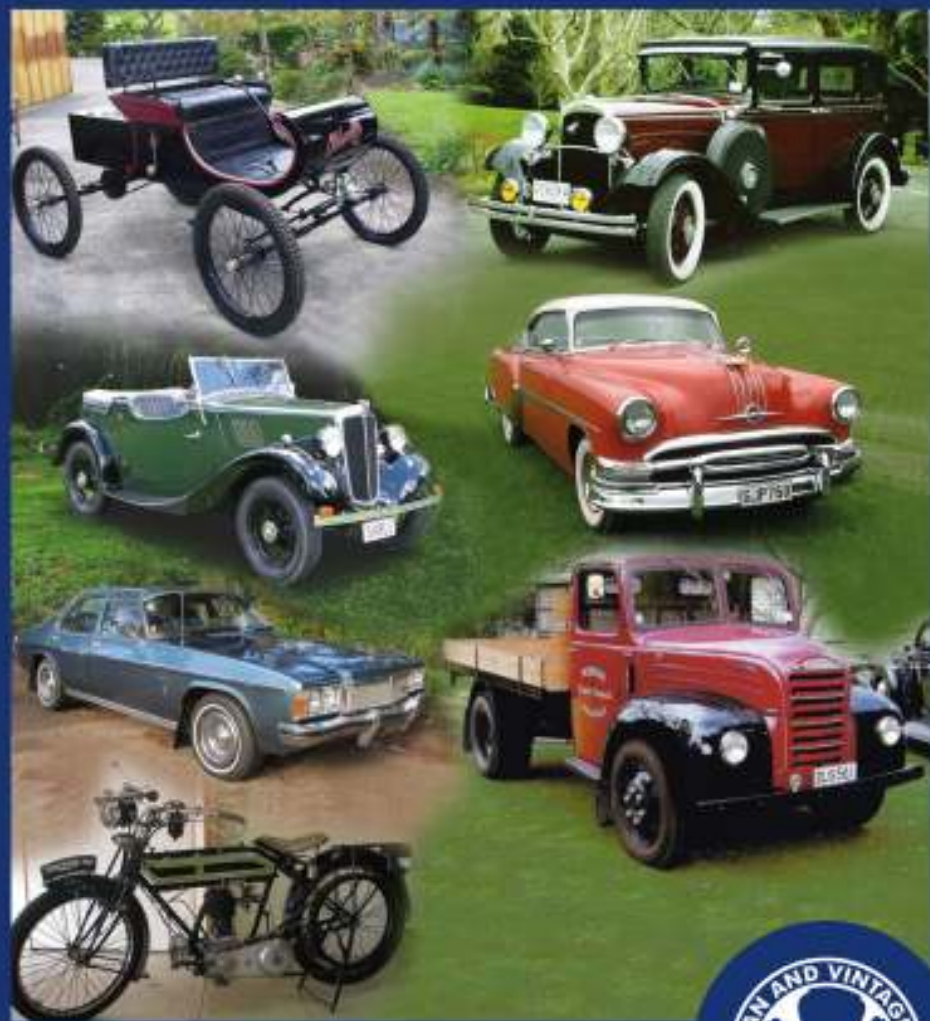




AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

August 2017





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September Bulletin closing date

Cover Designed by Melanie Ball

25 August 2017



Chairman's Report

Hi everyone, we certainly had a wet and windy July which no doubt reflects on the numbers turning out at events.

So saying that, it's good to see John Stokes' Saturday afternoon Veteran meetings are getting some good turn outs of both motorcycle and car members. So, if you're a veteran owner and haven't been along to one of these meetings yet, please do take advantage. Well done John.

The motorcycle Mug Run was won by Dave Williams 1928 Harley Davidson. The mid week tourers continue with good attendances and John Campbell's Commercial section is always on the look out for new members to join them, even if you don't have one yet, you never know a small commercial vehicle can provide a lot of fun.

The motorcycle section had a good turn out at their monthly meeting. Member Brian King showed his home made 1930's Riley look a-like **Alfriston Jaguar Special** and told the members how he built it and also showed a film of him racing it.

