to Altered State Gallery in Puni, west of Pukekohe, where there was a good turnout of motorcycles, plus a number of cars as well.

The Vintage section had another good meeting and if you own a vintage vehicle, or an interest in them, do go along and join them.

Coming Up:

Sunday 23 May—Experts Rally, starts at Mangere Bridge and finishes at the Clubrooms. Now, don't be put off by this being the Experts Rally as Russel & Jocelyn have plotted a good rally, one where you won't get lost and will get to the finish. I will be taking part on the Honda 250 XL, so come and join me.

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

Martin Spicer

Club Captain's Report

April saw a month of long weekends, what with Easter and the last weekend, Anzac day, observed on the Monday.

John Stokes' Veteran section continues to have good attendances.

On Sunday 11 April Martin and I set up the Branch marquee in Lloyd Elsmore Park, Pakuranga for the Brit and Euro Show which had been postponed from early March due to Auckland having been in lockdown. Although numbers were down this year, about 800 vehicles in total were on display and it was an excellent show where we showcased a variety of motorcycles that attracted a lot of public attention. Some of our members also had their cars on show at the Marque sites, such as Ford, MG, Morgan, Jowett, Vauxhall to name just a few. Many thanks to all of you who took the time to put your vehicle on display. We handed out a few membership application forms and I believe at least one of those has actioned in a new membership.

The Motorcycle section had another successful meeting with Trevor Appleby from Cambridge as guest speaker. He spoke to the members about his early life and his 3 year trip, with his new wife, through South America. Fascinating stuff. After that he gave a demonstration of the Proma additive which was very convincing. He stayed for a long time after the meeting answering members' questions. Thanks to Peter Alderdice who provided Trevor with a bed for the night.

The Mid week Tourers enjoyed another run.

Sunday 18 April was 'club run' and was a Gymkhana held at member, Mike Courtney's property in Taupaki. About 15 vehicles (13 cars and 2 motorcycles) took part and there were a few more spectators as well. Not too much 'skull skulduggery' took place but there was some very fine hanging off the side of a Model A, positioned from the running boards, giving some additional gravity and sway to circle the vehicle around the tree quicker. However, it was against the rules and they had to do it again. A wonderful gymnastic display by Val Ball. Some very fine wheel spins were provided by Lightning McQueen at the bottom end of the slalom run, before heading back up the slalom to the top to finish. Impressive controlled skids from John Morrison. Martin's BSA Bantam decided to misbehave, so he ran with his little bike around half the course but fortunately it started at the top part of the slalom and he showed everyone how it could be done. We did have one accident unfortunately and some very severe surgery was required. One member couldn't drive out of the box holding onto a tin can to place it onto a pole without dropping it, then deciding to reverse and ran over the innocent tin can. Thanks to Glenn Morris for his quick thinking to save the can, with his masterly use of a crowbar to bring the tin can back from the brink to lead a useful life again! Many thanks to Mike & Billie Courtney for having us at their farm and a huge thanks goes to Russel & Jocelyn McAlpine who organised the event. Thanks also to Rodger & Val Ball, John Stokes, Mike Courtney, Glenn Morris, Shaaran & Alan Price and John Morrison who assisted Russel & Jocelyn with marshalling the motley crew who turned up. For those of you who stayed away, you missed a really good fun afternoon. After the gymkhana had finished, Mike very kindly opened his two large sheds which house some lovely vehicles, as well as carnival and arcade

Club Captain's Report Contd..

antiques.

Club night saw Tim Manning demonstrate the art of white metal bearing production. This drew a crowd in excess of 50 people and it was great to see some members from North Shore and Waitemata Branches join us. Tim will come back in a few weeks' time, on a Saturday afternoon, to do a more comprehensive demonstration during daylight hours instead, as there were a few little hiccups during his demonstration and being held in the barn area in the evening was a bit of a challenge.

The Vintage section had another good meeting and if you own a vintage vehicle why not go along to their monthly meetings.

Over the next few weeks, you will see some work being undertaken at the Clubrooms. The Clubrooms externally are going to be repainted – just finalising that at present with the company. And, hopefully, the men's and women's toilets will commence being upgraded too, in the very near future.

The Branch website is currently under reconstruction as it has become more and more apparent that our current one is not a user friendly website and is quite outdated. There is a major glitch as far as receiving emails direct from the website and other annoying issues. It is hoped to launch the new website at the Branch AGM.

Coming Up:

Sunday 23 May—Experts Rally – don't be put off by the name as Russel and Jocelyn McAlpine have plotted a run that if you can follow instructions "you'll be right".

