



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin





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May Bulletin closing date

Cover Designed by Melanie Ball

Strictly 25 April 2018



Chairman's Report

Well here we are 9 months through my term as Chairman - time certainly does fly.

During March we had John Stokes' Veteran Section meeting still going strong. Then it was the Vintage Muster; apologies to plotter Gavin Welch for not being there but we had 2 family birthdays on that Sunday. Congratulations to winners Rodger and Val Ball.

The Mid Week Tourers went north to visit a very good car collection and the Motorcycle Section had 15 bikes and just under 50 members come out to hear member Martyn Seay tell them about the Indian bikes he has had and on display in the club rooms was his newly restored 1927 Indian Chief.

March club night, well what a great turnout for Don Green's shed night. The guys were shown how all the equipment in the Barn works. See Entertainment Report.

Saturday March 24 Russel McAlpine and I flew down to Christchurch for the National Executive meeting. We took off at 7:00 a.m., got through a lot of work at the meeting and got back to Auckland at 7:30 p.m.

Lynda plotted the March club run and we were lucky with the weather and so we had a good turn out of Branch vehicles and members. We finished at the Bruce McLaren Heritage Centre at Hampton Downs. This venue is well worth a visit that honours a true kiwi icon. Afterwards we went to watch the classic bike racing at the track .

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

Martin Spicer



Club Captain's Report

We are into Autumn and the year is already racing ahead at a pace. Again March, we have seen several events to enjoy and participate in. Sunday 11th March we had the Vintage Muster, wonderfully plotted by Gavin Welch, enjoying a meander through Franklin country roads. They stopped at the Shorebirds Society at Miranda for lunch and enjoyed being shown around the centre. A good number of entries were eventually received, being 25 club eligible cars and 5 other vehicles joining in. Thank you to those that participated in the event. Unfortunately Martin and I could not come along to any part of this event as it was a huge weekend for us personally, with family birthdays and celebrations. Many congratulations to the overall winners, Rodger and Val Ball. Please see the full report in the Bulletin elsewhere.

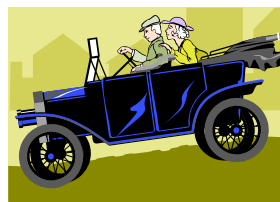
The monthly club run, held on Sunday 25 March, saw us again venture out into the Franklin area travelling through some lovely countryside, using a couple of metal roads not often on a rally route, ending up at the Bruce McLaren Heritage Centre at Hampton Downs. We had 22 cars and 3 bikes and approximately 58 people in attendance. Everyone thoroughly enjoyed the centre with its magnificent display of some of Bruce's cars and a lot of memorabilia. Thanks to Paul Hunter, a member, who is also Bruce's nephew, for organizing our visit. The weather was kind and very warm which saw some people picnicking at the race track after going through the Heritage centre. For those of us into motorcycles, our visit coincided with the Classic Racing Register motorcycle meeting. At the time of planning the run this was not known, so it became a bit of a bonus, being able to wander the pit area looking at some lovely old racing motorcycles as well.

Our Club Night for March was a cracker and one that we plan to return in a few months time for those who missed out. We ran, mainly for the men, a Shed Night, where training sessions were given on our machinery that is available for use to members who have undertaken the training session. This has to be a part of the OSH awareness for safety of our members. 39 guys enjoyed the sessions on the Press, Swaging Machine, Guillotine and English Wheeling Roller, whilst the girls had a good old chinwag upstairs enjoying each others company. It was great to have 55 members in total attending. Thank you to Don Green who organized this event and to John Campbell, Mark McAlpine and Don for demonstrating the use of these pieces of equipment. Remember, if you use this equipment, a member of the Committee must be present and you must sign the register.

The Mid Week Tourers enjoyed yet another well plotted event. Congratulations to all the winners of the months runs and rallies.

I look forward to seeing you out and about.

Lynda Spicer



March Club Run

The weather forecast was for a wet day on Sunday 25 March so I was very happy to see the sun shining on our way to the start at the Jolly Farmer. By the 11:00 am starting time, we had 22 cars and 3 bikes parked up. After Martin's traditional joke to send members on their way with a smile, we were off. I had given out a question sheet for the navigators to answer on the trip in order to find a winner. This was a no over-riding instruction, simple run. The route was out from Drury past the Stevenson's quarry, up to Bombay, then on to Razorback and Nikau Roads, crossing over SH1 heading down towards Pokeno and then heading off over the Tuakau Bridge. From there we then went down Murray Road that was metal but in good condition, following the Waikato river, climbing back up and then back down on Mercy Ferry Road. Crossing SH1 again at Mercer where we joined the Waikato Expressway taking the Springhill Road turnoff. This is a long meandering road that goes from tarmac to metal but takes in some great countryside. Taking an acute right at Whangamarino Road this then took us back to the Hampton Downs overbridge and then into the Hampton Downs race circuit. We all arrived at the finish of the Bruce McLaren Heritage Centre – some members had gone direct to the circuit. We had just under 60 people at the finish. We were welcomed by Branch member Paul Hunter who is Bruce McLaren's nephew and Chairman of the Bruce McLaren Trust and David Rhodes who is the Curator and Administration Manager of the Heritage Centre. We spent around one hour looking over the cars, photos, trophies and memorabilia. Some of us took time to sit in the lounge watching the latest film on Bruce McLaren, we sat on the family couch from 1950s' that had been used by some of the greats in motor racing - Stirling Moss, Jack Brabham, Jim Clark, Denny Hulme, and many more. We thanked Paul and David for letting us see this great Kiwi heritage centre. Afterwards some picniced at the track and others went across to the Classic Motorcycle Racing Register Meeting that was also going on – a treat for any motorcycle enthusiast.

