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May Bulletin closing date

25 April 2017

Cover Designed by Melanie Ball



Chairman's Report

On Saturday 11 March Russel McAlpine and I attended the National Executive Meeting hosted by the North Shore Branch in Mangere. Russel has covered the main points of the meeting in the Delegates Report – see elsewhere in the Bulletin.

On Sunday 12 March, twenty-three entrants took part in the Vintage Muster which started from Sir Barry Curtis Park in Flat Bush. The weather became the most challenging aspect of the day but eventually most entrants made it to the end of the rally at the Ardmore Café for some well earned refreshments. Well done Glenn and Marion Morris for a great rally. Thanks to those people who assisted them. A report on this event is elsewhere in the Bulletin.

Due to the fact that we held the Vintage Muster in March and any club eligible vehicles were able to take part, we did not schedule a monthly club run.

You may be fortunate enough to read your Bulletin prior to the Easter weekend when our Branch is hosting the National North Island Easter Rally. Please note that the bar will not be open on Saturday 15 April due to our commitment to the Easter Rally.

Coming up in May is the annual Experts Rally. Come out and give it a go and you will probably have a lot of fun.

Well that's all from me.

Colin Bell



BAR MANAGER REQUIRED

After many years one of our Bar Managers, Dave Allbon has retired. We are now in need of somebody to take on the position of a Bar Manager. Maybe we have a member who already has a Bar Manager's licence and would be willing to assist the Branch in this role. Failing that, is there somebody who would be interested in becoming a Bar Manager?

If so, please contact Colin Bell—(09) 299 6457

Notes from your Secretary

Entry forms are available from the Clubrooms or by email for:

Northland Motorcycle Rally, being held 20th May 2017. Rally Secretary: Christine Garden, phone: 0274 763 619 or email: nvccrally@gmail.com Entries close 6th May 2017.

Newsletters from other Branches:

These branches are now sending us their newsletter as pdf files. Ashburton, Banks Peninsula, Bay of Plenty, Eastern Bay of Plenty, Far North, Gore, Hawke's Bay, King Country, Marlborough, Nelson, Northland, North Shore, Otago, Rotorua, South Canterbury, Southland, Wellington and Wellsford/Warkworth.

If you would like a copy, please contact me and I can email them to you.

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Commercial Notes

I had to reluctantly cancel the Commercial meeting for March, due to my being out of town, so we're a little short on "what's been happening" within the section. Pat and I were able to enter the Vintage Muster this year as our services as Marshal's were not needed. It was good to be able to give the '29 Dodge a run again, her first for 23 months. The weather unfortunately did not play ball and we were among several who aborted.

March has simply flown by for the Campbell's. Making the most of the pleasant weather we took our iconic little Lilliput caravan up to Paihia and down to Whangamata for the "Beach Hop". In between times, had you come to the Motor Home & Caravan Show at the Epsom show grounds, you would have seen us camped on the village green



along with several other Lilliput's. The show organisers provided us with power, showers and toilets and in return we displayed our little "homes" and fielded a multitude of questions from the punters. Three Lilliput's remained hooked up to their classic tow vehicles, and of course these rigs attracted huge interest, "My father had one of these," was often the call.

The trip to the Coromandel towns of Tairua, Onemana and Whangamata for the "Beach Hop" was only our second and probably our last. I'm afraid the sound of hundreds of V8 engine cars and one or two bikes with little or no muffling of their exhaust systems, do absolutely nothing for me. We went down at the behest of our daughter who has a magnificently restored 1962 Jeep. She has waited for 22 years for the restoration to be completed by her husband. Such things as marriage, developing a lifestyle block and raising a family, having gotten in the way. When your kids still want you to be part of their lives, you embrace it!!!

Keep M Rolling

John Campbell



New Members

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).

MOTOR TRIMMING

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Entertainment Report

March club night fell on the first night of the Adele concert, so we did not encourage you to come to club night due to road closures and traffic.. On leaving the clubrooms I was tempted just to sit on the step and listen – you could hear her so clearly, that given the lovely still night.



However this month we'd love to see as many of you as can make it. **April Club night is the 27th** and we have Garry Boyce coming along to give his story on finding and restoring a 1956 alloy bodied Mercedes Benz 300SL Gullwing.

Another date to mark in your diary and your calendars however is Thursday 23rd May – Committee members Tracey Winterbottom and Charlotte Bovis are going to take us less computer literate people through some easy steps around our Branch Web Page and also Facebook Page. Just as we now take for granted the wonderful advancement of the motor car, which our ancestors shuddered over, we must embrace the computer age and dare I say it social media. So come along and listen and ask questions - give yourself a lift into the 21stC, the easy, no pressure way together with mates who are mostly in the same boat.



Looking forward to seeing you there.