Just a reminder of the Daffodil Day Rally for Cancer. Most of us know someone who has had it, or going through treatment for it, so lets get behind this event and raise some money for an extremely good cause. See elsewhere in The Bulletin for full advert.

July Chairman's club run—I was very pleasantly surprised at the excellent turnout for the Chairman's club run with 25 club eligible vehicles, 6 moderns and 8 motorcycles and about 70 people enjoying a gentle ramble around the highways and biways of Franklin. Thank you to Lynda for providing the lunch and Pat, Shaaran, Judy and Maureen who helped her in the kitchen.

There are a lot of club members that I haven't met yet and look forward to meeting you either at the clubrooms on Club night or out and about at either the monthly club runs or at one of our calendar rally events.

Keep those 2,3,and 4 wheels turning safely.

Martin Spicer



CLUBROOMS OPENING ON THURSDAY EVENINGS

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

Notes from your Secretary

Its been a busy month for the Committee, with several of us coming to grips with new tasks and ensuring we do all the things we need to.

It was great to see such a good turn out on the Chairman's Run. I hope we continue to see such a great mixture of cars, bikes and commercials out for all our events.

Do we have your up to date details? I am checking email addresses at present so please if the address we have is not up to date, let me know. Email as a way of reaching people when we need to, it is fast, economical and paperless.

I also encourage you all to like and follow our Facebook page, along with the National Page and the Beaded Wheels Page. This will keep you up to date with the latest events coming up and check out any branch newsletter on the National Website on the new reading platform. Its very easy to use.

There's plenty coming up in the next couple months – I hope to see you out and about.

Tracey Winterbottom



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Club Captain's Report

Welcome to my first report as your Club Captain. At the first Committee Meeting of the new Committee, no-one had come forward as willing to do the job. I could see that I would be at all the events with Martin becoming the Branch Chairman, so I volunteered my services as your Club Captain.

Martin and I decided that we would like the July club run as the Chairman's Run so that those of you who neither knew Martin or myself could take the opportunity of meeting us as well as taking part in a gentle ramble around the Franklin countryside, ending at our home village of Pokeno, although not at our farm as there was a children's birthday pony party going on but at the Village Hall where there was a large carpark and side street parking.

We took the entrants out through the back roads of Drury and Paerata, across the railway lines and up through Helvetia, towards Patumahoe then crossing the Waiuku Road, venturing along the top side of Pukekohe coming out on the Tuakau Road. A gentle wander along River Road to cross the Tuakau bridge and over on Hwy 22. We gave the option of taking the instruction of turning left into Murray Road, a gravel road of about 5ks to give a different view of the Waikato River. The alternative route was to continue along Hwy 22 and taking the Mercer road, where the two routes met again at Mercer Ferry Road. We took the winding road down towards the Waikato River again and no doubt some of the entrants would have noticed significant flooding down on the flats, although this has receded by about a metre in height over the last couple of weeks. We crossed SH1 at Mercer to go through the village and up through Kellyville, which gives a great view of Pokeno and the Waikerimoana wetlands. Everyone could see some of the destruction the weather had done with parts of Koheroa Road and Kellyville Road down to a very narrow single lane where the roads have given out. Crossing the railway tracks again, out onto Pioneer Road and back down to the Waikato Expressway for a few hundred metres before exiting at Pokeno and finishing at the local hall where there was a light lunch provided.

Panic took hold at about 10:30 a.m. when Martin rang me to say there were about 30 cars and 8 bikes, oh heavens was there going to be enough food? I hoped so with the aid of a tray of eggs coming to the rescue to give a bit more protein. Everyone arrived at the Hall needing a cuppa and when all had arrived partook in some lunch.

It was absolutely wonderful to see so many of you out and about and yes we had 25 club eligible cars, 6 moderns and 8 motorbikes and approximately 70 people all enjoying the brilliant Sunday sunshine. We did notice a few of you taking some enjoyment in a famous Pokeno ice cream! We also noted that the cars drew the attention of a number of visitors to Pokeno too.

Results:

1 st	Neil Lucas	57seconds late
2 nd =	Merv & Judy Stowers	1min and 04 seconds late
2 nd =	Peter Bell	1min and 04 seconds late
4 th	Alex & Daphne Wilson	1min and 32 seconds early

Club Captain's Report Contd...