We then set off for home thankful that the weather people had got it wrong and we had a great sunny club run day. Winner of the run was Leslie Dewhurst ably navigated by Ryan Winterbottom & Hannah Rose, driving a 60's Jaguar. Well done!

Lynda Spicer

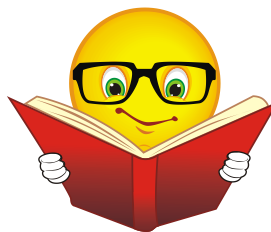


Library Notes

We had a couple of unusual donations this month. The first was a large post war tome put out by Scientific, Australia "British Automotive Electrical Manual" and the companion was a Lucas-CAV-Girling parts manual donated by a retired auto electrician. The other was a box of early Autocar magazines from 1911, 1914 and later. The covers have gone but the advertising pages are all there and are just as interesting as the articles. Thanks to Bruce McDonald for those and from John Murray we received a Triumph Spitfire Haynes Manual and Murray Firth gave us three motor cycle manuals, three Datsun manuals and a CA Bedford handbook.

We bought a 1954 Daimler Conquest Manual and a 1962 Daimler Majestic V8 manual, one from Trade-me and one from the Galaxy Swap Meet and from Trade-me we also got an as-new copy of Classic Cars of NZ Volume 2. On a recent Saturday afternoon we had a member enquire about a manual for a Lloyd - the British one with a single cylinder engine and two seats. Not surprising we do not have a manual but the owner wanted to search further and the North Shore Branch had already tried Google. We suggested trying other Branch Libraries and we introduced him to our files of Other Branch Bulletins that often list their Librarians phone numbers. He made a list and took it away to try his luck. Two weeks later he dropped in to tell us he had found a manual in Wanganui and the library was going to copy it for him! Only the VCC of NZ could do that.

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



Motorcycle Notes

A sunny afternoon greeted the 46 members in attendance, along with 15 motorcycles in the car park for the March meeting. Martin presented Velocette rider Keith Ballagh with the Burt Cuthbertson Memorial Trophy that he won last month.

Reports:

Martin reported on John and Pat Campbell's Tulip run that went from Blockhouse Bay then up to Riverhead to view a great car collection. Martin also told us about the Brit's and Euro Classic Car Show held at Lloyd Elmore Park and had around 850 entries from 70 marques. The show was free to the public who came in their thousands. Martin also went with the Howick boys on their weekly run which finished at the Ardmore cafe for lunch and then Martin, Lloyd Wilson and Ian Bell went down to visit Avspecs, the company which built the WW2 Mosquito's. Derek Smith who is the products manager and also owns a Norton Commando gave them a guided tour of their 2 hangers. Number 3 Mosquito will be finished sometime this year. An interesting fact about the 4 bladed wooden propellers is that they are made in Germany and cost \$100,000 each. John Bryant reported on his recent trip to Invercargill for the Burt Munro Festival.

Coming Up:

March club run that finished at the Bruce McLaren Heritage Centre, see report in Bulletin.

The Waikato Moo Loo Meander will have come and gone by the time you read this. The April motorcycle meeting speaker will be John McInlay from Experience Motorcycles who will be bringing along 2 Royal Enfields and a Triumph Thruxton. Also, May 12th is the Northland Motorcycle Rally.

Guest Speaker—Our speaker was member Martyn Seay who started his early years in Christchurch. One of his school mates was the late John Britten, whose first motorcycle was a V twin Indian. His first experience of Vintage vehicles was attending the big 1965 rally in Christchurch. 1970 Martyn went off to University, he bought a 1942 Army Indian for \$45. There were a few bits missing which he bought from Valentines in Hamilton. He restored it then it was sold on. Around 1980 his 2nd Indian was purchased, a 1926 Scout. This was restored and Martyn made a sidecar for it. 1989 he and family moved to Taupo and the Indian had to be sold. Then it was a long time to 2012 when he bought a pile of bits of a 1927 Indian Chief. It's been a long journey for this restoration but here it was sitting in front of the members looking just great. It needs a finishing paint job now. Martyn wanted a Vintage sidecar to go with the Scout. Eventually he found a Polish guy making copies of the Goulding sidecar out of steel. This was also on display in the Clubrooms. Martyn did a slide show of photos from his first Indian to the present on. In 2017 Martyn went to the USA and visited the original Springfield factory and other historical Indian sites. Keeping in the Indian theme Martyn now has a new Royal Enfield (Army colours), on which he has just returned from the Burnt Munro, clocking up 4000ks. Martin thanked Martyn for telling us about his Indians. After the meeting Martyn took the Chief out into the car park and started it up. It sounded just great. Keep those 2, 3 and 4 wheels turning safely.

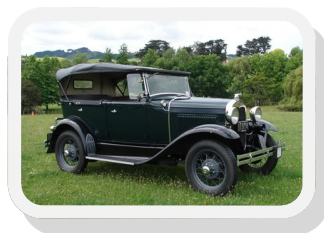
Martin Spicer and Jack Clark



Motorcycle Notes Contd...



Martyn Seay & Martin Spicer



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

Entertainment Notes

March club night was the first of our Barn Machinery Training Nights. The machines demonstrated were the Guillotine, the Folding Break, the Wheeling Machine and a 50 ton Press – a big thanks to our demonstrators – Mark McAlpine, Don Green and John Campbell. There was also a general run down on workshop safety etc. and we now have 39 members listed on our safety register.