Russel McApline

Ph: 818 4285 or 0274 735 451



Veteran Owners

Numbers were down somewhat at the Veteran section meeting on 11 March. The day was largely saved by Chris and Gillian Taylor who brought along a very early atmospheric inlet, over mechanical exhaust engine, which was displayed in the clubrooms. There are no positive identification marks on the engine except for some numbers on the crank case. There are some similarities between this engine and early De Dion engines of the 1900-'06 period, but no way is it De Dion. Barry Robert provided a positive clue as to it's country of origin by checking one of the nuts which hold the block to the crankcase. This proved to be half inch Whitworth and this is the one size which is different to the half inch UNC favoured by the Americans, so therefore it's English. The flywheel has an internal taper for a cone clutch so there's a good chance it came from a vehicle.



We learned that Bryan Belcher has his 1913 Overland clutch sorted, he was going to take it for a warrant but Saturday's poor weather stopped him doing this. If you have a compression whistle mounted on your cylinder head, check the valve spring on the whistle to make sure it's seated properly. We found a lack of compression in one of the Charabancs cylinders was due to carbon sticking under the whistle valve and a few twists cleared the carbon and compression came back.

Remember—the next meeting is on Saturday 6 May at the Clubrooms at 2:30 pm

John Stokes.



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Motorcycle Notes

We had a bright sunny day that brought out 25 bikes parked out back in the carpark. There was a large turn out of members and visitors (72). Visitors were James Warden, Laurie Loveday and Ken & Maggie Odlin from the UK.

Reports:

Malcolm Brown told us about the recent Indian Rally held around the great biking roads of the Coromandel.

Graeme Crawley reported on the recent Ariel Rally.

John Bryant told us about the successful Velo rally based at Miranda Hot Pools.

John Shennan reported on the recent BSA rally based in Inglewood.

Ernie Williams told us about the very successful National Motorcycle Rally based at Waitomo. See John Shennan's full report elsewhere in the Bulletin.

Coming Up:

Saturday 22 April—Motorcycle Meeting speaker Dave Warren

Sunday 30 April—Monthly bike run (Kick Start). Starts 11:00 a.m. Jolly Farmer Dru-ry

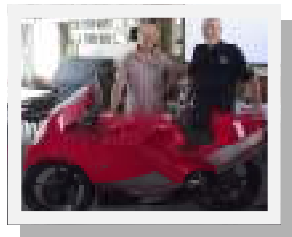
General Business:

Graeme Crawley will have two motorcycle visitors from Czechoslovakia who would like to hire/rent 2 classic vintage bikes while here—please contact Graeme or me.

Guest Speaker—Kevin Grant. Kevin is a past president of the Classic Motorcycle Racing Register and has a large collection of exotic race bikes. He told us about his early bike riding years. His first bike as a teenager was an early 50's Triumph. He and his wife rode from the UK on a 750 Yamaha sidecar outfit down thru the middle East and down to Cape Town. Kevin took up racing and just fell in love with Ducati's - he has a number of these. Then back in the late 90's he bought one of the 10 world famous Britten race bikes. He said you could have bought a very nice house for that price, say in Mission Bay. Kevin's bike is one of the pink and blue ones and is normally ridden by Andrew Stroud for demonstrations. He also bought John Britten's very first race bike Areo De Zero. Our members at the meeting were lucky enough to have it sitting there in front of them. Kevin has now re-employed some of the original work force to make new spares for him. These very rare race bikes must be worth between \$500,000 to who knows where? The world of bike racing should thank Kevin for allowing these 2 great bikes to be seen on the race tracks from here to Europe. There is one other Britten in the USA that sometimes is seen on tracks. All the others are locked away in museums or private collections and are never started up. These Kiwi bikes always cause a sensation no matter where they go in the world and they are still capable of 170mph. John Shennan thanked Kevin on behalf of the membership.

Keep those 2 and 3 wheels turning safely.

Martin Spicer and Jack Clark



Auction

AUCTION AUCTION AUCTION

180 Plus lots of Automobila and related Cololectibles

**Auction to be held at the
Hawkes Bay Vintage Car Clubrooms
at 67 Sandy Rd, Meeanee, Napier
10:00 a.m. Sunday 7 May 2017**

**In conjunction with the 25th Hot Rod and Classic Car
Festival being held by the Marineland Street Rod and
Kustom Club**

**Lots of Petrol Tins, Lots of Oil Tins, Several Signs, Many
old Style Jacks, Heaps of old Collectible Spark Plugs,
Boxes of old and interesting Tools, Large old pedestal
type spark plug cleaner, Old Repco sign, Lots of other
Goodies—something for everyone.**

Net proceeds from the sale will be going to the family of the
Late Dick Goodall, who was a member of the Branch for many
years. Catalogue and some photos will be available to down-
load from the HBVCC Website from early April

[www. HBVCC.org.nz](http://www.HBVCC.org.nz)

Viewing and registration from 8:00 a.m. Sunday 7 May.

Early viewing and registration from HBVCC and Hot Rod Club
Members from 3:00 p.m. to 5:30 p.m. on Saturday 6 May 2017.

Payment can be by cash or EFTPOS (Credit cards will incur a
2% fee). If you need to draw out more cash an EFTPOS Ma-
chine will be available at the Hot Rod Club. Sorry but no
Cheques will be accepted.

