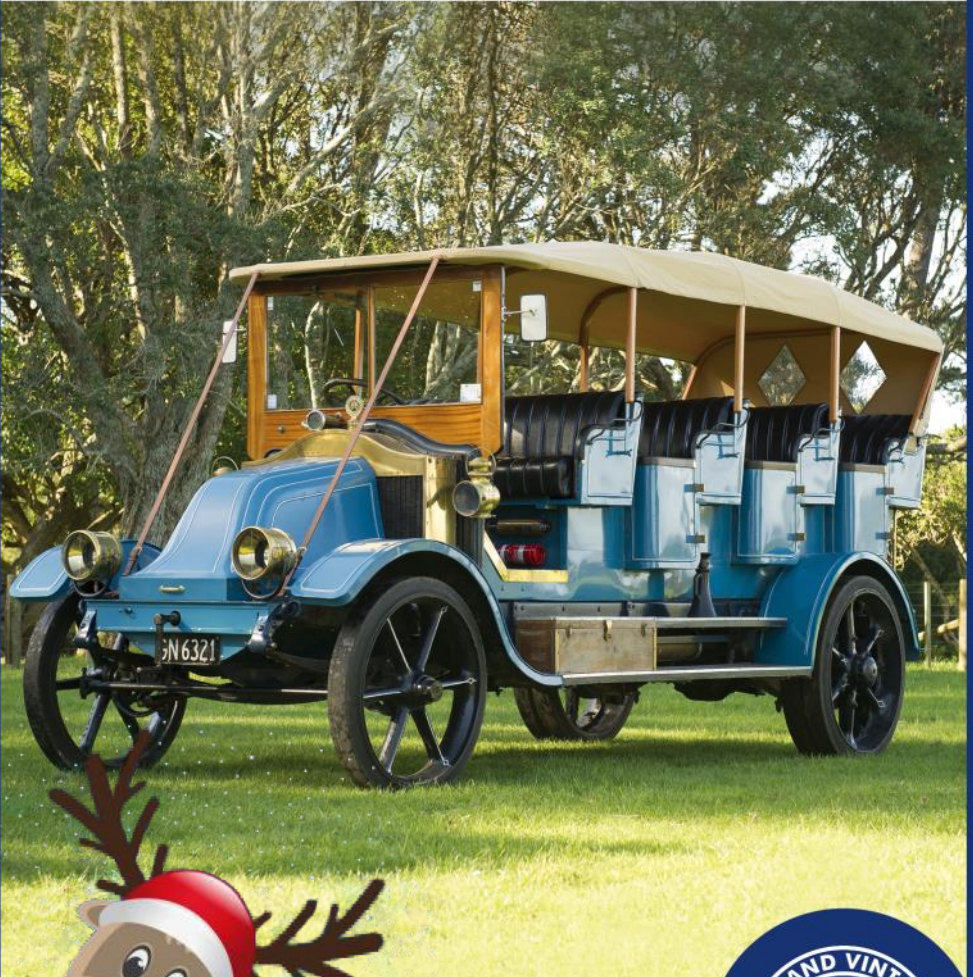




AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



the Bulletin

December 2022/January 2023



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February Bulletin closing date Strictly 20th January 2023

Late submissions will feature in the following month's edition.

Cover Designed by Melanie Ball

Welcome to my fourth Bulletin and it's the Christmas edition already!

May you and your loved ones have a wonderful Christmas and Happy New Year.

See you at the Picnic, Pot Luck Dinner or in 2023!

Jodi



Coming Events

December

3	Sat	VIC Application Assistance (ref. pg 24)	Midday - 2:00pm
3	Sat	Veteran Meeting	2:30pm
4	Sun	Christmas Picnic - Meadow Brook Farm	from 10:00am
8	Thurs	Membership Awards Discussion & Entertainment Night @ the Clubrooms	7:30pm
10	Sat	Vintage Meeting	2:30pm
15	Thur	Christmas Pot Luck Dinner - Clubrooms	from 7:00pm
17	Sat	Motorcycle Meeting	2:30pm
21	Wed	Charabanc Maintenance Night	8:00pm
22	Thur	Club Night - Pre-Christmas Noggin & Natter	7:30pm
24	Sat	Christmas Eve - CLOSED	

January 2023

1	Sun	New Year's Day Run - starts Jolly Farmer	
8		Blue Smoke & Pedals - Waikato Branch	
12	Thur	Clubrooms Open	7:30pm
18	Wed	Mid Week Tourers - starts BP Service Centre, Southern Motorway, Papakura	10:00am
21	Sat	Motorcycle Meeting	2:30pm
24	Tue	Committee Meeting	7:30pm
25	Wed	Charabanc Maintenance Night	8:00pm
26	Thur	Club Night	
28	Sat	Vintage Meeting	2:30pm