My thanks to Shaaran Price, Judy Stowers, Pat Dewhurst and Maureen Teutenberg who helped me in the kitchen. It was very much appreciated.

We have a very important run next month which is the **Daffodil Run for Cancer on 27th August**. Nationwide all branches of the VCC will be holding an event on that day to raise funds for this very worthy cause and also together raise the profile of our own club. There is a voluntary \$10 entry fee and all fees are donated to Cancer Research.

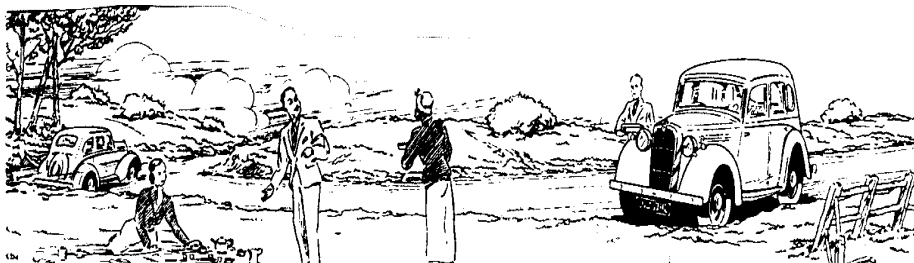
Auckland Branch have organised a rally which starts at the Howick Historical Village, Lloyd Elsmore Park (enter via Cascade Road and look for VCC signs). Entry is not confined to VCC members so bring along a friend or two. The rally is very straight forward and suitable for 2, 3 or 4 wheeled vehicles and is due to start at 1:30pm. The Village have offered half price entry should you wish to come early and look around this now very well established venue, (have your VCC card handy for ID). The café is also open and has fare varying from toasted sandwiches to orders off the menu. The event will finish at Ambury Farm, Mangere and weather permitting this is a great place for an explore, enjoy the animals and get some great country fresh air in the middle of the city.

We all know someone who has had cancer, or indeed had cancer themselves, so lets get behind this very worthwhile event that Russel and Jocelyn McAlpine have organised.

On another note, the PV, PWV, P60V & P80V Rally is coming up in September - get your entries in as soon as possible, the entry form was in July's Bulletin. Come out and enjoy the fabulous route that Peter Alderdice has plotted and enjoy the social fully catered event in the evening.

Have a great month

Lynda Spicer



Veteran Notes

When John Stokes first instigated these meetings for Veteran owners I saw it as a great idea, but thought he would have to follow Martin Spicer's lead and organise a guest speaker. I was wrong as we have had some great discussion. The numbers have been above what we expected and some are arriving with items to talk about. John has been going around the table, so everybody can talk and nobody holds the floor. We started the last meeting with Garry Running, as he had just purchased a new car. Some of us remembered the 1914 25 HP Talbot when it sat in Jim Lewis's shed in Mt Roskill. Stan Corlett in Palmerston North had restored the car and Garry had acquired it from the estate.

Jim Boag told us about a restored 1917 Overland from Auckland that had just been just sold for \$14,000 on Trade Me. John Stokes had told us earlier the car had come from Overland Shoes in Elliot Street. Barry Robert was then able to show us photos of the car from Frank McClare's great collection of photos in the Library. Roy Sharman spoke about the petrol memorabilia auction in Oamaru, about the auction at Motat and the vintage bus auction coming up in Whangarei. Terry Jenkins had bought in some old number plates and there was lots of discussion on the subject. Jim Boag said that he had an old number plate with the number A837. We could tell Jim after the meeting that plate was first sold to Athol Hart in Takapuna who put it on a FN motor bike. When the motor bike was sold, it could have gone onto a car and replaced with another plate. The plate could have been used by the first owner up to 1925 when the Government took over registrations and produced new plates. In the Branch Library, we have a copy of Auckland registration details up to 1915 and limited records in other areas up to about 1928.