Mid Week Tourers

Numbers were down a little last month for our run to Piha. Perhaps just as well, because I was late getting to the start, my journey from home to Westgate taking over two hours through the Southern Motorway "car park". Never the less, we had a good group on a just perfect day, not a cloud to be seen. Our route took us as usual over less used minor roads. One or two pot holes and minor subsidences, no doubt the result of the flooding three days earlier. One can only wonder that such back roads still exist so close to the Sky Tower and less than a couple of kilometres unsealed.

Lunch was enjoyed in a bush setting where we had the unexpected company of a group of young people who appeared to be on an outdoor adventure training of some sort. They were great fun and some of us were tempted (only briefly) to join in with them. Then after lunch Don Johnston gave us a guided tour of the Piha Surf Club (he is a long time member) and explained the various life saving equipment they have there. Thank you Don, that was another unexpected bonus.

Dick and Rachel Andrews were there in their little Metropolitan. Dick told me he had just finished the last restoration he was going to do – Yeah, right! It's a Motobecane moped, quite a contrast from the giant Daimler and Mercedes buses he once serviced with the now defunct ARA. Leo Fowler had his Sunbeam Talbot drop head, I just love the patina on that car and another member only just made it in time after having a breakdown on the first vehicle he started off in. Can't mention his name, but both vehicles were built by a man called Henry and the one that broke down had only just been serviced (by our member).

Do you know that our Branch now has information flyers to give out or to put on vehicles that we think could be in our Club? I needed one (but didn't have any with me) when a couple approached me after the last car had gone, to ask me about our group. Unknown to me, they had been watching and listening for some time and clearly were interested. I did give them a quick run down on the Club's activities.

Coming Events

April: No Mid-week Tourer's run. National Easter Rally instead.

Wednesday 17 May: Starts from the Warehouse car-park, Westgate, 10:00 a.m. for a 10:30 a.m. departure. Destination will be the emporium of 'Junk and Disorderly', on the North Shore. It'll be an eye opener! Note that although suburban roads cannot be avoided, the route has been planned to ensure that major roads, traffic lights, right turns against traffic etc. are kept to a minimum. Coffee and buns available, but BYO sammies.

Wednesday 21 June: Starts from the Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 departure. More details next month.

We still need more volunteers to spread the load of organising these runs. You may have your own thoughts on a route and place to go, otherwise we do have a list of suggested destinations for you.

The Dewdrops & the Mid-Week Team

Ph: (09) 232 0245 or email dewdrops@xtra.co.nz

Club Night

Club Night

**Thursday 27 April
8:00pm**



**Come along and hear
Garry Boyce tell his story on
finding and restoring a 1956
alloy body Mercedes Benz
300 SL Gullwing**

Library Notes

Last month we told you about the MOTOR and Autocar magazines we have, but forgot to tell you that the duplicates are all stacked in the barn and are free for our members to take away. We were able to help a member of the Waitemata Branch find an article written in Road and Track, an American magazine, about his British cars c1973. Yes we had it and it answered a riddle that he needed to resolve. That's what libraries are for.

At the Veteran Group meeting we were given a large photograph of the Otahuhu Passenger Transport Co's fleet in 1928/29. They are mostly Stewarts with a couple of Fishers and a Republic to make a total of 18 buses all with their drivers in white coats and peaked Caps. The photo is 4 feet long and 8 inches high!

The Passenger Transport Co was formed in 1925 and the Spencer family took over in 1927. It served the Ellerslie, Penrose, Otahuhu and Papatoetoe districts until they were taken over by the Auckland Regional Authority in 1971. We have a brief History of the PTC along with their Rivals and Associates compiled by Ron Queenin in our Library, along with the Sean Millar collection of NZ Bus Companies.

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



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2017 Vintage Muster

This years Muster was plotted over 90% of rural roads from Flat Bush Manukau to the Waikato river in Tuakau returning via Mercer and Pinnacle Hill Road in Bombay to finish at the Ardmore Airport.

During the proceeding weeks each traverse of the course was in fine weather and showcased the wider Auckland scenic area from the Tasman Sea across to the Waitemata Harbour.

During the week leading up to the rally we had the first weather system of Autumn hit the Hunua/Clevedon area which required some last minute changes to cater for some road closures. Rally day dawned grey and cloudy with rain in the offing.

Unfortunately we were unaware that a weather bomb was to be unleashed during the early afternoon which while the lead vehicle was able to get through, some of the late runners encountered a flooded underpass of State Highway 1 south of Pokeno and by the time the trail car ventured into the area, part of Kellyville Road had been washed away.

Of the 23 entrants a couple did not start and a few more did not finish leaving approximately 11 vehicles to make it to the end.

All of the days events provided plenty of buzz at the Presentation dinner.

Our sincere thanks to the marshals, Ken and Annette Foot, Rodger and Val Ball, Dudley and Faye Kitson and John Stokes for braving the elements.