February

3-6		National Motorcycle Rally - hosted by Southland Branch	
4	Sat	Veteran Meeting	2:30pm
9	Thur	Entertainment Night @ the Clubrooms	7:30pm
15	Wed	Mid Week Tourers	
17	Fri	Art Deco - Hawkes Bay Branch	
18	Sat	Motorcycle Meeting	2:30pm
22	Wed	Charabanc Maintenance Night	8:00pm
23	Thur	Club Night	7:30pm
24-26		National Veteran Rally - La Valla, Tuakau	
25	Sat	Annual Veteran Rally	
25	Sat	Vintage Meeting	2:30pm
25	Sat	Wellsford Swapmeet - Wellsford/Warkworth Branch	
26	Sun	Club Run	
28	Tue	Committee Meeting	7:30pm

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

Chairman's Report

Not only have we had a busy month within our branch, including the Annual Motorcycle Rally, visit to the Cherry Blossom Festival at Fo Guang Buddhist Temple, the Ladies Run, Section Meetings, a Men's Bake Off on Entertainment Night, Guest Speaker at Club Night, Max Colman who was a 1972 winner of Bathurst talking about V8 racing, and the Midweek Tourers Wenderholm Christmas Picnic, reports from members who have attended out of town events makes one realise what a great and busy club we have.



It was a pleasure to have the "boys" who recently completed maintenance and paint work on the barn come together for an afternoon of socializing with those who helped with carpet problems in the lower level of the clubrooms. This was a mammoth effort and, on behalf of you all, I thank them for the huge effort put into this project.

Many of you will know that we discovered that the bar chiller was not working at the Hunua Weekend Garden Party. After investigation, it was decided that the best move was to purchase a new unit. This was installed and the bar area has been freshly painted. To add to the list of calamities, a serious leak appeared from one of the toilet ceilings. The source was found behind the waste disposal under the kitchen sink. This involved more mending and painting. Many thanks to those who have attended to this work. It's times like this that I realise that this club of ours brings out the best in people and is often the start of great friendships.

It's hard to believe that as this report goes to print, December will have started and Christmas activities, including the Charabanc, plus other club vehicles participating in the Farmers Christmas Parade, our Christmas Picnic at Meadowbrook Farm and Pot Luck Dinner at the clubrooms, will soon be underway.

I wish you and your families all the very best for the Festive Season, and happy, safe motoring.

Shaaran.



Annual Motorcycle Rally Report

Some time ago we heard that the Norton Club rally had been a great success based at the Port Waikato School Camp. So, Martin sent out an email calling for expressions of interest. Based on the positive response a booking was made. The only available weekend was the first weekend in November so we locked it in. The aim was to have an event which built camaraderie by having everyone on site together.

Leading up to the weekend saw the Spicer clan buried in organisation. Pies were sourced, potatoes were peeled and things were packed into the car until it groaned under the weight. "Did you put the coffee in Martin? Yeeess I put the coffee in! Did you put the..."

At the camp Lynda set about organizing the kitchen, helped by several volunteers, most notably Debbie and Bob Ballantyne who probably kept Lynda sane over the entire weekend. Other helpers came from the participants gathered. Our thanks to Lynda and all that helped for their invaluable contribution. Organising an offsite rally is a far bigger task than most people realise.

Friday night was 'Pie and Pud' night. About two thirds of the entrants were there in time for the dinner. If you were heading to Port Waikato through Friday afternoon/evening traffic, as I was, it took quite some time to get there (7pm arrival). Did it matter? – nah, not a bit. I just went with the (lack of) flow and it was worth it to be able to start the event with an evening natter.

I thank Jeremy Lambert for taking over Rally Secretary duties for me when my other commitments got in the way. Thanks goes to Michelle Lambert for assembling all the rally packs as well.



The accommodation turned out to be better than expected. The 'vinyl' mattress covers turned out to have clean cotton covers and the place was very well maintained, it's a credit to the camp staff. I found that after all the effort to allocate rooms, people more or less found a suitable empty room or bed and occupied it. I can report that despite the beds being perfectly comfortable, even in the dorms, it did not stop our most famous back-up driver (Leo) from attempting to sleep on the floor for the night! And finally, thanks to those with camper vans who paid the nightly fee even though they probably had no power?

Saturday morning saw the time clocks go out, Warwick Darrow took his post as starter and everyone seemed to get away okay. The day was near perfect, not too hot and the one or two lingering black clouds never came to anything. 35 bikes and one Morgan started the rally with Paul Muir's rally instructions in their rollers, taped to their petrol tank, or as was my case, in a pocket somewhere. It was my bike's first ever outing as was Rory King's Triumph.