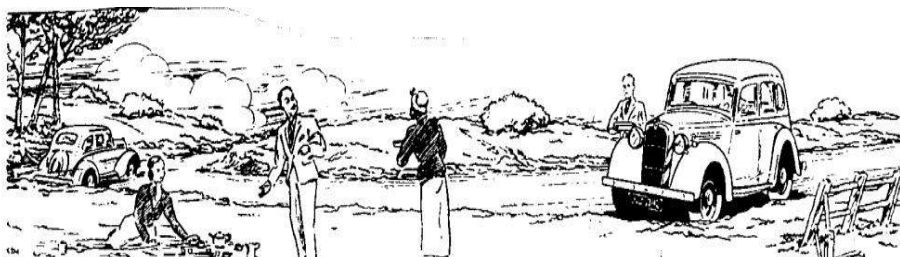
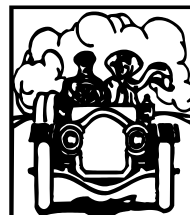
Sunday 30 May—Motorcycle winter Fish 'n Chip Run – everybody welcome.

Advance notice to put in your diaries SATURDAY 26 JUNE – AGM - Clubrooms
Stay safe, remember to keep signing in wherever you go including the club rooms.

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

Keep those 2,3 and 4 wheels turning safely

Lynda Spicer



Commercial Notes

There are just two months this year, when the first Thursday comes before the first Wednesday. April was one and the other is July. My page is often a struggle to fill, more so at times like this, so to start with, I will push my own barrow. My west Auckland based family persuaded Pat and I to extricate our 1929 Dodge from the garage,



register and warrant it, and drive it out to Kumeu for the "Very Vintage Day Out" on the 10th of April. We dressed for the occasion in period costume that had not seen the light of day for quite some time, took our high tea set up and wind-up gramophone with a bunch of old 78 records. Our display received a lot of compliments and camera shutters were going mad. It was a vile day, but luckily, we were securely camped in one of the large sheds, while most of the outside stalls in tents and gazebos aborted and went home. Our



family persuaded us to enter the costume judging competition and we were chuffed to carry away first place in the vintage era class, "Best Dressed Couple". One of our daughters took out first place in the Western Clothing competition in an outfit she had made herself. The vehicle judging was by popular vote, and the Dodge was beaten into second place by a magnificent looking 1930 Ford Model A Coupe, two pack paint job to die for, but sporting a modified F head motor with twin carbs

and chrome work for Africa. Definitely not period correct, but we were happy with our lot, which included a flight for two over Auckland in the DC 3.

I have been offered two **NEW** 750x18 truck tyres, one radial & one cross ply absolutely free. Give me a call if this is you!!

Keep M Rolling

John Campbell



Motorcycle Notes

Lynda and I set off from Pokeno on a windy and showery day bound for the club rooms for the April Motorcycle meeting, but due to the weather there were only 6 bikes in the car park and 40 members present, including visitors from Palmerston North Perry & Julie Skilton. Martin advised of the passing of member Keith Trillo.

Reports:

John Shennan reported on the recent Waikato Mooloo Meander Rally. There were around 60 riders taking part, with a number having breakdowns due mainly to the very wet weather that lasted all day. The rally route was a really good one but was spoiled by the rain. The overall winner was Auckland member Jeremy Lambert on his Triumph.

Peter Alderdice reported on the cancelled National Motorcycle rally, that was re named "The Ride" with about 26 Auckland members going to the Wairarapa. Those that went had a great 10 days away, riding about 160kms per day. The Wairarapa rally team were so disappointed having to cancel the rally the week before due to Covid 19, but many like Auckland riders decided to go anyway as accommodation had already been paid for. On the Saturday ride there were around 70 bikes taking part, riding to some spectacular East coast locations. One highlight was going to a school in the middle of the countryside that had 45 children who were over the moon to see about 70 classic motorcycles parked in their playground, giving the children and their teachers rides around the playing field. Peter said the next National Rally will be in 2023 in Invercargill, the week before the Burt Munro Festival.

Martin reported on the recent Brit & Euro Classic Car show at Lloyd Elsmore Park, Pakuranga, where he and Lynda manned the Branch stand. Great free show for the public, with around 800 cars. On the Branch stand there were about 15 motorcycles and 4 cars.

Coming Up:

Saturday 15 May—Northland Motorcycle Rally.

Sunday 23 May—Experts Rally

Sunday 30 May—Fish 'n chip run to Kaiaua, leaving the Jolly Farmer at 11:00am.

Sunday 13 June—Motorcycle run 11:00am, starting from the BP Service Centre Southern Motorway.

Guest Speaker: Trevor Appleby lives the south side of Lake Karapiro, where he runs a dairy farm. He has a collection of motorcycles and cars. Trevor is the organiser of the Mad Irish Woman Rally in the Waikato. He married in 1970 and he and his wife decided to go travelling. They first went to Australia, then Papua New Guinea and countless Pacific islands. They then went to South America, starting in Chile, where they bought an old car and travelled the length of South America visiting many fascinating places. From Panama they went onto North America, travelling through Mexico, America and finished up in Canada. They then returned to New Zealand after been away for just over three years, now that was some honeymoon.

Trevor finished his talk with a demonstration of an Australian concentrated oil additive product called Proma MBL8 which increases horsepower and fuel economy, reduces emissions and reduces engine wear. The demonstration was

Motorcycle Notes Contd..

very convincing.