The results are as follows

Fast Class	1 st	Shirley & Charlotte Bovis
	2 nd	Russel & Jocelyn McAlpine
	3 rd	Dave & Barbara Allbon
Slow Class	1 st	Gavin Welsh and Sohpie Zhao
	2 nd	Wayne & Carrie Roberts
	3 rd	John & Janice Gardner

Overall winner—Gavin Welsh and Sohpie Zhao

Glenn & Marion Morris



Coming Events

April

14-17		National North Island Easter Rally (Auckland Branch)	
22	Sat	Motorcycle Meeting—Clubrooms	2:30pm
22-23		Maunga Moana Rally (Taranaki Branch)	
23	Sun	Swapmeet (Northland Branch)	
26	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
27	Thurs	Club Night—Guest Speaker Barry Boyce	8:00pm
30	Sun	Motorcycle Run—Starts Jolly Farmer, Drury	11:00am
30	Sun	Northern Raid (North Shore Branch)	

May

2	Tues	Committee Meeting	8:00pm
6	Sat	Veteran Owners Meeting—Clubrooms	2:30pm
11	Thurs	Bulletin Mailing & New Members Night	7:30pm
13	Sat	Motorcycle Meeting—Clubrooms	2:30pm
17	Wed	Mid Week Tourers Starts Warehouse Carpark, Westgate	10:00am
20	Sat	Motorcycle Rally (Northland Branch)	
24	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
25	Thurs	Club Night	8:00pm
28	Sun	Club Run (Experts Rally)	
30	Tues	Committee Meeting (June)	8:00pm

June

3-4		Double Fifty Rally (Waikato Branch)	
8	Thurs	Bulleting Mailing & New Members Night	7:30pm
17	Sat	Motorcycle Meeting—Clubrooms	2:30pm
21	Wed	Mid Week Tourers Starts Drury Service Centre, Southern Motorway	10:00am
22	Thurs	Branch AGM	8:00pm
25	Sun	Club Run—Combined with North Shore Branch	
28	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm

**Note: The clubrooms are open only the second and fourth Thursday evening from 7:30pm till 10:00pm
and every Saturday afternoon from 4:30pm till 6:30pm.**

Coming Events

Club Night



**Thursday
27 April
8:00 p.m.**

**Guest Speaker—Barry Boyce
The restoration of his 1956 alloy bodied
Mercedes Benz 300SL Gullwing**

April Club Run

**There is no Club Run for April,
due to the National North Island
Easter Rally being held,
which Auckland Branch hosted.**



25th VCC National Motorcycle Rally

The chosen location for the 25th National Motorcycle Rally was Waitomo districts. Well-chosen due to the spectacular scenery this area offers to say nothing of the wonderful motorcycle riding conditions that is there for the taking both for the rally itself and the after rally tour.

The rally was organised by a dedicated team of people offering their services at short notice to plan, liaise with accommodation centres and event locations who could adequately cope with the number of rally participants expected. This involved many hours of work to ensure the rally was the success that it was.

On arriving at Rally HQ on Friday afternoon participants were greeted with a warm welcome and given their rally packs which contained everything they needed to navigate the rally routes together with high vis vests supplies with the complements of Auckland Transport. Also, a very informative booklet about the rally and attendee's with extracts from well-known identities about the highlights of previous rallies.

The Mayor of the Waitomo district Mr Brian Hanna welcomed everyone at the BBQ that followed, speaking about his very special district emphasising the hospitality for everyone to enjoy.

The weather on Saturday morning looked promising for a good fine day on the bikes. The area around HQ soon filled with a jaw dropping selection of bikes dating from 1913 to 1986. Tourists visiting Waitomo who saw this marvellous collection of vintage and classic bikes were intrigued with the array of different marques on display and of course the splendid gleaming condition of many.

With briefing over, it was time to get underway. There were three courses on offer, 70, 90 and 115 miles with a timed section all heading South of Waitomo. The morning tea stop was at Kopaki where we visited the business of Rotor Works.

We were lucky to have the chance to check out the maintenance section for the 10 Bell and Hughes Helicopters which were used for aerial top dressing and seed sowing. I talked to Cranston Walker one of their long serving employees who told me that when he started work in the area some 60 years ago, it was a thriving small town. However now there remains one rail crossing and that's it.

Back on the bikes after an enjoyable morning tea, we were soon at Pio Pio High School for lunch. Riding into the school grounds we soon came upon volunteers whose job it was to test all riders for spatial awareness by asking them to ride through different set ups. All good fun with everyone completing the tests without any great drama and able to enjoy their lunch. After lunch, we had the chance to visit an old farm machinery and stables business which was turned into a museum. Our guide was very enthusiastic about the working history of the business showing us office records going back to 1960 when the business was closed.

The ride back to Waitomo through the back country was again a real pleasure with its sweeping corners, hills and exquisite country side. Break downs were minimal, however just after morning tea, one rider on a 1924 BSA had the misfortune to pick up a nail in the rear tyre. Not to be deterred he rode his trusty BSA all the way back to Waitomo with the air continually at the top of the tyre. Well done Neville.