If you missed this training and you are not in the register then you will not be able to use these tools in the Barn. However do not fret there will be future training courses later on in the year to ensure we allow everyone the opportunity to attend.

We were asked recently if another screening of the construction of Auckland's Civic Theatre might be possible. It is, and it will be on our "big" screen this month. So if you missed it last time around, fetch yourself along on Thursday the 26th of April.

The film was shot in 16 mm black & white film during the nine months construction period in 1929, right in the middle of the depression. The cameraman was Jim Manley, who worked at Wiseman's Sports store in Queen St, opposite Wyndam St. Jim would walk up Queen St in his lunch hour armed with his heavy camera and capture the activity. Some shots were filmed from the roof of the Smith and Caughey building. Of particular interest to VCC boffins will be the solid tyre trucks, inching their way up the wooden ramps from the bowels of the theatre with a full load on. Jim Manley's story alone, could be the subject of an interesting documentary. He had great visions of making it in the cinematic world, but sadly he never realised his dream.

Russel McAlpine



Commercial Notes

With our monthly meetings frequently following the Bulletin closing date, I don't always get hold of up to the minute section activities. This month's was a case in point. I have received a really good photo of an early logging truck in North America that I wasn't able to work with. It shows clearly, just how much faith was placed in these early work



horses with braking systems that left a lot to be desired. I have included a photo here of a Veteran Mack truck, which possibly gives some idea, though the other log would have been three times the size. I guess we've all at some time been totally beside ourselves when being passed by a truck & trailer load of logs.



There has been renewed lobbying lately from groups who would like to see Oil exploration canned in Taranaki. I guess they have a small case, I often wonder what's going to replace everything that's removed from under the earth's crust, but we all enjoy some of the benefits of the 144 Oil by-products. Just a few are: ink, floor wax, insecticides, tires, motor cycle helmets, nail polish, lipstick, candles, food preservatives, the list goes on.

After 18 years and 15 years respectively on the Committee, Pat and I have decided to retire at the AGM. It hasn't been an easy decision, as we've both enjoyed our roles immensely, but we are both in our eightieth year now and don't quite have the energy we once did. I have no desire to walk away from the Commercial Section though and hope I can continue to mentor the section each month.

Keep M Rolling

John Campbell



Secretary Notes

This month you have a posted Bulletin and next month will be emailed. The response to the emailed bulletin has been great, with comments about having colour and being easy to read. A couple of members have requested that we stop their postal bulletins and email all the time.

I have had a couple of responses from members without a computer and we have posted their Bulletins. I did have some hiccups with the first mass email out, and there are members whose email address in the database is out of date.

You need to contact me to update your email address.

Our Facebook continues to generate interest and is a great way to see what happens on club events and keep up to date with what is coming up. Remember to like and follow the page to get notifications. Many other branches, as well as the National Body, have pages now and I encourage you to have a look. There is some interesting stuff out there. Updating the website is a work in progress that has been a slow burn but is progressing.

We are a couple of months out from our AGM now, please take the time to think about your Branch, what's working and what's not. What would you like to see more of, or less of. Constructive discussion at the AGM will be welcomed. We will be looking for some new blood around the Committee table. Not everyone's cup of tea, but if you are interested and want to know more about what goes on at Committee, come and have a chat with any Committee member. Last of all, remember your Committee are a bunch of volunteers, many with full time jobs who just share a love for old vehicles and want to see our Branch and the Club grow and survive in today's environment.

Tracey Winterbottom



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Mid Week Tourers

The sun was shining out west for our March run. A total of 17 cars arrived with half being regulars. We had some surprises with Allan and Colleen Woolf in their Mk1 Lotus Cortina, Rob and Shona Williams in their old 1939 Ford Coupe, Dennis Van Houtte in his Arrol Johnson of great patina and Bob and Dawn Pickering who were giving the freshly restored 1967 Chev its first good shake down run. It could be that Colin Shoebridge has decided that Mid Week runs are good to keep the cobwebs out of his EJ Holden. Dave Allbon arrived in his Sunbeam and engaged the services of Ryan Winterbottom to keep him on the straight and narrow. Our route took us through Massey and Riverhead and to the scenic Ridge Road for a good view over Whenuapai Airport and a better view of the harbour bridge and city to the east, before getting a panoramic overview of the Paremoremo Prison. We then turned left down the hill to Coatesville Village and then to pass through Waitoki and Wainui to the tranquil property of Brian and Sandra Strickland. Brian and Sandra are best described as petrol heads. While Sandra drives an early postwar Buick and a prewar small Bedford pickup with 327 Chev motor, Brian drives a number of his creations, which include a VW based trike, and pickup. Also cabover styled big rig Ford truck. They are especially proud of the 1940 – 50's styled American Diner that they have created. In the various sheds are many projects yet to be started to keep Brian off the street for many years to come. We thank Brian and Sandra for sharing their great property and passion and to Gary Pegler for introducing us. Nobody left for home without a big smile.

Jack Nazer

Thank you Jack and Gary for a most enjoyable run and venue and thank you also to Brian and Sandra.

Coming Events:

Wednesday 18 April: Starts from the Drury Service Centre, Southern Motorway 10:00 a.m. to a 10:30 a.m. departure. John Cheale is organising this run and taking us to view an antique fire arms collection. BYO lunch and chairs.

N.B. The June run will be a "Northern" start, due to venue and tide. This has necessitated a bit of "shuffling" between North and South starts. Hence the May run is another South start and July will be another North.

Wednesday 16 May: Starts from the Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure. As usual BYO everything. More Details next month.