Dennis Lowe had bought in a conrod out of single cylinder Oldsmobile with the cap hinged. When I saw the hinge on the end I realised that in the States the early Oldsmobile and the early Cadillac motors were both built in the same factory for a short period. The motors were built by Leland and Faulconer. In 1902 Henry Leland manufactured a larger motor and tried to sell it to Oldsmobile and they turned him down, as they had 2,000 back orders and didn't have time to alter the chassis for a larger motor. Henry then decided to form another company, called the Cadillac Motor Car Co where he could use his new motor. Henry Ford joined the new Company as chief engineer but fell out with Leland over the motor, left and established the Ford Motor Company and the rest is history. Henry Ford believed they should be installing a twin cylinder motor in the new car. Cadillac had the hinges on the rods until 1915. The Ford and the Cadillac in 1903 both shared the same body.

Tim Edney told us he had recently taken the 1917 14.5 litre Le France out for a run and told us how he had just acquired another car for his collection. We talked about the Hershey Swap-meet in the States, as three of us had attended the event recently. It is very important to book and pay for your accommodation before you go to the Swap-meet. Grahame Power, who had come down from Snell's Beach, told us how he sorted the 1917 Studebaker after the Parliamentary Tour and Murray Atkinson said he still had to sort the brakes on the 1915 Saxon. Phil Healey, Roy Sharman and David Lane said they would like to

Veteran Notes Contd...

see another tour for veterans and were looking at me, but I wasn't taking the bait!

Barry Birchall produced some photos found by Alan Meredith taken on the Old Crocks run in Auckland in 1936. The oldest car on the run at the time was 1895 Benz now in the Southwood collection. The 1908 Schacht was there that finished up on the pole at Manurewa to promote Cadman's 24 Hour service station and 1909 International Buggy now at Motat. We could see in the photo the 1908 Sizaire Naudin that Don Cameron motored for many years and 1912 Seabrook Austin that Doug Wood restored. There were a few more very early cars in the photos we could not identify. The Schacht is now in Salt Lake City, the Sizaire Naudin is in Australia and the Austin in Ireland. There was a lot of conversation on Auto Parts and Merv Hardy, as the wreckers in Auckland had saved a lot of old cars, twenty years before the Vintage Car Club was established. David Lane said he has photos of Auto Parts yard taken in 1960 and will bring them to the next meeting. Lots of great conversations. Hope to see you at the next meeting.

Barry Birchall



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Entertainment Notes

Our extra July club night which was actually a Saturday afternoon was a great success for the members who came along to get their VICs sorted for their vehicles. There we were, me included, grumpy men trying to decipher the forms, like teenagers pouring over an exam paper. We were lucky however to have Michael O'Kane, Dave Allbon and Rodger Ball to demystify and assist us in completing, or letting us know what else we may need to get our VIC finalised. Thanks too, to my wife Jocelyn and Val Ball for afternoon tea to keep energy levels up.

I know there are still many more of you out there, either unaware that you need a VIC to enter National Rallies or there are those of you whose VICs have expired and then those of you who have just parked it in the too hard basket. Ask at club nights if you have any queries and watch out for another opportunity early next year for another afternoon such as this.

Our usual July club night on Thursday 27th hosted our Annual Book Sale on Thursday 27th. We are very lucky to have a Library such as ours and the Library Team continue to do sterling work.

August club night, Thursday 24th is our Shiny Parts Auction.

Donated parts welcome.

Club member David Broadhead is also collecting Tools for Schools, so if you have any tools you no longer use, bring them along and add to the collection in the Charabanc shed.



We will also have a Daffodil for Cancer bucket at the door for any donations if you are unable to make our National Daffodil Rally for Cancer event on Sunday 27th (see advert elsewhere in the Bulletin)



See you out and about

Russel McAlpine



Commercial Notes



I recently had the chance to inspect a massive collection of mostly American Classic vehicles. Amongst them was something that tugged a bit at the heart strings, a Chevrolet G7116 1 1/2 ton Cargo Truck, fully restored, but with a 396 Chev. V8, transplant. They were originally equipped with the 250ci OHV splash feed six, the forerunner to the "Blue Flame" motor. Just shy of 146,000

were built between 1940 and 1945, and only a handful ever found their way to "Godzone". This one's for sale, if only I was 30 years younger!!