This year we shamelessly copied the Rubber Duckie idea for Silent Checks except that, instead of yellow ducks, we had Orange Jaffas that Jack Clark had fashioned in time for the rally. Jack and Monty set them out on Friday night – NONE were hidden but 98% of us missed at least 1 of the 5 out there. In fact, Monty and Jack had set up 6, 2 being taped to power poles at eye level, but someone must've stolen one? This snippet of detail did not make it to me, the recorder of correct answers, so every single rider lost at least 1 point! As everyone was equally penalized, I left it at that, so if you saw 5, you saw them all and well done. And yes, some saw none of them and I am

Annual Motorcycle Rally Report continued

told one rider saw 8? A big thanks to Jack and Monty for the Jaffas and timekeeping, without volunteers to do these tasks we would not have a rally.

The timed section was 20 miles or so and it was surprising how many people arrived inside a few minutes of their expected time meaning the Jaffa count became a crucial separator for the eventual winner who was Don Green. Don arrived less than a minute inside his target time, even so he was beaten by Andrew Blanchard who also saw the full 5 Jaffas however not being a member of the VCC he was not eligible to win despite losing only 1.1 points. However, I have it on good authority that Andrew raced through the timed section, got lost just enough to offset the excess speed and then guessed the number of Jaffas. Makes Don the deserving winner I'd say.



After the timed section we progressed to the first of our historical stops at Whangamarino Redoubt. From this redoubt the British bombarded the Māori fortifications at Meremere about 3km away, using the latest 'long range' guns that they had somehow hauled up from the Waikato River. About two thirds of the riders made the effort to climb up the private driveway to the redoubt, some by motorbike, others on foot – well done to those people. I had a bit of a struggle on a rough patch but got up there but I did see a couple on an AJS or similar that had come to a stop. Unfortunately, the track was a bit too rough for 2 up really.

In 1863 the British were accompanied by Charles Heaphy (I believe of Heaphy track fame) who hand painted the scene at Whangamarino. Once you are on the redoubt you can clearly see the place where the guns had been situated based on Heaphy's painting. Quite a few riders spent a little time inspecting the large flood control gates situated nearby. It was noticeable in the various paintings from the time that much of the land around the area was underwater where now there is dry land. In fact the motorway runs across land that was once water, the floodgates are presumably protecting it?



The next stop was the receiving end of the British bombardment at Meremere. The Māori in the Pa there had 3 small navel guns that they had been given by a presumably sympathetic Pakeha and had dragged these all the way from Raglan. Unfortunately, these guns did not come with ammo and the assortment of junk used as shot was not able to stop the gunboat "Pioneer" passing up river to drop off soldiers to attack Meremere from the south whilst more British attacked from the north. The Maori abandoned the position. Standing there today you can see that it is a commanding site well chosen but the Brits had the cannons and

Annual Motorcycle Rally Report continued

more men and carried the day. I think many of us, once we realised that we were now standing on the target 3km from the guns at Whangamarino were amazed that the cannons of the time could shoot that far.

From there we rode to the Te Kauwhata School where the Mums had put on an excellent lunch, many thanks to them. They told me this was the first time they had done anything like this. The school is very impressive too, nice new building, great classrooms and a fantastic large verandah overlooking the footy field, where we were able to sit and chat and eat our lunch.



Overall Winner - Don Green

After lunch we rode to Rangiriri Pa, being the third significant site in the invasion of 1863 and indeed, the site of the worst losses the British and the Maori incurred in all the skirmishes of that time. About 47 British and 43 Maori were killed when the Pa was stormed, well, attempted to be stormed, as the Brits never actually got into the Pa before the Maori asked to talk terms. They were promptly grabbed and shipped off to Kawau Island as rebels!

Our last stop was Te Wheoro's Redoubt also at Rangiriri. I think most people stopped there for a quick look? Although Te Wheoro himself was an interesting character, his redoubt was never involved in any action for or against the English.

From Te Wheoro's Redoubt everyone enjoyed the remainder of the journey either on the short run or the really scenic and best-for-bikes road you can hope to find around Auckland, back to the camp arriving sometime after 3pm and only 2 of us were on the backup by then. One of us decided there was also a long-long route and arrived at about 6pm.

Our thanks to Paul Muir for the route and acting as a backup along with Leo as the other backup.

Dinner on Saturday night was a great spread put on by Lynda and her helpers, thanks to everyone who pitched in. By all accounts everyone enjoyed the evening, prizes were handed out and there was a bit of banter to liven things up.