Martin thanked Trevor for coming and sharing just some of his story. Trevor answered many questions from members about the Proma product after the meeting.

Keep those 2, 3 and 4 wheels turning safely

Martin Spicer & Jack Clark



Above Trevor Appleby & Martin Spicer

April Motorcycle Run

The weather forecast for Sunday wasn't good, however the day dawned sunny, but with a chilly breeze.

I set off on my borrowed 1982 Honda XL 250 and arrived at the Jolly Farmer Drury to find assembled a growing group of members, which included Chris Good Ducati from Thames, Lloyd Wilson Triumph Speed Twin, Ian Bell Triumph 500, Don Green, Alan Macey and Stuart Metge on their Norton Commando's, Jeremy & Michelle Lambert Triumph, Jack Clark Triumph, Michael Watts Suzuki, Buster Westhill from Orewa and son Bruce on their 500 Matchless's, Alan & Carol Greenslade and father-in-law Geoff Stoner all squeezed into their Fiat Bambina, Russel & Jocelyn McAlpine in their Healey Sprite, Leo Fowler Austin Bug-Eyed Sprite, Brian & Viv Gathercole modern car and finally Malcolm & Merit Brown modern Mazda MX5.

From Drury, the route travelled along Fitzgerald Road to Quarry Road, Great South Road, Burt Road, Tuhimata Road, Capehill and Valley Roads, East Street, Ngahere Road and Station Road. Past the Pukekohe race track to cross the railway line at Buckland, Tuakau Road, Ray White Road, Upper Queen Street, Attewell Road, Dazeley Road, Tramway Road, Waiuku Road and finally turning left into Aka Aka Road in Puni to finish at "Altered State Gallery" where Eric Jan-net, the owner welcomed the group. Everyone had a great time looking over Eric's sculptured works of Steampunk art. The gallery is filled with hundreds of things to look at and buy. After spending around 45 minutes there, Eric was thanked for letting us view his very clever works of art.

Martin Spicer



Library Notes

In general things have been quiet in the Library recently. Not many 'new' books have been coming in and books on loan have also been quiet. Maybe, with the worst of Covid hopefully now behind us, members are taking the opportunity to get out and about in their cars and don't have the time for reading at present!

However, day to day care of our priceless collection of books is our priority. Keeping the books relatively dry is paramount. Nothing destroys books faster than dampness and the dehumidifier unit which is so neatly tucked away above members heads when they enter the Library, is the key weapon in the fight against dampness. It operates 24/7, day after day and you would be surprised at the volume of water effectively collected from the millions of pages of our books and other material. It can be up to a litre per day.

So, recently, when the dehumidifier unit which has performed so faithfully and day after day for the last several years without stopping, finally decided it had had enough, we had a problem.

Removing the (quite) heavy unit for inspection by way of lowering it safely to the floor on its ingenious cradle (designed and built by Barry Robert) is something to behold. On inspection, our efforts to reset the machine and get it to run, proved fruitless, but then Don Green took over and, 'long story short,' Don has negotiated a great deal with a new replacement unit. All is well again.

On an entirely different note, we are a little sad to record the retirement of Colin Bott from our team. This is a significant event for the Library as Colin has been a member for over 18 years and in that time he has done a lot of work on setting up the computer database as well as sorting the storage of books, photographs and so on. We will miss him and we wish him well.

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



Secretary's Notes

Next month is AGM month. Please give some thought to how the Branch is going and we will be looking for some new blood on Committee.

Entry forms are out for Waikato's Double 50 Rally on Queen's Birthday weekend. Always a great opportunity for vintage motoring.

Registrations are now open for the Vero Festival of Motoring. Help the organisers by getting your entry in early and remember you need a VIC for your vehicle.

From the Committee table: the website upgrade is underway and progress is being made on our Health and Safety Policy. The Clubrooms will soon have a new coat of paint top and bottom and quotes and plans will be reviewed for the toilet area soon.

I'm writing this from the final dinner for the Inaugural Highland Fling. What a successful weekend with some marvellous back country motoring. Good support from Auckland Branch and I think Taihape has enjoyed us being here. There is something quite special about 100 vintage vehicles descending on a small rural town and seeing them driving around as they did when they were new.

Tracey Winterbottom



ARE YOU ON THE TREE?