Wednesday 20 June: Starts from the Warehouse Car Park Westgate. 10:00 a.m. for a 10:30 a.m. departure. Don Johnston is organising a run to Gulf Harbour, where we will be treated to a fantastic display of large fish feeding in their natural habitat. BYO lunch etc, although there are also cafes nearby.

The Dewdrops & the Mid-Week Team

Ph: (09) 232 0245 or email dewdrops@xtra.co.nz
Mobile (as a last resort) 021 051 3770



Brits & Euro Classic Car Show

We woke up to a sunny morning for the Brits & Euro Classic Car Show. Lynda and I plus our 3 year old grandson Riley arrived at Lloyd Elsmore Park Pakuranga and set up for the day. We had assembled 15 motorcycles and 2 cars.

We came across many of our Branch members but on one make club stands. The number of cars entered was amazing nearly 900 which must make this the largest car show in the North Island with over 70 different makes. The crowds were amazing with families from grand parents down to great grand children.

The Howick Historical Village had a live day and had cut their admission to \$5. Lynda and Riley spent a wonderful 2 hours in it, the place was nearly full most of the day.

Some of the clubs only had 4 entries like the Bugati's but what great cars. Then the Mini Club had a large collection, but the largest must have been the Jaguar Club with massive collection of all models from the first Swallow sidecar attached to a 1920's Royal Enfield right through all the different models to this years ones. The Morgan Club had a selection of 3 and 4 wheeled cars that included our own Peter Alderdice's 1929 3 wheeler.

Some of the motorcycles on our stand were Chris Taylor's side valve Ariel Sidecar outfit, Lloyd Wilson who has been at all the past shows had his 1960 Triumph Speed twin, Warwick and Trish Darrow with their Velocette, Robin Foote 1928 BSA, the most exotic motorcycle was Andy Millers 750 6 cyclinder Benilli, this attracted a lot of attention. Other motorcycles there were Malcolm Anderson's 1950's racing Velocette and his more modern Ducati. There was also a WW2 German BMW sidecar outfit.

At the show there was a local radio station broadcasting live and they were interviewing people from the various clubs. I was on air for 5 minutes talking about our Branch and Club.

The show finished at 3 pm which then had all the roads around leading from the park full of vintage and classic cars and motorcycles. So to all of you who haven't attended before do think about coming next year.

Martin Spicer

Martin and Andy Miller with Benilli



Brits & Euro Classic Car Show Contd...

These were the vehicles at the show.

Motorcycles = Ariel, BSA, Triumph, Velocette, Norton, Durati, Royal Enfield, BMW, Velo Solex

Alfa Romeo	10	Jaguar	80
Alvis Car	7	Jensen	4
Aston Martin	6	Jowett	15
Audi	10	Lancia	10
Auston (Austin Register)	15	Land Rover	10
Austin 'Flying A'	20	Lotus	10
Austin Healey	10	Mercedes	30
Bentley	8	MG	50
BMW	25	Mini	35
British Leyland	10	Morgan	10
Bugati	3	Morris	11
Citroen	15	Morris Minor	10
Daimler	8	Opel	5
De Lorean	2	Other	20
Ferrari	12	Peugeot	10
Ford 8 & 10	7	Porsche	35
Ford Capri	5	Reliant Scimitar & Sabre	4
Ford Consul Zephyr Zodiac	10	Renault	6
Ford Cortina	20	Rover	15
Ford RS	2	Saab	6
Hillman Humber	15	Singer	6
Hillman Imp	8	Standard	5

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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).

Brenton Lee (rejoining)

Albany

1956 Austin Healey 100/6

1926 AJS

1925 BSA

1971 Norton



William Tweed

Waimauku

1949 Buick Roadmaster

1948 Chrysler New Yorker

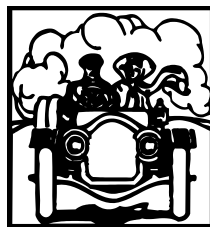
1960 Matchless

1956 De Soto Diplomat

Andy McLarin

Glen Eden

1983 Ford Cortina Sedan



Desmond Longville

Taupaki

1952 Matchless G9

1947 International Truck KB1

1956 Chev Bel Air 2 door

These new members joined February / March 2018



Club Badges

Club Badges—now available at the Clubrooms



AVVCC bumper badge \$15.00



AVVCC stitch on badge
\$8.00



AVVCC lapel badge \$7.00



VCCNZ bumper badge
\$15.00



VCCNZ motorcycle lapel badge \$7.00



VCCNZ lapel badge \$7.00

VCCNZ stitch on badge
\$8.00



VCCNZ window transfer
\$5.00



Coming Events

April

14	Sat	Veteran Section Meeting—Clubrooms	2:30pm
18	Wed	Mid Week Tourers	
		Starts Drury Service Centre, Southern Motorway	10:00am
19	Thurs	Backroad Tour to Taranaki—departs BP, Bombay	9:00am
21	Sat	Motorcycle Meeting—Clubrooms	2:30pm
21-22		Maunga Moana Rally (Taranaki Branch)	
22	Sun	Swapmeet (Northland Branch)	
22	Sun	Northern Raid (North Shore Branch)	
25	Wed	Commercial Meeting & Charabanc Maintenance Night	
		Clubrooms	8:00pm
26	Thurs	Club Night & New Members	
		Screening of The Construction of the Civic	8:00pm
29	Sun	Club Run	
		Starts Drury Service Centre, Southern Motorway	11:00am