At 5am Sunday morning, in our dorm, we had a full orchestra playing with treble, contralto and a sonorous base all keeping perfect time (squeak, grunt, boom). It was so loud that even the birds who had woken us all the previous morning could not be heard.

All in all the rally was a great success! Maybe we'll see a few more of you there next year?

Graeme Crawley



Annual Motorcycle Rally Results

1st Place Overall

Don Green

Norton

Class Winners:

1st Vintage

Peter Alderdice

Harley Davidson

1st Post Vintage

Cameron Francis

Harley Davidson

1st Pot War

Don Green

Norton

1st Post 60

Gavin Welch

Triumph

1st Post 80

Jeremy Lambert

BMW

1st Combination

Chris Clark

BSA

Annual Awards:

1st Harley Davidson

Peter Alderdice

1st Velocette

John Bryant

Acknowledgment:

1st Non-member

Andrew Blanchard

Honda



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21st National Veteran Rally - Update

Calling all Veteran Motorists!

As members, you will know from previous notices, that Auckland branch is hosting the 21st National Veteran Rally at the beginning of 2023. Many of you will be on our email list, and will have received our newsletters and the entry form.

This is a Final Reminder that entries close on 15 December 2022.

Please get your entries in now. Late entries will be considered but a late fee will apply. We hope that as many of you as possible, the Auckland Veteran enthusiasts, will participate in this special 3-day rally.

**The Rally entry form is attached to this Bulletin.
Please complete and return asap.**

Celebrating the 50th Anniversary of the Auckland Annual Veteran Run.

This event also occurs in 2023. The Jubilee Run will be celebrated as part of the National Rally on Saturday 25th February with a run to Port Waikato, followed by a display of veteran vehicles at LaValla, and a special afternoon tea to celebrate. If you are unable to participate in the full 3 days, there are **TWO** opportunities for you to be involved. A separate entry form has been prepared especially for those not participating in the rally but want to be involved in the event on Saturday.

[1] You can join rally participants in the full day event including the run and be part of the display of veteran vehicles. (As this is a VCC national event, a VIC ID is required to participate in the run.)

[2] For veteran enthusiasts whose vehicle does not have a VIC or who don't motor their veterans. You are very welcome to trailer your vehicle to LaValla to be part of the display of veteran vehicles, enjoy socialising with other veteran owners from around New Zealand, and enjoy the celebratory afternoon tea.

Please contact us for further information:

Barry Birchall

(Rally Director)

barrybirchall@xtra.co.nz

09 818 8755 or 027 722 5225 (Nicola's Mobile)

Nicola North

(Rally Secretary)

nicolanorth@gmail.com

Call for Volunteers

Required for the National Veteran Rally, 24-26 February 2023



We need help with:

- ◆ Marshals are required for lunch stops Friday, Saturday and Sunday
- ◆ Marshals are required for manning Checks on Saturday
- ◆ Helpers at the Saturday afternoon celebrations
- ◆ Helpers to assist with the public display at Waiuku on Sunday, 12 noon - 2pm
- ◆ Helpers to watch the cars
- ◆ About 2-3 to assist with the gymkhana Friday (about 4pm)
- ◆ Volunteers to take photographs on Saturday afternoon at the "Celebration of Veterans at La Valla" event, at the Public Display in Waiuku on Sunday afternoon and at the prizegiving banquet on Sunday evening,

If you can assist in any way please contact:

Barry Birchall

09 8188755 or email barrybirchall@xtra.co.nz

Auckland's 50th Jubilee Annual Veteran Run

To mark the occasion the Auckland branch is hosting the National Veteran Rally. The 50th Jubilee will be acknowledged during the rally with a display of veteran vehicles, participation in the rally and a celebratory afternoon tea at LaValla on Saturday afternoon following the day's run.

A warm invitation is extended to everyone who has supported veteran motoring, whether as a motorist or owner, navigator or supporter of veteran events in any way during the past 50 years. Come with your family members to enjoy the display, catch up with friends and acquaintances and join rally participants in the afternoon's celebrations. There will be a small entry fee to cover costs of catering.

For more information and requests for the form to confirm your attendance, please contact Barry Birchall on (09) 8188 755, or email barrybirchall@xtra.co.nz

Far North Tour Review

Some fifty vehicles assembled at the Whangarei VCC clubrooms for the start of this tour. Probably the most significant vehicle was the little 1928 Clyno of Allen Godfrey from the Waikato, this car had been owned by his father the late Ian Godfrey in the Dargaville area for many years, and was a veteran of some earlier Far North Tours, the car has been completely re-restored and now looks excellent. Four Model A Fords in various body styles made up the rest of the vintage contingent.