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

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

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

Tracey Winterbottom

Mid Week Tourers

The weather was perfect for the six who chose to have hoods down for our drive through the countryside south of the big smoke. Of the 25 vehicles that turn up for our run just four were modern. Of these two had good reason, with John Cheale able to bring his dear wife Ngarie out for a drive and Roy Sharman driving his Ute following his nasty accident. The other nameless two did not have a worthwhile excuse! As it was a school holiday, Tom Brough was chauffeur to three of his grandchildren with his daughter navigating. Dennis & Margaret Tippins used the run as a shakedown for the freshly restored 1940 Hupmobile and Leslie Dewhurst gave the Chrysler Phaeton an outing with young Ryan Winterbottom riding shotgun. Ann Thompson arrived in a new acquisition in the form of very smart British Racing Green MGB and Harvey Brewer driving his 1950/52 Prefect also joined us. The run took us down the east side of the motorway and crossed the Waikato River at Mercer. It was then west to SH22, across the Tuakau Bridge toward Pukekohe and over the hill to Patumahoe on the way to Bruce McDonald's pristine lifestyle property on the outskirts of Karaka. The picnic lunchtime setting was simply wonderfully relaxing. The many display cabinets and wall space was full of miniatures, enamel signs and various other automobilia. Japanese was the theme of the vehicle collection with Toyota being the feature of Bruce's and Mazda that of his son. Thank you to all who turned up and special thanks to Bruce.



Jack Nazer

Coming Events:

Wednesday 19 May—Starts from BP Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. BYO everything.

Wednesday 16 June—Starts from the Warehouse Carpark, Westgate 10:00 a.m. for a 10:30 a.m. departure. Jack is organising this run to Matakana. More information to follow.

Wednesday 21 July—Starts from BP Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. Jo Bielecki is plotting this run.

The Mid-Week Team

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



2021 Gymkhana

After discussing the prospect of having a separate Gymkhana, rather than combining it with our annual Christmas Gymnic, having a property offered to us to use, finding a suitable date, then Covid happened we finally held the event on 18th April.

Firstly a big thank you to Mike and Billie Courtney for the use of their paddock in Waitakere and also allowing us to check out Mike's collection. We hope the little bit of ploughing some vehicles managed was helpful as we know you are reseeded the particular paddock we used.

A variety of vehicles took part from vintage, post vintage, P60 and motorcycles, plus there were a good number of spectators enjoying watching the participant's efforts. There was a good mix of driver and passenger activities with naturally the emphasis on the driver's ability and to coin a phrase from the Miranda Hart show "such fun" was had.

Results:

1st	Motorcycle	Martin Spicer	1957 BSA Bantam
1st	Vintage	Russel & Jocelyn McAlpine	1930 Ford Model A
1st	PV	Mike & Billie Courtney	1938 MGTA
1st	P60	Alan & Zoe Price	1965 Vauxhall VX490
1st Overall	Russel & Jocelyn McAlpine		

We hope this will become an annual event for all to enjoy.

Russel McAlpine

Right—Bill & Dennise Mercer's 1934 Hupmobile gave both of them a good arm workout on the slalom on their respective turns on the course.



Veteran Notes

About twelve people attended the April section meeting, which is understandable as it was during the Easter break. Gavin Welch took the opportunity to drive his Model T over since it was the last day of Daylight Saving. Gavin also discussed the use of Model T planetary reverse gear during emergency stops. John Morrison and David Oliver discussed their Art Deco experiences. It was good to see Roy Sharman up and about after his accident, he seems to be doing well. Barry Robert has started the 1909 Rover Twin cylinder. He is apparently working on the CF Bedford Elephant van he has used to transport the Rover to events for many years. Terry Jenkins recently acquired a Dodge Brothers Key Fob in very good order. Dennis Lowe brought a roll of John Crane sump gasket material. This consisted of a 1/4" cotton string enclosed in lead or similar material and probably used in garages from the 1940's and 'fifties. I don't know how successful it was.

Jim Boag talked about his acquisition of a 1912 Unic and the sale of his ex Michael Curry 1915 Humber to Wanganui area. The Unic is from an old Canterbury collection, known as the "Soap Factory" and is shod on large 875 x 120 beaded edge tyres. We aren't sure of the engine size, but feel it's a 16/40 horse power rating. The car is finished in green and looks quite impressive.

A member raised the issue of the use of electronic devices during competitive rallies. For quite some years now, the Veteran rallies/runs have been done on the basis of competitive entrants nominating their average speed for the rally. As the entrants don't know the location of the timing check, it shouldn't be too hard to sort a winner. However a smart phone user can, of course, simply use their GPS to compute their average as they drive along. The average speed idea was originated because most Veteran owners didn't want navigational traps in their runs and I personally don't like "sheep" rallies, i.e. are the sheep in farmer browns paddock black or white and so on? I believe this type of event seems to encourage vehicles to crowd up around gates or signs, creating a potential traffic hazard. The member asked that entry forms and rally instructions, should make it clear that electronic devices should not be used, how this would be enforced is another question. It would only apply to Veteran and Vintage runs. I'm sure you could use things like Curtas and Halda Speed Pilots if you are rallying a PWV or P60V.

That's it for this month.

John Stokes



Above—Jim Boag's 1912 Unic

Vintage Notes

We lost a few regulars to a long weekend and the Highland Fling in Taihape, but a good number still enjoyed an entertaining afternoon.

John Morrison has found out the hard way that a fuel gauge registering $\frac{1}{4}$ actually means "Empty"!

Next year's Art Deco may be featuring vintage era vehicles, so maybe our section can make a showing.