New South Wales and Western Australia, (so far) have put in place, a regime of testing for and the removal of, any asbestos that might lurk in a classic car imported into those states. People who know nothing about the treatment of an older vehicle are pulling them apart, looking for anything which smacks of asbestos and all of the associated costs must be borne by the importer of the vehicle. An Australian Border Force Officer and a Customs Broker are required to be present and the owner/importer has to provide two "Mechanics", tools, a floor jack, axle stands, safety clothing and masks. In this article, all of them charged by the hour to rip into two 1966 "barn find" Mustangs, one of them a Shelby. The author of the article, who is from Victoria, wonders how long it will be before that state too, falls into line. The question we've got to ask is: "will it be monkey see, monkey do" here too?



And now we learn that the "Poms" are to be Petrol & Diesel free by 2040, yeah right!! Remember what CNG & LPG was going to do for this country!

Keep M Rolling

John Campbell



Motorcycle Notes

The weather all week had been cold and wet but sat was sunny and spring like for the July meeting. We had 15 bikes in the back yard and 55 members in attendance. We had 2 visitors, Colin Scott and Martin McFadden. Martin presented Malcolm Brown with his 35yr continuous membership badge and he also gave Vic Brickell his 25yr badge.

Reports: Simon Ganley reported on the Mug Run he plotted. The numbers were down due to the weather but five went on it. They went on an hour and half ride from Albany on good roads to finish in Helensville. The winner was Dave Williams on his 1928 Harley Davidson.

Coming Up:

Saturday 19 August—Motorcycle Meeting, speaker ex works Honda racer and now post classic Japanese rider Vince Sharpe.

Thursday 24 August—Club night shiny parts evening.

Sunday 27 August—Club Run Daffodil Day see Bulletin advert elsewhere.

General Business: Member Tim Hardy and friends are restoring a motorcycle wall of death and when finished hope to tour the country with it. Tim asks does anyone have film - photos or information on wall of death shows, if you do let me know and I'll pass it on.

Peter Alderdice talked about the next National Motorcycle rally in Blenheim and asked for a show of hands of anyone interested in going there in a group and sharing accommodation.

Guest Speaker: Member Brian King brought along his home made classic sports car he called the AJS, 'Alfriston Jaguar Special'. There weren't any drawings as such, Brian sketched out in chalk on the workshop floor the dimensions. The frame is made of tubes with alloy body panels. He went to night classes to learn about panel beating. He bought the 4.2 Jag engine, wheels, brakes, instruments from wrecker yards and the near new Austin 1300 seats. The handling was a bit of a handful until he changed the tyres from cross ply to radials. The project started from buying two large 1930's head lights at a wreckers and then building a car around them. The two fuel tanks he made from aircraft grade alloy sheet. Compliance and certification wasn't too difficult. Not being a car painter it took Brian 6 attempts till he was satisfied with the finish. He had to change the engine to a 3.8 litre to comply with historic racing regulations. Brian has a great satisfaction in racing his home made classic. We then watched film of Brian racing at an Historic meeting at Taupo and clips at The Lead-Foot Festival. Brian also had spread over a table lots of photos and documents about the car.

Martin thanked Brian for talking to us.

Keep those 2 and 3 wheels turning safely.

Martin Spicer and Jack Clark



Mid Week Tourers

A good muster left Westgate last month on a run organised by Murray Firth which took us to the home of Dion Coleman, a VCC member in Whangaparaoa. Dion was a marvellous host, made the entire place open to us. He says he is often labelled a "hoarder" but he prefers to be known as a collector and as such is happy to buy, sell, trade, swap things that might help someone else. Downstairs is mainly larger, heavier stuff, while upstairs (yes, in the house) is a vast collection of everything, from books and documents to radios and model yachts. Dion has about 200 push bikes, a number of "tiddler" motorcycles, two Lagonda cars, one of which is restored and used regularly, (the other waits in the wings) and is a frequent user of the various internet trading sites. His occupation is engine rebuilding, including white metalling, for which he has a workshop which we didn't get to see as he is in the throes of moving. He has reconditioned engines ranging from Villiers to Roll Royce. Thank you Dion, and thank you to Murray for arranging the outing.