The tour travelled towards Pipiwai, Kopuku, a potential site for a new Whangarei airport, and on to a stop at Wairua Falls, which were in full flood, following recent heavy rain.

The morning tea was held at the old Parakao General Store which is now a cafe. This, for me, was the high point of the tour, as the owners have created a vehicle display out the back. Curiously one of the vehicles displayed was a 1937 Plymouth formerly owned by the late Derek Winterbottom and subsequently the Shaw Vehicle Sanctuary. Other vehicles included Chev Fours and Sixes, a '34 or '35 Hudson, a '35 or '36 Dodge and Model A's. One highlight was a complete Flat Tank motorcycle petrol tank and gear lever, probably pre 1930.



1928 Clyno & Model A



Veteran Motorcycle Flat Tank



'34/'35 Hudson and '35/'36 Dodge

The instructions then split in two with a metalled route and an all sealed option for those that didn't want metal. Both routes skirted Lake Omapere and then went to Okaihau for lunch. After lunch the people who chose the metalled route travelling into the Waihou Valley, Otangaroa and Fern Flat areas before going through Peria and Oruru to the finish at Taipa. The sealed route went straight up Highway 10, now the main road to Kaitiā, following the closure of the Mangamuka road.

Dinner was held at Matthews Vintage Collection just north of Taipa and was up to the usual Far North standard. As it was the fiftieth event there were some speakers about the event's history and a slide show of Tours in the '70s and '80s. The following morning some of the entrants went to Cape Reinga, stopping at the Peter Mathews vehicle collection on the way. We, however, had to return to Whangarei to spend more time with our hosts Tony and Angela Forster.

Doug and I returned home on Tuesday morning, and as we passed the intersection of State Highway One and Port Road Whangarei we saw the Plymouth from Parakao coming out of Port Road, so it's still going well.

John Stokes



1937 Plymouth

VIC Application Assistance

Are you struggling with completing the VIC application forms?

If, **YES**, then we can help you.

Saturday, 3rd December 2022

Midday to 2pm

@ the Clubrooms

If you know that you would like to come along, please let us know? You do not need to make an appointment, we'd just like to get an indication of how many people would like some help? Simply reply to this Bulletin email.



Secretary's Notes



If you have paid your annual subs your new membership card should arrive by the first week of this month. If you haven't paid yet, you are unfinancial! A reminder will be sent out from Head office, but please get that subscription paid. If you need assistance with online payment, please give me a call.

There are now plenty of activities for you to support, both within our branch and around the country, watch out for the weekly email, check out the calendar in this bulletin and mark your diary. For out of town events there are entry forms in the clubrooms, or often on the relevant branch website. We will also send links out via email wherever possible.

Do come along on Thursday 8 Dec to discuss the membership awards, Shaaran and I will be taking this feedback back to the March Executive Meeting. A reminder that we attend these executive meetings as your representative, so if there are things you would like to see addressed, you have ideas on how we should be doing things, please raise them with Shaaran or myself. Remember too that the second Thursday of the month, our Club Night, provides you with an opportunity to raise matters with fellow members, either branch related or those that impact us at a national level.

From the committee table:

- Given the number of contractors in and out over the last 6 months, we have upgraded all locks at the clubrooms and gone to a single key system. We now have a one key system, with keys giving specific access to specific areas. These keys cannot be taken to any key cutting service for cutting. From the outside of the building we want to continue to be as inconspicuous as possible.
- New chillers for the bar - The old chiller gave up the ghost on Labour Weekend. 2 new chillers were sourced for less than the repair quote for the old chiller. These were duly installed, wood surround reinstated, wood painted and bar chillers restocked courtesy of Russel McAlpine, Glenn Morris, Leo Fowler, Paul & Jodi Tomlin and Alan Price. It certainly looks much more inviting.
- The standard of cleaning in the clubrooms has not been great and this is being addressed with the cleaning company currently.
- This years' 50 and 60 year membership awards are in progress with Glenn and will be presented in March.

Look forward to seeing you on Thursday 8th and Merry Christmas to you all.

Tracey

Entertainment Notes

The "Great Male Bake Off" attracted 8 entrants, all well received by the discerning voters/consumers. Errol McAlpine was declared the winner with his specialty eclairs with 3 entrants coming in 2nd equal – Peter Alderdice, Russel McAlpine and Mark Tomlin. Well done to all the men – you did yourselves proud.



A big thanks to Max Coleman for entertaining and informing us on club night, about what goes on in the background at Bathurst and what it is like to actually race there and also what being a Sports Chaplain means.

Coming up in December:

Thursday 8th – Discussion on the future of our club's 25, 35, 50, 60 year membership awards.