May

1	Tues	Committee Meeting	7:30pm
10	Thurs	Bulletin via Branch website or email	
12	Sat	Veteran Section Meeting—Clubrooms	2:30pm
16	Wed	Mid Week Tourers	
		Starts Drury Service Centre, Southern Motorway	10:00am
19	Sat	Motorcycle Meeting—Clubrooms	2:30pm
19	Sat	Motorcycle Rally (Northland Branch)	
20	Sun	Rear Wheel Brake Run—Leaves Mauku (South Auckland)	12:30pm
23	Wed	Commercial Meeting & Charabanc Maintenance Night	
		Clubrooms	8:00pm
24	Thurs	Club Night & New Members	8:00pm
27	Sun	Club Run (Experts Rally) - Starts Coyle Park, Pt Chevalier	1:00pm

June

2-4		Double Fifty (Waikato Branch)	
3	Sun	Fish 'n Chip Run, all welcome—starts Jolly Farmer, Drury	11:00am
5	Tues	Committee Meeting	7:30pm
9	Sat	Veteran Section Meeting—Clubrooms	2:30pm
14	Thurs	Bulletin Mailing	7:30pm
16	Sat	Motorcycle Meeting—Clubrooms	2:30pm
20	Wed	Mid Week Tourers	10:00am
		Starts The Warehouse Car Park, Westgate	
24	Sun	Club Run—Combined with North Shore Branch	
27	Wed	Commercial Meeting & Charabanc Maintenance Night	
		Clubrooms	8:00pm
28	Thurs	Branch AGM	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 26 April
8:00 p.m.**

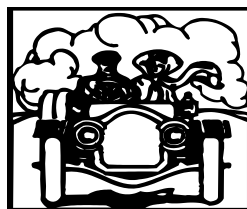
**Screening of
The Construction of
Civic Theatre**

Club Run

Sunday 29 April

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

Time: 11:00 a.m.



Letter from the National President

VERO INTERNATIONAL FESTIVAL OF HISTORIC MOTORING – NEW PLYMOUTH 2021

As I mentioned in my recent Beaded Wheels column, the Management Committee is fully committed to this event going ahead. I am therefore pleased to advise that Tony Haycock has been appointed as Festival Director. The Management Committee will be having a more hands-on role with the 2021 event, hence the appointment of a Management Committee member as the Director. Although Tony is currently National Speed Steward and is well known for his travel and journalist endeavours, in another life Tony has experience in event management and recently has been involved in organising major motoring events for overseas clubs.

We have taken on board the concerns and comments from many members about the future of our International Rallies and Tony has come up with a new concept (see below) which is exciting and innovative and I have no doubt that with Tony's enthusiasm and experience it will be a very successful event for our Club.

Diane Quarrie—National President

Vero International Festival of Historic Motoring - New Plymouth 2021 - A new beginning and whole new concept for our premier International event. Forget everything you thought you knew about VCC International rallies. For 2021 we have a totally new concept for a totally new style of rally. Shorter, sharper and more bang for your buck. This is THE old car, bike and truck event you will not want to miss. I can promise you a week of motoring, entertainment and activities, the likes of which you have never experienced before! We start the Festival with a massed arrival in New Plymouth on Sunday afternoon from the north and south, so you have the weekend to get there. We will then have four motoring days - Monday, Tuesday, Thursday and Friday. So, what's happening on Wednesday? You might be thinking you can have a day off, and if you want to you can but I don't think you will want to and I'll explain why shortly. The four motoring days will see all entrants on the same route. If some of us are going to Hawera on day X, we all are. You will get to see all the cars, the trucks and the bikes, every day. No more travelling with the same group of vehicles every day while the other 4/5th of the rally has gone somewhere else - your mates included.

Until now, there have been no National Rallies in the same year as an International. 2021 will be very different. Wednesday will see the National Veteran, Motorcycle and Commercial rallies taking place. For the other VCC categories which currently do not have a National rally, don't worry - there will be something for you too.

Rally headquarters will be the heart of the Festival and there will be good food, good drink, and plenty of entertainment right there - the ideal way to sit down with friends after a great day of motoring to tell lies about what you have been up to. At the same time, the New Plymouth Festival of Lights will be taking place at Pukekura Park, and this world-renowned spectacle is both free, and only a couple of minutes walk from HQ .

Letter from the National President Contd..

The public display will be a twilight event, and Friday night will see the final function, giving everyone the weekend to get back home for work. The proposed date at this stage is 17th to 23rd January 2021. The new format is something which has never been done by the VCC before and is the result of listening to comments from members and previous rally entrants over several years. It will be a gathering of the most diverse range of New Zealand and overseas motoring heritage ever to have been assembled in one place.

Tony Haycock—Festival Director

SPARES..SPARES..SPARES

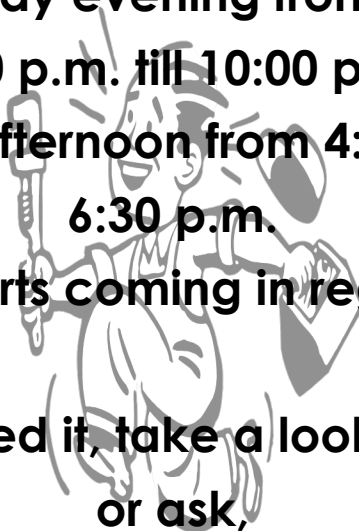
Open only the second and fourth Thursday evening from

7:30 p.m. till 10:00 p.m.

Saturday afternoon from 4:30 p.m. till
6:30 p.m.

New parts coming in regularly!

If you need it, take a look around
or ask,
you may be surprised!



Memories Wanted

Photos & Memories Wanted

October 2018 sees our 60th Hunua 100. I am looking to collate some photos and stories from Hunua's over the last 60 years.

If you are in a position to scan photos and email them to me with some captions that would be great. If not, just let me know and I can scan photos and return to you.