25th VCC National Motorcycle Rally Contd..

Woodlyn Park was the venue for the evening meal and entertainment. Snow Van der brook from Waikato was our MC who did a sterling job keeping us informed of the night's entertainment. Heather Hartles gave us all an hilarious rendition of The Old Sow in that wonderful Cornish accent. Move over Pam Aires. This was followed by the proprietor of Woodlyn Park taking us on a journey through time with his country Kiwi culture show which covered everything from Sheep whispering to demonstrating the use of a jigger board. Not to mention an act demonstrating the use of dynamite for splitting logs. Very entertaining.

The Gymkhana was scheduled for Sunday morning, unfortunately due to the misty conditions it was cancelled. This situation did not dampen the enthusiasm and camaraderie which emanated from rally HQ. Ken Campbell turned up with his freshly re framed Indian V8. With a flick of the key the engine burst into life. What a magic sound, all eight cylinders cracking away in unison causing birdlife to cease singing and motorcyclists to pay attention.

Bill Hohepa being a keen supporter of older vehicles was at the rally interviewing several riders about their pride and joy. This to be later screened on his popular TV show.

With the afternoon over it was time for social hour at Woodlyn Park in preparation for the 25th anniversary prize giving dinner. After an excellent dinner, Kevin Clarkson presented the prizes (schedule of prize winners listed later in this report) Kevin went on to acknowledge two people who had contributed immensely to many National Rallies over the entire 50-year period.

Maureen Bull and Bill Munro spoke about their involvement in the VCC, such interesting history well received. Their long service was applauded as they helped cut the celebratory cake. The guest speaker for the evening was Bill Hohepa giving us a brief history of how he became involved in the Fishing Show and how rewarding it had been. In conclusion Kevin paid tribute to the hard-working Rally Committee for all their efforts ensuring everyone had an enjoyable time at Waitomo.

There were approximately 80 registrations for the after-rally hub tour which were split up into two groups with alternate destinations throughout the following 5 days. Each days run was around 120 miles through different parts of the immediate district, expanding out towards the west coast and into the depths of the mighty king country.

Halfway through the week the groups combined with everyone riding south-east towards Mangakino where we had lunch by the lakeside. At precisely 12:55pm Les Alsop from Christchurch called for one minute's silence in memory of lives lost in the February Christchurch Earthquake. Thank you Les.

The runs were fully supported by a dedicated team of back up people who did a sterling job. Rally supporter's two were well catered for with a full programme visiting villages and places of interest along the way.

So, a very successful 25th rally was ending.

Thanks, must go to the Rally Committee for their tireless work to ensure everyone enjoyed themselves and for the rally to run as smoothly as it did. The backup team, the rally plotters, marshals and of course the sponsors.

25th VCC National Motorcycle Rally Contd..

Everyone one who took part will no doubt have great memories of this most enjoyable rally with such unique riding experiences though our wonderful country.

John Shennan



Results of Class Winners:

Veteran

Don Green	1916 Triumph 'H'	Auckland
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Vintage

Peter Bull	1929 Model 18 Norton	Wairarapa
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Post Vintage

Steve Murray	1937 Harley Davidson U	Canterbury
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Post War

Ian McKinlay	1955 BSA B33	Canterbury
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Post 1960

David Henwood	1980 Honda XL500S	Wairarapa
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Post 1980

Kevin Stevenson	1981 Suzuki Katana	Canterbury
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Combinations

Paul Tomlin	1925 Harley Davidson Model J	Auckland
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Best Performance—Lady Rider

Gill Stevenson	1981 Suzuki Katana	Canterbury
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Best Performance Harley Davidson

Paul Tomlin	1925 Harley Davidson Model J	Auckland
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Best Performance—Twin Cylinder

Aaron Janes	1956 BSA Golden Flash	Wellington
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Best Performance—Two Stroke

Ray Clarey	1955 James Colonel	Wairarapa
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Teams Interbranch Gymkhana

Wairarapa—Peter Bull, Ray Clarey, Dave Henwood, Paul Tomlin (Honorary)

Concours d'Elegance

Martyn Seay	1954 Triumph Terrier	Auckland
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Hard Luck Prize

Melville Rees	1914 Rover Coventry	Canterbury
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Furthest Travelled to Rally

Harry & Nel De Boer

First Entry Received

Ernie Williams	1951 Triumph T100	Auckland
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First Overall—Montagu Trophy

David Henwood	1980 Honda XL500S	Wairarapa
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Delegate's Report

I attended the Delegates Meeting on 11 March with our Chairman Colin Bell as an observer. Some interesting points to arise from the meeting.

Diane Quarrie suggested a National Rally Day. Her daughter Melissa made a well received presentation on this outlining how it would work. A rally would be held country-wide by branches, on the same day (possibly August or September) with two focuses – one to raise the profile of our club and secondly as a fundraiser (possibly for the Cancer Society). Look out for further information on this one and give it your full support.

The 2018 South Island Easter Rally is now being run by Southland Branch with Otago pulling out.