Coming Events

Wednesday 16 August: Starts from the Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. Barry Birchall has organised an interesting tour to a very interesting place, the home and motor house of a member. BYO lunch, tea and coffee etc. will be provided.

Wednesday 20 September: Starts from The Warehouse Carpark Westgate, 10:00 a.m. for a 10:30 a.m. departure. Jack Nazer's good friend Gordon McIsaac is going to host us in his home which backs onto Cox's Bar Reserve. He has spent many decades gathering a great collection of articles to display in his 'Speedway Museum'. The articles on display are in total contrast to what has been seen on the May and July runs. The route Jack has mind will take us though Henderson Valley, Kaurilands, near a number of Manukau Harbour Boys and through the Waterview Tunnel. We turn off the Motorway at Western Springs to skirt the Stadium on the way to our picnic lunch venue at Cox's Bay Reserve. This run should not be missed..

Wednesday 18 October: Starts from the Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. More details next month

The Dewdrops & the Mid-Week Team

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

Mobile (as a last resort) 021 051 3770



Coming Events

August

11-12		National Executive Meeting & AGM—Blenheim (Hosted by Marlborough Branch)	
12	Sat	Veteran Section Meeting	2:30pm
16	Wed	Mid Week Tourers	
		Starts Drury Service Centre, Southern Motorway	10:00am
19	Sat	Motorcycle Meeting—Clubrooms	2:30pm
23	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
24	Thurs	Club Night—Shiny Parts Evening	8:00pm
26	Sat	Sulphur City Rally (Rotorua Branch)	
27	Sun	Club Run—Daffodil Day National VCC Fundraiser	

September

2	Sat	Veteran Section Meeting	2:30pm
2	Sat	Saturday Night at the Movies	8:00pm Sharp
5	Tues	Committee Meeting	7:30pm
9	Sat	Motorcycle Meeting—Clubrooms	2:30pm
10	Sun	PV, PWV, P60V & P80V—Annual Rally	
14	Thurs	Bulletin Mailing & New Members Night	7:30pm
16-17		Rubber Duckie Motorcycle Rally (Taranaki Branch)	
20	Wed	Mid Week Tourers	
		Starts Warehouse Carpark, Westgate	10:00am
27	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
24	Sun	Ladies Run—Rally plotted by the Ladies	1:00pm
28	Thurs	Club Night—Rally Instructions Night	8:00pm

October

1	Sun	Motorcycle Wet Leg Run—starts Jolly Farmer, Drury	11:00am
3	Tues	Committee Meeting	7:30pm
7	Sat	Working Bee	9:00am
7	Sat	Veteran Section Meeting	2:30pm
12	Thurs	Bulletin Mailing & New Members Night	7:30pm
14	Sat	Motorcycle Meeting—Clubrooms	2:30pm
14	Sat	Journey Through Time (King Country Branch)	
18	Wed	Mid Week Tourers	
		Starts Drury Service Centre, Southern Motorway	10:00am
21-22		Hunua 100 Rally	
25	Wed	Commercial Meeting & Charabanc Maintenance Night Clubrooms	8:00pm
28	Sat	Veteran Rally (Waikato Branch)	
31	Tues	Committee Meeting (November Meeting)	7:30pm

Note: The clubrooms are open on the second and fourth Thursday evenings each month from 7:30pm till 10:00pm and every Saturday afternoon from 4:30pm till 6:30pm.

Coming Events



Club Night



**Thursday 24 August
8:00 p.m.**

Shiny Parts Evening



Club Run

Sunday 27 August

**Daffodil Day National VCC
Fundraiser**

Starts from:

Howick Historical Village
Lloyd Elsmore Park, Bell Rd,
Pakuranga

Time: 1:30 p.m.



Library Notes

The Library Team decided to make some drastic price reductions for our Book Sale and it seemed to work. We took just over \$300 on the sale night and many members got a bargain. The sale will be kept open for a couple of weeks for those who missed out or want a second go, and the Team should have a lot less to put away in storage for next year.