All stories gratefully received, from a couple of sentences to a couple of pages. Many of you will have anecdotes from the humorous to hard luck and all sorts in between, so don't wait for me to tap you on the shoulder.

Please drop me an email or call me.

TraceyWinterbottom

vintagesunbeam@hotmail.co.nz or 021 732 209 or (09) 232 0246

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Back Road Tour

BACKROADS TOUR TO NEW PLYMOUTH

2018 Maunga Moana Rally

If you are interested in joining us for a BACKROADS TOUR we will be leaving from **BP BOMBAY at 9:00 a.m. Thursday 19th April and returning via the Forgotten World Highway on Sunday 22nd April**

We will be travelling on primarily backroads wherever possible.

It's a great way to travel to a great event keeping out of the way of modern traffic, meaning a far more relaxing trip for all, this year's trip is mainly on sealed roads and adds very little distance to the overall trip.

Please contact if you would like to join us

Wayne.roberts@visionstream.co.nz
or carrie.roberts@dayleitm.co.nz

Wayne 0272 35 7771 or Carrie 0274 772 115

2018 Vintage Muster

The sun was out for the 25 cars entered in this year's Vintage Muster on Sunday 11 March. A 10:00 a.m. start from Drury saw the cars meander their way over the Bombay's to Pokeno to greet John Stokes at the first manned check. Then across the motorway weaving through some very scenic roads spotting some wanted silent checks and a couple of unwanted ones as well, ending up at Pukorokoro Miranda Shorebird Centre for a very nice lunch stop with our man checks Shirley and Charlotte Bovis.

The afternoon trip went up to Kaiaua, then inland where we took a short cut through a private farm into Lyons Rd. Then it was a peaceful drive to Ardmore Airport where the rally finished and everyone discussed how they thought their rally went over coffee and cake. Thanks to Wayne and Carrie Roberts for their help on checking the run and being backup.

Results:

Fast Class:

1st	Rodger & Val Ball	1930 Ford Model A
2nd	Peter Alderdice & Michael O'Kane	1926 Oakland Tourer
3rd	Glenn & Marion Morris	1928 Ford Model A

Slow Class:

1st	Stephen & Tracey Winterbottom	1928 Essex
2nd	Michael & Elizabeth Hilliar	1930 Ford Sedan
3rd	John & Janice Gardner	1928 Ford A Tudor

Overall winner—Rodger & Val Ball

Many thanks to all of the entrants

Gavin Welch & Sophie Zhao

Right

Overall Winners Rodger & Val Ball with
Gavin & Sophie



Left

1st Slow Class—Stephen & Tracey
Winterbottom with Gavin & Sophie

Rear Wheel Brake Run

Rear Wheel Brake Run

**Starts 12:30 p.m. Sunday 20th May at
35 Titi Rd, Mauku. Finishes same place.**

BYO anything you need. This run is specifically for 1919-'28 Rear Wheel brake Vehicles. NO FRONT WHEEL BRAKES, veterans welcome but it's the same route as the Veteran Run long route, because I'm too stuffed and lazy to plot another run.

Prizes, Three Nuns Tobacco: Nun Today, Nun Tomorrow, Nun The day after.

RESULTS, see PRIZES above.

Enquiries John Stokes (09) 236 4582,
027 277 2108 Email jcstokes96@xtra.co.nz

If FIVE vehicles turn up I'll start it, less than five, we may have a cuppa and GO HOME.

SEEK YE THE GOLDEN CAMRY.

The Restoration of the Renault Charabanc

In the 1960s a little group had been formed within the Auckland Branch of the Vintage Car Club to do restorations on a Wednesday night for the new Museum of Transport and Technology at Western Springs. After several restorations, it was felt we should be restoring a vehicle for the Branch that many could enjoy. In the Branch newsletter in May 1964, there was a 1917 Renault truck that was free for removal on a farm at Karaka. A visit to the farm confirmed it was worth considering. After a lot of discussion, Barry Robert and Ron Jacob went out and made the purchase. Harold Kidd had told them we had to have a receipt, so one shilling was paid and a receipt acquired.

On Sunday 20th September 1964, fifteen members met in a carpark at Papakura with a Fordson truck and trailer borrowed from MOTAT and went on out to Karaka to retrieve the Renault. With no loading ramps, plenty of mud, the steering locked up, a missing handbrake and solid tires it was quite a task to get the Renault onto the back of the truck. The vehicle had been sitting under the gum trees for about fifteen years. When the timber deck came off the back, they were surprised to see the extent of the rust in the chassis rails. Under a dead sheep they found the dash mounted petrol tank. They never did find the water manifold that the children on the farm had removed.

The Renault could have been used in the great war. After the war it was refurbished by the factory and sent out to NZ about 1922. We do know that George Henning had the vehicle when he created the race track at Mangere about 1926. After the race track closed in 1933, the truck was leased to Mr Morton Paul so he could carry timber for Henderson and Pollard. It still had the roller on the back when we picked it up, so timber would slide along the deck. Mr W S Francis then bought it from his uncle George Henning and later sold it to a Mr Dennis Yates, a farmer at Karaka who used it around the seed farm. Lurking below the vehicle was a large sprag held up by a wire rope, running forward to the cab. The vehicle also had a large towing hook on the rear but it is not clear what this was used to pull.