The report from the Registrar, Rod Brayshaw included a very interesting outline of his presentation to the FIVA Vehicle General Assembly Meeting. The subjects of ageing membership, terminology and possible limiting use are topical world-wide. Some extracts from his report:-

"There is a lot more exclusion pollution zones in Europe now for old vehicles"...

"The Historic Vehicle terminology is one that the VCC must be proactive about and produce some press releases to educate the public in advance of any future authority plans to limit old car use etc."...

"We need to educate also that we cover the field with our internationally consistent vehicle categories and indicate the Classic term as a recognised type as well."...

"To assist understanding of the distinction between a historic vehicle and a vehicle which is just old and being used by its owner because it is a cheap form of transport, or in some cases where they cannot afford a new vehicle, the NZ Vintage Car Club defines a historic vehicle as a 'Historic Vehicle is a mechanically propelled vehicle, manufactured more than 30 years ago, preserved and maintained in a historically correct condition, in the care of a person or an organisation keeping it for its historic, cultural and technical interest and use.'"

"Overseas precedents are carefully observed and followed by our Authorities so I do believe we will see restrictions in NZ sometime in the future."

"The lessons learned by the overseas countries who are in reaction mode will give us in NZ the opportunity to be proactive rather than reactive."

Food for thought as how sad a day it would be if we didn't have the freedom we have to use our vehicles when and where we want. So keep your minds open for forward thinking plans that help our pursuit in fostering the love of 'old' vehicles.

Russel McAlpine



My Experience

John North Willys was a contemporary of Henry Ford. Henry Ford concentrated his efforts to build a car on his trial model called 'Model T', using poppet valves. Willys opted for the sleeve valve design that was smoother and quiet, but more complex and cost more to build. This was the famous Willys 'Knight', a big luxury car.

Ford's Model T was a car for the people and was so popular that they could not be built fast enough. Everyone wanted a 'flivver'. You had to hand crank it to start, but it had an automatic transmission. Right and left hand levers for the throttle and to advance the spark from the magneto. The left foot pedal you pressed for first gear. When you released it you were in 'high' for road travel.. The middle pedal was pressed for reverse and the right hand pedal was the brake on the rear wheels only.

The Willy Knight was manufactured in Toledo, Ohio and was a luxury car for the rich people. The sleeve valve engine was also used in the Graham 'Paige'. Willys saw the need for a cheaper car to keep up with Ford. The result circa 1931 was the Willys '77'. By 1936 it had been improved substantially. The 1937 model was more streamlined and had an awesome front. The ads called it 'the car of the century'. Some people called it 'monstrous', but Chevrolet and others were quick to adopt some features.

This 1937 model is the car that we drove non-stop across South Africa, with all our worldly goods on roof-rack and trailer. It sailed with us in the 'Dominion Monarch' to New Zealand. Fifty+ years on and a number of Vintage car events, it now needs another re-chrome and repaint.

The 1939 model was a picturesque version of the 37-38 models. The 1941-42 models were the basis of the World War II General Purpose Army vehicle required by the US Army. Willys only had to add on the four wheel drive and the GP could carry four soldiers in comfort. It had a reliable and powerful four cylinder engine and just needed a little body work. The Willys factory in Toledo, Ohio was already in production. The seven slot grille would identify every GP (or Jeep) made since or in the future. Watch the cars coming towards you, you can always identify a Jeep by its seven slot grill.

Willys was the only lightweight car that met the US Army requirements. The other makes were too big and cumbersome, American Bantam was too light. The US and other allied soldiers could ride to war in comfort day and night, after defeating and/or capturing enemy soldiers. They even had a lock up trailer for the transportation of Prisoners of War back to base camps. GP's were shipped to all the war zones.

The original GP led to the Land Rover. An English farmer acquired one of the Army Surplus GP Willys, battle cared and worn. One day he entertained his brother with a ride around the farm and asked him why he didn't build a versatile vehicle like that little Willys? That brother was the head of the Rover Car Company. That question was the seed of 'Land Rover'.

My father had an old C1930 Morris Cowley. It became hard to start and someone said the valves were leaking and it needed a valve grind. Dad knew nothing about engines. It happened that a friend of mine, Ian Rapson, had just completed a holiday job of a month in the Dundee garage business of

My Experience contd...

Shardelow and Law. We had an 'expert' and suggested to my Dad that we could fix the Morris. He trusted two 16 year old boys to 'have a go'! That is how my expertise with engines started. We unbolted the cylinder head, obtained some grinding paste and did the job. The car still failed to go! My father's reaction was to pick a hamper of fruit and invite Basil Shardelow to come and get it. While we all sampled the lovely fresh fruit he told Basil that the boys had done a valve job on the car that still did not go. Basil had a quick look—'No compression' They have not adjusted the tappets (valve clearances) to make up for the metal ground off'. A few small adjustments with the feeler gauge and presto, the old Morris came to life.