Meantime another two boxes of good quality books have been donated by a retired member and these include the following;

Book of Collectable Cars by Langworth & Consumer Guide

The original VW Beetle by Meredith

Ferrari 5th edition by Tanner & Nye

The Original Porsche 911 by Morgan

The Porsche 911 story 6th editions by Frere

Aston Martin DB4, 5 & 6 by Wood

Audi 80, 90 Factory Repair Manual

Audi 4000 4000cs & coupe Gt Factory repair Manual

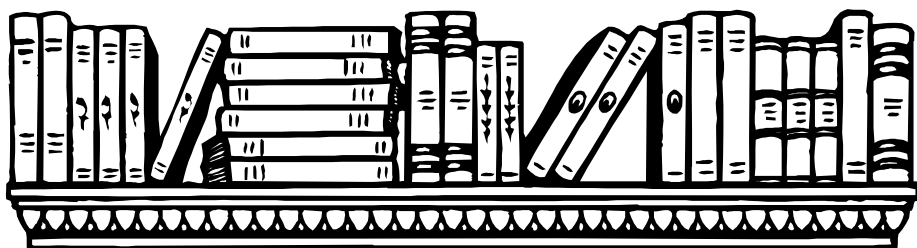


and from another member we received a 1974 VW Beetle 1200

Workshop manual. None of these books are entered in our Catalogues yet and it will be some weeks before we catch up again.

A Thursday visit by an "old" club member who has rejoined recently made our night. He wanted information about Model A colours because his father had painted theirs an odd colour and he was sure it was not right. We were able to show him a Ford colour chart and a colour swatch that proved his now deceased father knew a thing or two and had the right colour after all!

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



VCC Daffodil Rally for Cancer



VCC Daffodil Rally for Cancer

Sunday 27 August 2017

Bring a friend and join us for this new annual event designed to raise awareness of our club while benefitting a nominated charity.

All branches over the country will be organising their own event/rally on this day.

The event is not restricted to VCC vehicles – the more the merrier.

Auckland Branch's event is a rally with great points of interest at the start and the finish (\$10 voluntary donation to go to the cause).

Start point is the Howick Historical Village, Lloyd Elsmore Park, Pakuranga. Come for lunch at the café or bring your own and explore the village (**half price entry**) before setting off on a simple rally at 1:30 p.m.

Finishing at Ambury Farm Park, Mangere Bridge where a cuppa will be available and you can enjoy all that this farm park offers.

Russel and Jocelyn McAlpine

Telephone 0274735451 or email rjmc Alpine@xtra.co.nz



Saturday at the Movies

Saturday Night at the Movies

***Saturday 2 September
8:00 p.m. (sharp)
39 Fairfax Ave
Penrose
SEE YOU THERE***



PV, PWV, P60V & P80V Rally**PV, PWV, P60V & P80V Rally****Sunday 10 September 2017**

Starts at the clubrooms with a Devonshire tea

An interesting route thru SE suburbs then scenic countryside with points of interest and things to see along the way.

There are no silent checks and there's no average speed to maintain.

No route cards will be needed.

Do come along and enjoy the day.
Entry form in July's Bulletin.

Peter Alderdice



Are you on the Tree?

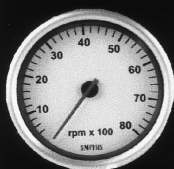


ARE YOU ON THE TREE?

We have started 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.



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1910 International Auto Buggy

The 1910 International Auto Buggy was looked after for many years by the Auckland Veteran & Vintage Car Club.

Motat's International Auto Buggy was first owned by the Goodwin family in Carterton. They purchased the car on the 23rd September 1910 through Robert Forsyth the I. H.C representative in Carterton. The car cost 260 pounds. Wallace Masson and Company was the local agents for the International Harvester Company. The car was shipped from the factory on the 12th August 1911 and arrived in Carterton three months later. The car was not that reliable and we no on at least two occasions that it had to be towed home, at a cost of ten shillings. The vehicle was sold to someone in Te Kauwhata in the late twenties. Dick Messenger saw the buggy in a car yard on the corner of Wyndham and Nelson Streets about 1935 and on a whim purchased the vehicle. He was told by the dealer the car was manufactured in 1902. Dick sold it back to the same dealer three years later. While Dick had the car there was a run organized for Old Crocks and the Buggy participated. The other cars on the run were an 1895 Benz owned at the time by Auto Parts and a 1908 Schacht Auto Buggy. The Auckland City Library has a small collection of photos of the three vehicles taken on the run. The run finished at Western Springs.