Rob Webster has been involved with the Chevrolet Club's "new" bus. It has had attention to the brakes, but the body will need a lot of work. Rob tells us that the site for his new shed has now been levelled.

Bob Pickering has achieved much progress with the mechanicals on the Plymouth, but the 'tin worm' is going to have to be addressed soon, reviving his long ago skills with the oxy-acetylene torch.

Vic Brickell had us laughing at his encounter with a rogue motor mower, but from the look of the bandage on his hand, I'll bet it wasn't funny at the time. He was at the Brit & Euro car show and the car that caught his eye was an East German Trabant. It is thought there are very few survivors of this marque.

We finished our meeting with a cup of tea and no one seemed in a hurry to get home.

Murray Firth



Entertainment Notes

At the March Club Night Clint from Absolute Car Painters spoke on all aspects of modern car painting, ably supported by the Technical head of Resene paints. It was interesting that several members not normally present came to hear and also to have issues they had experienced, answered. Many stayed to talk with the speakers. All in all, a good night. At our May Club Night we will have Warren Cant speak. Warren is a highly regarded accountant, much travelled and with a particular interest in Antarctica. I have heard this lecture before and it is well worth listening to, especially the saga of Robert Scott.

I have asked to note that Tim Manning will be attending soon and making a welcome contribution to the Branch. There will not be a speaker at the AGM, where I shall be standing down from the Committee, but will try to find interesting speakers for future meetings. I have enjoyed my time on the Committee and am amazed at the work ethic of those on it.

Robin Elliott



Coming Events

May

15	Sat	Motorcycle Rally (Northland Branch)	
16	Sun	Vintage Venture (Waikato Branch)	
19	Wed	Mid Week Tourers	10:00am
		Starts BP Service Centre, Southern Motorway	
22	Sat	Vintage Section Meeting—Clubrooms	2:30pm
23	Sun	Club Run—Experts Rally—Starts Cnr. Kiwi Esplanade & Coronation Rd, Mangere Bridge	1:30pm
26	Wed	Commercial Meeting & Charabanc Maintenance Night	
		Clubrooms	8:00pm
27	Thurs	Club Night & New Members	8:00pm
30	Sun	Fish 'n Chip Run to Kaiaua—starts from Jolly Farmer, Drury	11:00am

June

1	Tues	Committee Meeting—Clubrooms	7:30pm
5-6		Double Fifty Rally (Waikato Branch)	
5	Sat	Veteran Section Meeting—Clubrooms	2:30pm
10	Thurs	Bulletin Mailing	7:30pm
12	Sat	Vintage Section Meeting—Clubrooms	2:30pm
		(Note: Change of day)	
13	Sun	Motorcycle Run	
		Starts BP Service Centre Southern Motorway	11:00am
16	Wed	Mid Week Tourers	10:00am
		Starts The Warehouse, Westgate Carpark	
19	Sat	Motorcycle Section Meeting—Clubrooms	2:30pm
23	Wed	Commercial Meeting & Charabanc Maintenance Night	
		Clubrooms	8:00pm
26	Sat	Branch AGM—Clubrooms	2:00pm
27	Sun	Club Run—to be announced	
29	Tues	Committee Meeting (July) - Clubrooms	7:30pm

July

3	Sat	Veteran Section Meeting—Clubrooms	2:30pm
3-4		Winter Woollies Wander (Wellsford/Warkworth Branch)	
8	Thurs	Bulletin Mailing via Email	7:30pm
11	Sun	Central Northland Swapmeet (Rotorua Branch)	
17	Sat	Motorcycle Meeting—Clubrooms	2:30pm
21	Wed	Mid Week Tourers	10:00am
		Starts BP Service Centre, Southern Motorway	
22	Thurs	Club Night & New Members	8:00pm
24	Sat	Vintage Section Meeting—Clubrooms	2:30pm
25	Sun	Club Run	
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 27 May
8:00 p.m.

Guest Speaker
Warren Cant

**Speaking on research on the Antarctic and the
Sir Robert Scott activities**

May Club Run

EXPERTS RALLY

Sunday 23 May

**Starts: Corner Kiwi Esplanade &
Coronation Rd, Mangere Bridge**

Time: 1:30 p.m.



Notice of Annual General Meeting

Auckland Veteran & Vintage Car Club Inc.

NOTICE OF ANNUAL GENERAL MEETING

Saturday 26th June 2021

**To be held in the Auckland Branch Clubrooms,
39 Fairfax Avenue, Penrose.**

Meeting commences 2:00 p.m.

**Agenda: Apologies
Minutes 2020 AGM
Annual Reports
Financial Statement
Election of Officers
Prize Giving
25 & 35 Year Presentation Awards
General Business**

Afternoon tea will be provided.

Members are required to show their membership cards to receive voting papers.

All nominations for office should be duly proposed, seconded and accepted by Financial Members and delivered to the Secretary, or maybe made from the floor at the AGM, if required.

**T Winterbottom (Mrs)
Secretary AVVCC**

Nomination Form

NOMINATION FORM for the 2021-22 COMMITTEE

Positions available are: Chairman, Vice Chairman, Secretary, Treasurer, Club Captain and six Committee Members.