I would not be able to drive until I got a licence at 18. One day I was alone at home. It was a chance to have a trial drive. The Morris continued to give good service, but Dad wanted a bigger car and got a Dodge 4. One day we made a trip north of Newcastle to visit Grandparents on their farm called 'Highton'. I remember my Grandmother (nee Mary Cecilia Bakewell) as a happy vivacious lady who made us kids feel at home. Meryl reminds me of her. We stayed a few days then descended the 'road' to meet the main road to Newcastle. Steep grade and big loose rocks. A rock rolled and punched a hole in the sump—oil all running out. Dad caught some in his hat! Oil lost, hat ruined!

A long steep walk back to 'Highton'. Next day Dad, helped by Grandad's Zulu assistant, inspanned two oxen and walked down to hook up the car and tow it to a garage in Newcastle to have the sump welded. Then the return walk with the oxen to the farm, about four miles each way.

Back to the family car story, my mother acquired a 1939 Willys. It had hydraulic brakes and the ads said 'Can this car go?' Suspension was softer too, an inducement to speed over the dirt roads. I borrowed that car to take the Glassworks girls to the pictures (the Bioscope, we called it). Those families trusted me as a driver and to guard the girls from danger. My brother Terry was also allowed to use it. One time he crashed it so bad that the roof was flattened except for the bit above the driver. He was unhurt.

Terry had several crashes before this bad one. He was always very contrite and always helped me to repair them. We had no insurance. The bad wreck required the removal of the body to straighten the frame. We made it into a pick-up truck, called a 'ute' in New Zealand.

Sometime later, my father acquired an Austin A40. He often visited us at Craigside after a bowling match. Elizabeth made him a cup of tea while I greased and serviced his car. My mother had a 1941 Chevrolet that Terry serviced and used on occasion. No more crashes! He had a series of motor bikes.

Back to the '39 Willys. I mounted a small gas producer on the left rear bumper, coupled to a mesh filter on the right. To start up I ran the engine on petrol to create suction through the wood charcoal and used a paraffin impregnated taper to light it. Once the engine was running on gas, the petrol was cut off by means of dashboard control. On pure gas the car would do about 40 mph on the level. With a sack of charcoal on the roof we could holiday in wonderful Durban. The petrol ration got as low as one gallon per week. Durban is 200

My Experience contd...

miles from Dundee. It still features in my dreams.

Cars after the war were as scarce as petrol. I repaired wrecks for friends and family. Hillman Minx series that led to Hillman Hunter were favoured, with the Hillman winning two very tough races. Andrew Cowan in the Hunter first won the bush track Nairobi-Rand. The big expensive cars were covered with his dust. Next was the London to Sydney that had some good roads. First into the Sydney base was Andrew and his Hunter. When the Hunter production finally stopped, the factory was sent to India and Hunters were made for a few years more. The Indians named it the Pycan (or Piecan).

Japan was just starting to build cars. We called them 'Jap crap'. We soon had to teat our words when they rapidly improved and became more reliable. The Japanese concentrated on seals, filtration, rubber bushings and insulation. Designs could be complicated but ever more reliable. Others like the USA and Europe had to follow suit. Half a million kilometres (300 thousand miles) is now achievable.

All early Willys had a 100 thousand mile (170,000km) guarantee. Some of our old family cars have run for 150 thousand miles (220,000km). The shortage of fuel shifted the focus to economy. All the early Willys 4's could do 30 miles/gallon. In 1952 the four cylinder Willys, Aero started a design trend towards streamlining. They added the inlet valve in the cylinder head (the F head) to give more power and economy. However all four cylinder of all makes have only one power stroke to each rotation of the crank shaft and this means that they all vibrate and require a heavy fly wheel to maintain RPM (weight adds to fuel requirement). The big cars were all six cylinders or eight cylinders and very thirsty. A Ford V8 could consume double the fuel a Willys 4 required.

This prompted Willys to develop a six cylinder version for their Willys Aero, a light-weight car that rode on long soft springs, with direct acting coils that enclosed double action shock absorbers (dampers) in front. The lower weight and streamlining resulted in a smooth riding, quiet car. Later they added automatic 'overdrive' (a 5th gear). In tests they reported 40 mpg. I routinely obtained 35mpg in my 55 model.

Two stroke engines achieve two power strokes for each revolution of the crank shaft. Their exhausts have to be free flowing, tiny flywheels when need to be portable, for ease of handling. Early motorbikes specified 1/2 pint engine oil per gallon of petrol.

An old friend from Junior school Andries du Plessis, by future brother-in-law, had an old hard-to-start Bantam motorbike. It seemed derelict and about to be dumped. His father had just acquired a farmlet. He offered to trade the old bike for a heifer calf. Future house cow! The deal was done. Andries was confident he had got a bargain and a bit worried that I would feel cheated. He was an indentured employee of H Albert & Co who printed the Dundee Courier, his job description was Ruler, Cutter, Binder.

I rode the bike homewards. It struggled up the grades. Eventually I had to get off, walk beside it and 'help it' up the steep section. Once home I removed the little engine and railed it by passenger train to Rand Tyres and Accessories in Johannesburg, to be rebored. When it was returned and installed I had a new

My Experience contd...

bike.