Dick said the Automobile Association then bought the car before the war as they intended to establish a car museum. The Automobile Association also acquired the early Schacht Auto Buggy. Dick drove the International Auto Buggy for the Automobile Association on a number of parades through the suburbs to raise funds for the war effort. There is a photo of the car in the 1941 publication of their magazine and again in the Jubilee issue of their magazine taken in the main street of Onehunga in 1943. After the War the Automobile Association decided not to proceed with the Museum and offered the International Auto Buggy and the Schacht Auto Buggy to the Auckland Institute and Museum. They turned down the Schacht Auto Buggy and it was sold to Cadman's Service Station. In 1955 the Museum loaned the International Auto Buggy to Roy Tomlin with instructions to house and restore the vehicle. In 1956 the vehicle was removed from Roy Tomlins by the Museum on Dick's advice and delivered to Auto Valet Services with instructions to store and restore the vehicle. It was through this period the hood was lost. I sited a number of letters written by the Museum and there is an instruction to restore the car, but no reference to the cost, or a time frame set.

Later that same year the vehicle was loaned by the Museum to the Auckland Veteran and Vintage Car Club with Dick Messenger as Custodian. Looking after the Buggy for the Vintage Car Club over the next twenty seven years were J W Stiles, G E Strobant, Ian Walters, Roy Cope, Derrick Crosby and Don Strange. The International Auto Buggy appeared on the parade when the trams disappeared in the city, at the opening of the Auckland Harbour Bridge in 1959 and at the First Veteran Run organised by the Vintage Car Club in 1972. The car was never that reliable and quite often come home on a trailer. Roy Cope did give the vehicle a new coat of paint and carried out other minor maintenance required. In 1979 Barry Robert did the last major repair on the vehicle for the Vintage Car Club when new tyres were fitted. Reidrubber/Feltex at the time

1920 International Auto Buggy Contd..

supplied tyres, but only after Don Strange had established we could use the dies which were owned by Bryant and Co a Trotting Sulky Specialist in Christchurch. When MOTAT was formed the vehicle was moved onto that site and since 1983 the vehicle has been looked after by the Road Transport Section. The International Harvester Company of America (McCormick) was a company established in the States in 1831 to manufacture and supply farm machinery. The first equipment imported into NZ from International Harvester was some wire binders imported by Morrow, Bassett and Company in Christchurch in 1877. In 1907 the International Harvester Co decided to build their first auto buggy and target the farming community where they already had a captive market. With a high ground clearance it was quite good on dry back country tracks and could be converted into a small truck quite quickly by removing the back seat. The vehicle had an air cooled horizontally opposed 4-cycle engine with a 5 inch bore and stroke that produced 20 horsepower. Top speed is about 20 mph. The last of the buggy's built were water cooled with a dummy bonnet. About 4,500 vehicles were built between 1907 and 1913 and quite a number found their way to NZ. In 1912 International Harvester Co established a branch in NZ. In 1913 the company decided to concentrate on tractors and trucks and pulled out of the car market.

One was used as a service car between Raglan and Hamilton. Three were used as service cars between Te Aroha and Rotorua. They would not have made great service cars and I am sure would not have lasted long on the runs. Four International Harvester Auto Buggies have survived in New Zealand. The material has come from Auckland City Library, the Library at the Auckland Vintage Car Club in Penrose, Barry Robert and Roy Cope.

Barry Birchall



Ladies Rally



Ladies Rally



Sunday 24 September

The September club run is the Annual Ladies Rally, which is open for all to attend but plotted and organised by the ladies. This rally will be travelling over South Auckland country roads.

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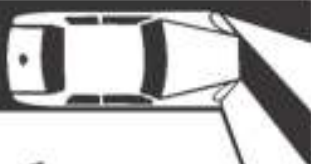
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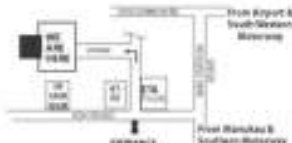


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