Non Committee Positions are: Librarian, Beaded Wheels Reporter & Bulletin Editor

All positions are available for nomination, so here is your opportunity to put your name or someone else's forward for a position.

I wish to nominate: _____ (Print)

to the position of: _____

Proposer: _____ (Print)


Signature: _____

Seconder: _____ (Print)

Signature: _____

Nominee: _____ (Print)

Signature: _____



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Bill Shears Memorial Trophy

NOMINATION FORM

For the Bill Shears Memorial Trophy

Members of the Auckland Veteran & Vintage Car Club (Inc) are invited to nominate a fellow Branch member for this Annual Award. The nomination should be for any member that they regard as having been involved in a significant event. It may be a particularly memorable motoring journey, an important historical article or series of articles published or some special service to the Branch. This trophy will be awarded at the Branch AGM in June.

I wish to nominate: _____ (Print)

for the Bill Shears Memorial Trophy

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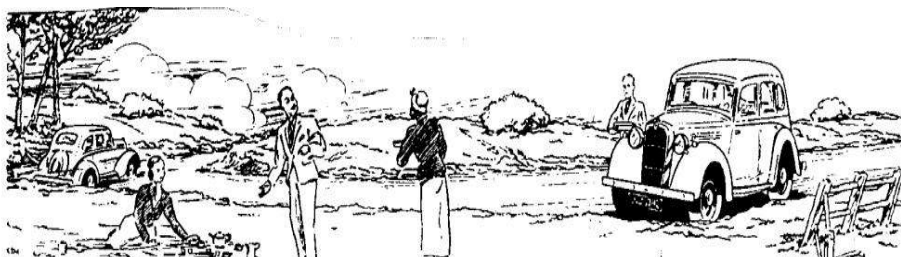
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Ode to the National Motorcycle Rally

An account of a ride from Auckland to Masterton to attend the cancelled National Motorcycle rally and of the return to Auckland via the Gentle Annie road

It's cancelled they said, Covid's to blame, the National's too risky sorry guys hope that's OK. But we cried everything's booked and Covid is lifted, we'll come anyway

About 11 left Auckland, the Harlies the oldest and the Ariel next. At Ohakune Pete said, "Something's wrong there's nothing to report. Nothing broke down and no drama of any sort

Yes there is, what about the swimming pool, you know, the one that overtook us. Near Otorohanga, overtaken by a pool, that's a first and not a plus. Yes, they said, that thing took up 2 lanes and was going mighty fast. Well we can report that in the log, passed by a swimming pool that is a first. Now to things more important, dinner, and I have a thirst

Dinner at the Ohakune Pub was all good and by now we were double. It was quite cool too and with no wood at the lodge we were in trouble. I said to the bar-lady "Could we buy a few bits of your wood for our fire at the lodge"? Sure, just take some she said and the manager agreed. I said at dinner to the four around me, take a bit each when we leave



Well back at the lodge the fire was started, it was getting warm. When others trickled back each with a log under their arm. What the dickens, we need just a few bits to have a good fire. You said take a bit each, said Chris, so I gave it out as they left. I meant just us four not the whole camp, you've left the pub bereft.

Next day on back roads to Ashurst most went off course and the hills were quite stiff. And Paul's Harley made some noise as it climbed from the bridge past a cliff. Where Peter was behind but the landslide was small and missed Peter by inches not feet. The rocks did rattle and the dust shrouded the scene, it gave us a fright. Behind Pete I could see nothing, not the road nor the cliff nor the drop on my right.

Don't buy a Pie in Ashurst!

Over the Saddle and on to Masterton, things went well, no one broke down. And the noggin and natter was still on at the club in the town. By evening the rally that wasn't had 50 or more. And Willie took pains to say it's a ride not a rally. But you can pick up your "ride" packs over there by Sally.

Saturday's ride was entitled the Medium Route. By the back roads to Martinborough and it was a real beaut. Most had lunch in the town but a few of Pete's mob. Were invited to a work-colleagues place for some abalone. And to continue re-telling old workplace baloney

Sunday was determined a well-earned rest day. To tinker and fiddle and oil things but under the sun some just lay. A short ride to the Bull collection of bikes

Ode to the National Motorcycle Rally Contd..

was a treat. Then it was time to stock the pantry for the group BBQ. Delayed by the cooks watching the America's Cup on que.

Monday was to Castle Point, I really wanted to go there. But the VB complained and came to a stop in the middle of no-where. The backup came and we continued to the rock. Unchanged in 40 years, a beautiful place with a very nice light. Then back to the camp for Ian's culinary delight

Tuesday ride was to Dannevirke via a local school hall. Where the boys gave the kids rides and the teachers and all. Everyone got wet on the way back home except me. With no VB I was still in a car, my feelings were mixed. And that evening at Simon's the mag defied attempts to be fixed

The best ride was Wednesday, a long way around to Cape Palliser. The ride was well

plotted the weather could not have been better. Willie lent me his BSA twin but the thing would not start, take the single he said. At least it will start and the five-speed box you will find is a bonus. Stopped for gas, the bike would not start, take my A10 said Simon, I can start yours, true- honest.