Thursday 15th



CHRISTMAS POT LUCK DINNER from 7.00pm

Bring a plate to share
Dress for the occasion
Bring along your singing voice
Bring an under \$10 present to swap
(optional)



JANUARY

Thursday 12th - Clubrooms open - Noggin & Natter

Thursday 26th - Club Night

FEBRUARY

Thursday 9th - NZVCC Constitution changes discussion

Thursday 23rd - Phil Prior talks of his Targa experience in his Jowett Javelin

Merry Christmas everyone!

Russel

Club Captain's Notes

Veteran Notes

It was great to get back into the clubrooms again, good to see the library open and some fresh paint around. John Stokes said he could not attend the meeting so asked me to stand in for him.

When I arrived, Roy Sharman was talking about the auction he had attended on Rex Benn's property at Drury, when they broke up the private museum recently. Over the years a number car clubs had finished a run there as there was always lots of bits of interest. As we see at so many auctions today of small parts the petrol memorabilia fetch the largest prices. Someone paid over \$5,000 for an advertising sign for a Nash Fayette and a tin Europa sign went for almost \$1,800. Old radios that once sold for \$250 were selling for \$50. China and antiques selling for very little. About 80 people had turned up at the auction but another 1,600 registered to bid online with about half the items sold to phone bidders.

There was a lot of discussion around the VIC as someone had to get one for the National Veteran Rally. We were told of a Veteran Ford that had a later motor installed and is now referred to as a vintage car for purposes of the VIC. Clearly not everybody was being treated the same way, but I guess we have that situation when you get a warrant of fitness.

Grant Stott was selling the 1918 Westcott (pictured below) and I said I was surprised to discover the car had covered just over 5,000 miles on the speedo. Grant told us it was correct, and he talked about the work he had to do on the vehicle to put it back on the road. Many of us knew the car as it sat behind Jim Francis' shed in Otahuhu for many years. We do know Jim Francis bought the car from Mr Newman in Hawera in 1960, sight unseen. The early history of the vehicle is not known but there was a rumour it might have come out of the Moulton collection in Wellington in the 1950s when the collection was broken up. Many of the cars from the collection finished up at Southward Museum. Amazing that after 105 years the Westcott still only has 5,000 miles on the odometer. I am hoping Grant will still have the car, which is almost 100% original, for the run in Tuakau.

Dennis Lowe produced two large veteran brass carburettors which he said he was selling from the Bruce Madgwick estate. He was hoping someone from the group could tell him what vehicle they might have come off, but we were not that bright. There was conversation around the National Veteran Rally, and the estates of Jim Boag and George Mihaljevich that were being broken up. Great conversation again, then coffee and tea.



Barry Birchall

Vintage Notes

Fine weather after a prolonged stormy period encouraged Chris Wood to drive his immaculate 1924 Austin 20 to our meeting.

Ross Bellamy has his after market, but period correct, electric wiper functioning well on his Model A after his original was broken by an over-enthusiastic windscreen washer at the traffic lights.

Don Johnson informed us that Muzza's, the water pump guy who has been of great assistance to many of us has closed down. His parts have all gone down to Christchurch and Don will try to find out where.

Norm Dewhurst has 3 Essexes running!

John Stokes had a copy of Webb Auctions' catalogue and there is a very original Essex listed for sale.

Martyn Seay had his 1927 Indian with sidecar in the carpark, running well and looking forward to a South Island Trip.

Harvey Brewer and Chris Wood attended the Austin Register rally. The weather forecast was terrible, so in the interests of staying somewhat dry, Harvey elected to take his Ford 10 instead of the Austin 7. It suffered severe mechanical issues around the generator and fan, and Harvey spent all of his time, with the help of some of the local members repairing it enough to get home.

Several of those present went down to the Cambridge swap meet, but it was judged to be a little disappointing. Trade Me and the internet have spoiled these once very important events.

John Judd brought along a very early ratcheting ring spanner. He also reports that a shipment of Penrite oil will soon relieve the recent shortage.

As a December Vintage Section meeting would fall on Xmas eve, our next meeting will be in January.

Merry Xmas

Murray & Penny



Motorcycle Notes

For our November meeting we were heroizing Three Wheelers. Our members started arriving at 2pm. By the start of the meeting we had 13 motorcycles and 7 three wheeler's parked up and 47 people present. The Three Wheelers were Marshall Corazza's Can Am Spider, Bernie Bolstad's Tilting Honda Goldwing, Alan Duffy's 1930's Morgan, and supporting him was Lester Lamb and his 1930's Morgan. Tony Kay and his Harley Davidson Trike plus he also had his friend Peter Naylor bring Tony's 2019 Triumph T120 and sidecar, and finally there was Brian King with his 1950's Matchless 500 that he is in the process of fitting 2 Austin 7 wheels to the front of. It was a spectacular array.