Back at MOTAT, the vehicle was unloaded. Jim Lewis had found a picture of a Renault charabanc in the New Yorker magazine and it was agreed this was what we would build on the chassis. A charter was produced so the late-comers knew where the responsibilities lay. Barry Robert was the slave master, Jim Lewis was the procurer, Gerry Batterton was steering box greaser, Ron Jacob was there to pump up the solid tires, John Irvine was given the task to lower the sprag, Terry French was camshaft key maker, W. Johns was oil way cleaner etc. Terry French then provided working drawings. In the original picture there were five rows of seats and front doors but someone said if we built the vehicle to carry fifteen people, then you would require a public transport licence to drive the vehicle, so one seat was removed. At the time, there was talk that they were going to ban passenger transport vehicles with wooden frames, so the plans were approved before any work on the body started. As the vehicle was not for hire, they let us use a wooden frame.

Shortly before we picked up the vehicle some parts had been removed from the chassis on the farm so the Branch ran an advert in the newsletter for the parts missing and Sel Bonney turned up with most of the missing parts. They were

The Restoration of the Renault Charabanc

still missing the water manifold, so a little group went back to the farm again, but they never did find the missing item. There was a motor show organised at Western Springs to raise funds.

One group lead by Barry Robert got right into the mechanical restoration. The chassis was very rusty so there was a lot welding done and patches required to fill the holes. Two chassis members were that rusty they had to be replaced. It was decided to remove one leaf from the springs, which turned out to be a mistake. Everything came apart and finished up in boxes and Barry said he was getting a little concerned it might not go back together, as there seemed to be a lot of boxes.

Barry Robert had told me a group of university students went in there often to look at the vehicle as it was coming apart. He said he had no idea where they came from, but he had seen one of them in the clubrooms recently. A few more phone calls and I discovered when I spoke to Tony Vaughan the little group of students were flatting next door to George Mihaljevich and are all club members today.

They did not get too far before work had to stop, as many were going to the Haast International Rally. The Museum had told the car club they had to move the Renault, which created a few problems as most of the team had gone south. Harold Denton, at the time in the Chair, found a second hand shed and the Renault was to be moved into the new shed while most were away. The founder President, Horace Robinson, had just passed away and left the Branch a 1925 20/60 Sunbeam saloon which the Branch also had to find storage for. The Committee decided the Sunbeam should be sold and the money put into a fund to restore the Renault and pay for the shed. There is a large photo of the Sunbeam in the clubrooms. The Renault would become the Horace Robinson memorial.

Clearly the Renault had not done a great mileage so there was very little work required on the engine and gearbox. The clutch lining had all but disappeared so that could have put the vehicle off the road. The steering column had been bent so nothing moved and it took some time to free. There was one thrust bearing in the diff that was impossible to purchase, so SKF said they would get the factory in Sweden to manufacture the bearing. Barry tells me three members of the team worked for Forest Products and he believes SKF thought the thrust bearing required was for the paper mill and they went way out of their way to manufacture the new thrust bearing. In places they had to make sleeves so they could fit the new bearings. Modern brake linings were installed in place of cast iron pads. One half shaft had been welded so a new half shaft was manufactured by Eric Paton Ltd. A new manifold was fabricated in the shed at MOTAT.

Others arrived and took items home. Peter Gray made the two new chassis members required, George Mihaljevich rebuilt the radiator, Raji Otton manufactured the new hardened ground pins required and Jack Inch produced a new bonnet using the old bonnet as a pattern. This work was all done off site with no costs to the Branch. Someone at a social function in May 1966 bet them 15 pounds that the vehicle would not start. The man lost his money that night. No

The Restoration of the Renault Charabanc

one had filled the radiator and they almost cooked the new paint work. The vehicle had earlier been christened Angelique, a name some of the older members still use today. There was a sweepstake run that night to guess how much water was required to fill the radiator and there was another competition to guess the top speed.

While one group was working on the mechanical components, another group lead by Jim Lewis were building the wooden body frame. The wood work was done on a dirt floor under the print shop. A bandsaw and buzzer were borrowed from two club members. The timber was carefully selected and the frame constructed. Every inside curve was the radius of a Guinness bottle. When the wooden frame was first placed on the chassis, someone decided we should take the vehicle for a run round the block. There was almost a disaster that night when they discovered they had not bolted on the back seat. Ron Jacob produced the new guards with a little bit of assistance from Barry Robert. The two groups then came together to panel the body. Barry Robert decided with some of the team to leave the group to work on a large marine engine for MOTAT, which looked more exciting. He also knew there was very little room in the small shed with sometimes fifteen people. We spent many nights making panels and hanging the doors and slowly the vehicle was starting to take shape. Ron Jacob had lent us his folder and rollers. Jim Miller, who was a Branch member and panel beater in Pukekohe finished off the front mud guards for us and made the valances. Kevin Mawkes asked his younger brother who was also a panel beater to tidy up some of the panel work. Again, we never paid for that work. Gerry Batterton then returned from the marine engine group to complete the running boards.

Alan Roberts filled in a lot of holes in the panel work and painted the body empire blue on site. We paid someone to do the upholstery. To help pay for the upholstery they ran a raffle and had a parts auction. The windscreen was refurbished and safety glass installed. Derrick Winterbottom looked after pipework and Ray Wassel looked after leatherette panels on the back of the doors. We made up timber caps for the top of the doors and fitted a vacuum windscreen wiper. The two side lights were supplied by Ron Moses and John Irvine. The head lights were taken off Barry Robert's car for the first run and the horn and generator were supplied by Jim Lewis. There was a railway tail light on the vehicle for many years.