And did we climb all those stairs to the high lighthouse you ask? Of course, most of us did, though none found it easy, it was quite a big task. Meanwhile down at the beach some thought they were hallucinating. When the rocks began to move, things looked rather unreal. Did you see that rock move they said but it was only a seal.

Free day Thursday mag back in VB, all cleaned out but nothing more was done. The morning was spent learning to ride the Indian and Harlies with hilarity for some. Foot clutch and left throttle plus a side car was confounding for most but Hubbard did well. Tested the VB and it seemed just fine but wondered, all day will it go? An imponderable but had to decide, ride or the car? I really don't know.



That evening Trevor came to our unit with a plan upon which to think. If the VB can't be trusted said Trev take my Triumph, it goes like stink. On Friday the VB on the trailer and Trev had gone home, his Triumph I had. Went to the Black Dog pub in Makotuku only to find "she's gone into town". Hmm maybe a good thing, looking through the doors it was rather run down

On to Norsewood where the café was exceptional and Michael said the scones are to die for. And being a baker, he should know and we noticed that he went back for more. After the brunch it was Hastings for lunch and then left at Roy's Hill, the Taihape road. To

Ode to the National Motorcycle Rally Contd..

wend our way to Robson's lodge just seventy-five K. Where the gate was locked but with John gone missing we had to wait anyway. Eventually Peter arrived on the Harley but still no sign of John who was ahead. Can't wait out here forever we have to settle in and we want to be fed. Before it gets dark since there is no power and there is no light. The BBQ was rusty but we cleaned it with the coal scuttle and paper. The salad had survived and the sausages cooked well and soon it was dark so inside was the caper



Shall I go down and lock the gate said Killer

No, we agreed, John might be out there, leaving it unlocked would be better. So it was left unlocked for the night, no-one would come up, of that we were sure. Sitting in the Lounge just the light of the fire, stories were told about many a past lark. Went to sit in a chair only to find O'Kane was there, unseen in the dark

We had been warned there are rats in the house, for bedtime a bad omen. No rats were heard but finding the loo in the dark was a problem. Next morning there was an issue, not a pot or a pan to be found, no plates or spoons neither. Peter said we'll eat our cereal one at a time from this jam jar using spoons. Don Green had fashioned from cabbage tree fronds.

And coffee was impossible no pot to boil, breakfast in Waiouru, we'll just have to wait. All rode out the long shingle drive but we got just to the gate. Who locked the gate? A mystery with no answer but we couldn't get out. Until the back-up turned up with a key to open the lock and the chain. So off we went slowly looking for signs of John off the road down in a drain.

With no sign of a crash or broken-down scrub we sped up not knowing John's fate. It was a great ride from Robson's to Rustic House where breakfast was great. So good we do recommend it next time Waiouru you pass through. Stopping at Te Porere redoubt for a dose of history and view. We arrived safely at the digs, the Oasis Motel, in Tokaanu

We agreed to their offer of dinner that night, bring your own Gin. And retired to the hot pools just to soak not to swim. Dinner was great for the price then topped up with ice cream. Before retiring to sleep, long run tomorrow, now just five bikes in our bunch. Up to Auckland via Trev's place where he promised a feed for our lunch.

And Trev had made sausages and hash browns that went down bit by bit. I deposited the Triumph and made space in the car for someplace to sit. Not

Ode to the National Motorcycle Rally Contd..

riding was a bonus we could look at the view until Ngaruawahia came along. Where confusion did reign, some stopped for rest but Peter went on up the road. We found him stopped a few miles on his clutch had collapsed under the load. We pushed Pete off then sped ahead to trigger the lights on the Rangiriri bridge. Damnation the lights are still red and Pete's now on the ridge. But a car came through and the lights went green. Peter rocketed past and over the bridge, no need for a clutch just yet. On to the expressway, off at Mercer, back roads to Brookby by far the best bet

And so we arrived at Pete's place, must be a record somewhere. To ride from Ngaruawahia to Brookby without changing gear. I rode the VB from Brookby to home with Mike in tow and the VB went well, was it ok? Everyone made it safely so it was a great trip but no more epics said my wife. Next time we'll take a bike with suspension, we're not looking for strife!

Graeme Crawley and Peter Alderdice

A Real Riley

I chose the above title because after the mid 1950s Riley's were mostly badge engineered, like other products of BMC and later BLMC, as it became. As this is the Vintage Section, I am further narrowing this down to the beginnings of a significant model, the Riley Nine - specifically the Monaco Saloon. There has been quite a lot written on it over the years by Riley experts [one of which I am not] but as an interested observer, I'm not sure if many enthusiasts appreciate how phenomenal it was at the time.