Martin opened the meeting with a joke of course. He then reported on our recent Auckland motorcycle rally, it was agreed by all who attended to be one of the best, with congratulations to all the class place takers and to our Vice Chairman Don Green, who was the overall winner, on his Norton Dominator.



GENERAL BUSINESS

Waitemata members Mike Grieg and Graham Banks told us about their up coming Hill climb.

COMING UP

December:

Sunday 4th - is our branch Christmas picnic day, see the advert for more details.

Sunday 11th - I have organised a run to visit a large motorcycle collection, we will meet at our club rooms at 10.30am.

Thursday 15th we are having our Christmas Pot Luck Dinner.

Saturday 17th is our Christmas motorcycle meeting, our guest speaker will be member Trevor Hackett who will bring along his great looking 1000cc NORVIN to show us and tell its story, we are hoping that a number of the Vincent club members will also come along on their brilliant bikes to support Trevor.

January:

Sunday 1st - New Year's Day Run



GUEST SPEAKERS

Bernie Bolstad told us the story of his 2001 Honda GL1800 Gold wing tilting conversion.

He bought the front end kit from California, but first he had to get permission to import it here. The kit added another 120 lbs to the weight of the bike. It took nearly 3 years to go through all the loopholes placed on him by the (LVVTA) to get



certification, this involved taking the already built up kit to pieces to show them its construction, they then told Bernie to replace every nut & bolt on it to comply with NZ standards. Going through this and paying their fee's cost a fair amount of money. Any way the bike is now legally on the road.

Bernie says its totally different from any other 3 Wheeler's to ride, and it definitely needs respect. As to how much the project costs, that's between him and the bank. Bernie answered a number of question's from the floor.

Alan Duffy told us about his 1930's Morgan, he also gave us a brief history of Morgan, he said he'd been to the Morgan factory in Malvern UK a number of times, he told us production of the 3 Wheeler's stop in 1935, and then of its rebirth in 2012. Tony Kay spoke about his collection of 3 Wheeler's. In an earlier life he had raced cars, but then he wanted to try motorcycles, but wife Rachael said no! But yes to 3 Wheeler's

He has a 2019 Triumph T120 & Velorex sidecar, he bought the old sidecar from Graeme Crawley and restored it, they make a great pair. Next there is a Harley Davidson Hot Rod Trike, this is a striking black and chrome model, Tony says it has taken a while to get used too riding it. Tony has another two 3 Wheeler's they are 1981 Triumph T140 with a Watsonian Manx chair that was an ex Red Bull promotional sidecar in 2006/7, and the 4th one is a 1965 Harley Davidson Servicar, in a previous life it was used by the Police or traffic meter maids.

Marshall Corazza briefly told us about his Can-Am Spyder, there it was sitting in the car park looking menacing like a big black Praying Mantis.

Brian King told us how he is transforming his Matchless 500 into a 3 Wheeler, He has left the front forks on it, and with linkages to two Austin 7 wheels it is nearly finished. He also said about the problems he is having with the (LVVTA) as well. Were looking forward to seeing it on the road.

At the end of the talks Martin presented the speakers with a number of products to look after their 3 Wheeler's.

Well that's it for this year...
So keep those 2, 3 and 4 wheels turning safely.

Martin Spicer & Jack Clark



Christmas Picnic



AVVCC Christmas Picnic

by courtesy of Dick Langridge
Meadow Brook Farm
Twilight Road, Brookby

Sunday 4th December
10am - 3pm

Join us for some Festive Fun:

Picnic Together - BYO Lunch

- | | |
|----------|---|
| 11am | Santa's Visit
(Santa may have a "cool" treat
for the children - young and old.) |
| 11am—1pm | Coffee Van onsite |
| 11:30 am | Complimentary Sausage Sizzle |
| 1pm | Restoration Awards Judging |

NO DOGS ALLOWED



Note: If EXTREMELY wet, the Picnic will be held at the clubrooms. Please watch your Emails or Facebook on the Sunday morning.



Mid Week Tourers

As our November run was later than usual, a review will not make it into the December Bulletin, watch out for our report in the New Year.

Looking forward to our coming events:

Wednesday 18th. January 2023:

Starting from the BP service centre, Southern Motorway, Drury. 10-00 am for a 10-30 am departure. This run is being organised by Paul Smith (see earlier Bulletins) and will finish at his home in Waiuku. BYO lunch etc. Do note that there are good cafes in Waiuku.

Then we have several good runs scheduled for the following months, watch your emails as well as the Bulletin.