I rode it to work and to show Phillip. The local traffic cop told me I needed a licence and said 'Come to my office and I will write one out', I still have that licence all these years later. My next contact with a traffic officer was in New Zealand. My roof rack came off and deposited the load in the road. That helpful cop just helped me reload while his car was flashing all its lights. He could have booked me for 'insecure load'. Those were my only contacts with traffic police. I have never had a crash. I have driven all over the USA as well as in Europe, on the 'wrong' side of the road.

Denis Kemp

(Auckland Branch Member since November 1973—aged 94 years young)



Motorcycle Garage Raid

After a few wet days, Sunday dawned dry and sunny. I set off on my Honda CBX for the Jolly Farmer., arriving at 10:30 a.m., to find 13 bikes and 3 cars parked up. We had 2 sidecar outfits that were from both ends of the time scale, - Geoff Stoner rode his 2012 Moto Guzzi and Brian King had his 1952 Matchless double adult outfit. Marshal Corazza came out on his Indian 4, other bikes were BSA, Honda, Triumphs (old and new), Yamaha, Moto Guzzies, Jawa, Ariel, BMW, Austin Healey 100 and 2 modern cars. We travelled out to Papakura, Clevedon then Dunders Beach, Maraetai, Whitford and finishing up at Chris and Gillian Taylor's. Chris has been collecting bikes for a long time, he has a side valve Ariel and sidecar, Triumph T100, 2 Royal Enfield Bullets, Dot 3 wheeler, and a number of early pre WW2 Triumphs, plus a variety of other bikes and assorted engines. They also have a old Land Rover converted to a motor home, that the previous owner drove out from the UK. Chris is always on the look out for parts at swap meets to try and finish the many unfinished projects. Luckily Chris can turn his hand to making some of the missing bits, but its still a struggle with the rarer models. A big thank you to Chris's wife Gillian for putting on a great spread of food for the 20 odd people that turned up and thank you Chris for letting us look over your amazing collection.

Martin Spicer



CLUBROOMS OPENING ON THURSDAY EVENINGS

Remember as from April 2017 the Clubrooms will only be open on the **second** and **fourth** Thursdays of each month

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2017 National North Island Easter Rally

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Wanted—Another six or so people to make up a small group for a tour of some of the unknown abandoned gold mines in the Coromandel area. All details to be finalised, but probably a day trip, in another couple of months, cost is \$10-00 pp, a reasonable level of fitness required. Our guide will be a very knowledgeable member of the **Thames Bella St Pumphouse Trust**

Email dewdrops@xtra.co.nz to register your interest. No commitment at this stage.



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Vice Chairman/ Entertainment

Russel McAlpine (Jocelyn) Email: rjmc Alpine@xtra.co.nz Ph: 818 4285 or 0274 735 451

Secretary / Privacy Officer

Rodger Ball (Val) Email: rvball@xtra.co.nz Ph: 298 6476 or 0274 873 561

Treasurer/Continuous Membership Awards Steward

Glenn Morris (Marion) Email: glenn-maze@xtra.co.nz Ph: 273 4975 or 021 136 5926

Club Captain:

Shirley Bovis (Rob) Email: rsjdc_bovis@hotmail.co.nz Ph: 818 4701 or 022 378 1236

Committee Members:

Charlotte Bovis Email: pure_blonde98@hotmail.com Ph: 818 4701 or 021 170 9686

John Campbell (Pat) **Commercial Rep/Clubroom Bookings** Email: mightymite@xtra.co.nz Ph: 828 7850 or 027 244 6928

Pat Campbell (John) **Social Conveyor** Email: mightymite@xtra.co.nz Ph: 828 7850 or 027 244 6928

Martin Spicer (Lynda) **Motorcycle Rep** Email: spicerclan@vodafone.co.nz Ph: (09) 233 6382 or 0274 454 593

John Stokes **Veteran Rep/Spares** Email: jcstokes96a@xtra.co.nz Ph: (09) 426 3365 or 021 185 5915

Tracey Winterbottom (Stephen) **Trophy Steward** Email: vintagesunbeam@hotmail.co.nz Ph: (09) 232 0246

Non-Committee Officers:

Librarian

Barry Robert (Elva)
Ph: 627 9451

Bulletin Editor

Val Ball (Rodger)
Ph: 298 6476
E-mail: rvball@xtra.co.nz

Beaded Wheels Reporters:

John Stokes
Ph: (09) 426 3365

New Membership Liaison Officers

Bob & Debbie Ballantyne
Ph: (09) 444 4066

Insurance:

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Street Address: 39 Fairfax Ave, Penrose
Postal Address: P O Box 12 138, Penrose, Auckland 1642
Open: Every Thursday 7:30 - 10:00pm, Every Saturday 4:30 - 6:30 pm
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Branch Email Address

auckland@vcc.org.nz

Branch Website

www.avvcc.org.nz

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