Introduced in 1927, the Nine featured a 1087cc engine influenced in design from high performance motorcycle engines of the time, with hemispherical combustion chambers plus inclined overhead valves. Also there were twin camshafts, one for the inlet and one for the exhaust valves. It has been suggested that this format gave the efficiency of a twin overhead camshaft without the complexity and expense of that design. The crankshaft had only two main bearings, yet was very rigid being both statically and dynamically balanced. Even the inside of the inlet manifold was machined. All this refinement was to prove an engine tuner's delight. I guess they would have been especially surprised, as up to this time all Riley's had been side valves.

The chassis was what is termed a double drop frame, which gives a low centre of gravity and is upswept over both the rear and the front axle. The Monaco Saloon body was thus able to be very low without loss of interior room. This was helped by the recessed floor plus the fact that it was lightweight, being made of a fabric covered wooden frame which made the car quite sporty - this at a time when sporty cars were tourer.

The styling featured for the first time the distinctive V shaped radiator and the blue diamond shaped Riley badge. The slightly hexagonal side windows would remain an exclusive Riley feature for some years. It also had a built-in boot for luggage which looked properly designed into the whole concept. This was .

A Real Riley Contd..

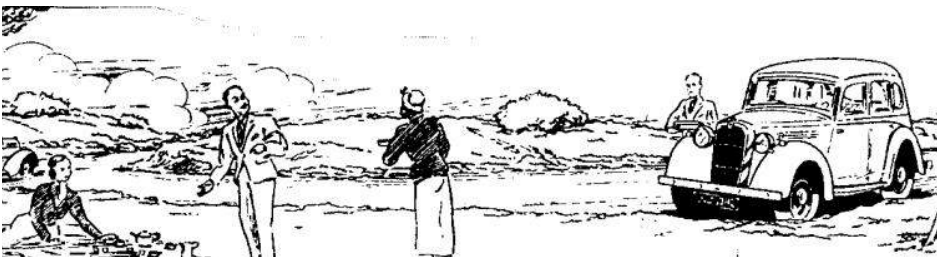
years ahead of the rest of the industry. Even the huge American Corporations wouldn't start this actually quite logical design until the early to mid 30s.

When looked at in the context of the time, the Monaco design was light years ahead of the industry. Just look at say, a Morris Oxford or Austin 12 saloon, or Model T sedan then. They were tall, angular and top heavy. The Monaco on the other hand looked low, modern and racy [although it perhaps wasn't really all that fast, but it certainly looked the part.] Another sporty appearance about it was the four stud wire wheels fitted as standard.

Originally it had a cone clutch with the gear lever and handbrake on the right and rod operated brakes. This was the Mark One. The Mark Two had a plate clutch and five stud wheels. The Mark Three had more improved brakes and in 1929 the Mark Four used six stud wheels, cable brakes and improved engine & transmission developments which set the scene for the '30s, which is beyond the scope of this article, as we are only dealing with the Vintage period here. I must say though, that by 1932 it still looked basically the same and had been in production for six years by then. Yet it still looked modern!

Vintage Riley enthusiasts should take much satisfaction from the fact that their favourite car company was well ahead at that time in both thinking and design ideas. Bold and ready to step outside the square [literally] and market a car like no other company was prepared to do.

Neil Lucas



Cooper 'Little Wonder' Stationary Engine

Last year I wrote a short article on my Little Wonder stationary engine which was published in the November Bulletin. At that time it had no spark, so we were unable to get it going. I gave the magneto to an auto electrician friend to see if he could do anything with it. The other day he brought it back with a very healthy spark. We put the mag. back on the engine, making sure we had the timing right, jerry rigged a fuel supply and started cranking. Nothing! We tried again and my sparky friend said "you're never going to get a spark out of a mag that is turning backwards". This caused a little head scratching until one of the bystanders, who was obviously a little brighter than the rest of us, suggested cranking the motor in the opposite direction. The engine has a flywheel on each side, located by a Woodruff key which protrudes a little and this is what the crank handle dog engages with. So we tickled it up and gave it a spin in the opposite direction and presto, away she went. What a wonderful sound! When not underload, it fires on about every 4th cycle, but put your boot on a flywheel to load it up and it doesn't miss a beat, (bit of a smell of burning rubber though). I need to give it a better fuel supply and I would like to make an appropriate trolley to mount it on, but I am delighted with the sound of 110 year old technology.

Murray Firth



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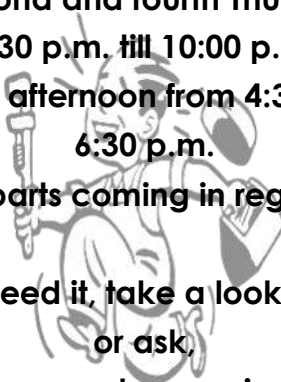
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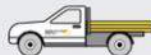
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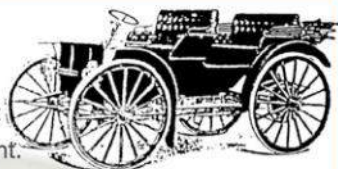


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