The Auckland City were going to have a centennial parade on the 24th of April 1971, so we entered the Renault. The brass was tidied up, fitted and cleaned and we went to Andy Millers garage, the Renault agent at Point Chevalier, for petrol and then went into Grey Lynn to establish the vehicle would climb a hill. There were petrol blockages that day which were sorted out. One front tyre had come loose so all the tyres were bolted onto the rims and we were ready to go for the certificate of fitness. The following weekend we went on the parade and had no issues. We were told Princess Alexandra would be there and we were not to acknowledge the group on the royal dais. We ignored that instruction and the eleven men, including the driver on Angelique, stood up and bowed as we went past the official stand. We had had a practice run earlier

The Restoration of the Renault Charabanc

when we spotted a traffic officer in Ponsonby Road. It was the first item on the TV news that night so Angelique had a great start.

The tyres were replaced after the run by Motorway Retreats in Newmarket and we sourced two head lights from the UK. The others who worked on the vehicle included Brian Walton, Earl Gill, Colin Dickens, John Rummery, Des Chapman, Stan Lambert, John Lee, John Stokes, Doug Wood, Ray Closey, Bruce Bloodworth, Dave Skyrme, Don Strange and Barry Birchall.

I could not have produced this article had Barry Robert not recorded the recovery of the vehicle in an early issue of Beaded Wheels (August 1975) and had he not made notes at the time which I found in the archives. I made a lot of phone calls to sort out some of the missing detail as memories are fading. Terry French told me it must have been thirsty work as Jim Lewis had purchased 740 dozen of beer during the restoration. Derrick Winterbottom said he still had a copy of the charter given to him when he joined the group. Ron Jacob told me at one stage there was three major companies in Auckland producing parts for the vehicle and they were never paid for the work. I am sure that work was done by members in their lunch break. I have only been on the vehicle twice since the restoration, but some of the people I met in that shed fifty years ago have become great friends and that was the best part of the restoration to me.

I encourage the present group looking after the Charabanc to keep a diary as a lot more could be written about this vehicle. As for the 1925 Sunbeam, it was restored by Frank Benson and is now in Australia.

Barry Birchall



Front Seat
Second Row
Third Row
Fourth Row

Barry Robert & Derek Winterbottom
Earl Gill, Ron Jacob & Jim Lewis
Gerry Batterton, Barry Birchall & Des Chapman
Terry French, Ray Wassell & John Stokes

2018 Veteran Rally

A few words—on Saturday 10 February, I was up with the sparrows, had my breakfast of potato chips and ice cream, a little different to the usual, stocks getting low! Oh dear! What a terrible day, anyway I got into old clothes and already for Monty Wray to call for me in his lovely Daimler Vintage car, he said 'I have a passenger, a little girl dog called Sandee. We set off about 9:30 a.m. The rally started at John Stokes lovely home at Titi Rd Mauku, up a lovely drive and a sight for sore eyes Veteran Cars all polished up to the nines all under 1918. Not long after some of the cars were unloaded off trailers, the heavens opened up—rain, as they say 'cats & dogs. Barry Robert shot off about 10:30a.m. hood down, most of the cars had their hoods down or none at all. Chris Wood at the wheel of Barry Robert's Rover, I was with Monty in his car keeping nice and dry. After about 10 miles they pulled up under some pine trees and put up the hood, we followed to the end about 30 miles. All the cars came in, driver's looking like drowned rats, but all smiles. A lovely lunch was waiting for us, the ladies did a great job and they had been up most of the night polishing the brass on the cars. Barry Birchall was at the BBQ, full steam and did about 400 sausages. Sadly the rain didn't let up, but it was a very good rally.

Jim Francis

A very long time member & Veteran owner



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.

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Bill Shears Memorial Trophy

Bill Shears Memorial Trophy

Royce Shears, widow of Bill Shears who was a long serving member of the Auckland Branch has donated a trophy to the Branch to be awarded annually. Royce wanted the trophy to be for something other than a rally, so after consultation with Royce, the Committee is excited to announce the Bill Shears Memorial Trophy and call for nominations for 2018.

Members of the Auckland Veteran and 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.

The nomination should include:

- Name of nominee
- Proposer and seconder of the nomination
- Details of the accomplishment and supporting information

Please submit all nominations to the Secretary, Tracey Winterbottom by email or post

Auckland@vcc.org.nz

or

PO Box 12138

Penrose 1642

Nominations must be delivered by 30 May 2018 and the trophy will be awarded at the AGM in June.

Nominations will be judged by the Chairman, Martin Spicer and Secretary, Tracey Winterbottom, who may invite a third member to assist them in judging.

If there is any conflict of interest between judges and a nomination, the Chairman or Secretary may remove themselves from judging and another Committee member be co opted to the judging panel.

Tracey Winterbottom

Secretary

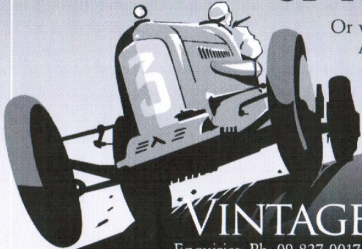
Experts Rally

EXPERTS RALLY 2018 Sunday 27th May

- ♦ Starting at Coyle Park, at the end of Pt Chevalier Road
- ♦ 1:00 pm start
- ♦ A rally to test your brain a little but not too much (we hope)
- ♦ Finishing at a café for discussions, coffee and sugar fix

Please join us.

Please contact
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rjmc Alpine@xtra.co.nz



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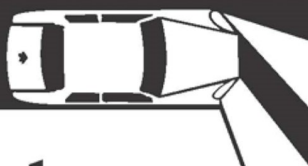
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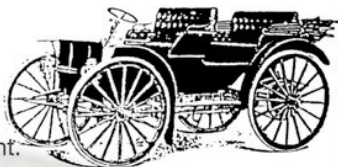
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