The 2023 Overnight Tour:

Now firming up, please contact us (dewdrops@xtra.co.nz) if you are interested, there is still room for more entrants. The date is likely to be Wednesday 17th. May (the usual mid-week run will coincide up until midday) and home again on Friday 19th May. The overnight stops are likely to be the Okoroiroi Hotel, a Heritage building with great ambience. We loved it, and we think you will too. The likely cost at the Hotel is \$180 per room (2 people) per night. The likely cost for a final dinner (buffet) for a group is \$35 pp, but this is dependant on a minimum of 25 people. Otherwise the hotel restaurant is available with an excellent menu. Most of the motoring will be done getting there and back with lots of attractions to see in and around Okoroiroi itself. The tour route is comprised of lots of country side, lesser used roads, whilst Thursday has a museum, antique shops, (Tirau) golf, tennis, billiard table, and hot springs at the Hotel, even Hobbiton is close by. Or just relax and enjoy.

Your Mid Week Team



Library Notes

Just when the club library got over the drama of the March flood and the books in some semblance of order, the heavens opened again, resulting in more water entering the back door and wetting the carpet in the library. Fortunately, much less than the previous incident. The books are back on their shelves more or less in the correct areas but some rearrangement is necessary to return them into strict alphabetic order etc. The team will be working on this over the next while. We are open for business so if you find a book on our on-line catalogue, located here: www.librarycat.org/lib/vintagemotor, that interests you please check-in with the team.

As part of the library tidy up the team will be relocating some of the manuals that pertain to cars manufactured post 1980. Typically this will mostly be modern Haynes manuals. Anyone who has tinkered with cars will be familiar with these, and some might have been lucky enough to visit the Haynes Motor Museum in Sparkford, Yeovil, Somerset founded in 1985 with the profits from John Haynes publishing success.

The story behind these ever popular manuals is quite interesting as their origins go back to when John Haynes was a 16-year-old at a Kent boarding school in 1954. He used a small legacy to lavish £15 on a pre-war Austin Seven and, like many of that period's car-mad youngsters, turned the humble saloon into a stark, two-seater sports car. The school was broadminded enough to let him drive round the playing fields.

Something inspired the schoolboy to put his knowledge to good use by writing and illustrating a 40-odd page booklet about building a 'special' based on the Austin Seven. He stencilled and hand-stitched 250 copies, advertised them in Motor Sport – at a price of two shillings and sixpence – he quickly sold the lot. He produced more copies and set up a partnership with his younger brother, David, calling themselves Modern Enterprise Distributors. It recorded a profit of almost £850 in its first full year: good money in post war Britain.

He began service with the RAF and was posted to Germany and shortly after, he decided to make publishing his career. Books on building 'specials' were produced there, for reasons of cost and efficiency, then crammed into his MGA sports car and driven to England each time he went home on leave.

He decided to renew his commission, but combined being in the RAF with writing and publishing more car books, and running, at arm's length, a new venture called the Sporting Motorists' Bookshop. He also built and raced a Lotus Seven before writing it off at Goodwood in 1963.

During a posting to Aden he came up with the idea that would eventually make him wealthy. He offered to help a friend restore an Austin-Healey Sprite that needed serious attention. Why not strip the car right down to the last nut and bolt, then, produce a workshop manual by recording every stage of the rebuild in words and pictures? The main investments were a duty-free Pentax camera and a lot of time.

The same basic principles have been applied to every manual produced since then. Every book represents a vehicle that's been taken apart and put together again. John once said that the process took six to eight weeks, and required an investment of between £75,000 and £100,000.

In 1985, and after 75 million manuals, he opened the Haynes Motor Museum. What is now one of Britain's biggest car collections started when he paid £500 for a 1930 Morris Oxford whose first owner had kept it for 40 years.

Such is its success that Haynes Publishing now accounts for about half the workshop manuals sold in the English speaking world. Mr. Haynes was awarded an OBE, and passed way in 2019. In 2020 the company announced that while they will continue to publish workshop manuals already in print, all new volumes will be download-only.

Is this the beginning of the end of libraries as we know it?

The library team.



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Spares Dept.

During November the Parts Team sorted out some new old stock shelves. The oil filters which are both spin on and cartridge types have been catalogued and are priced at just \$2 each. (time for the end of year oil change?) Brake parts include wheel cylinders, master and slave cylinder kits including disc brake. We also have 3 only (new old stock) S type Mercedes pressure accumulators at \$20 each or \$50 the lot. Hanging from the ceiling in the Barn is a circa 1930's brass radiator surround that we cannot identify, it has the super price of just \$20. In very good condition there are half a dozen rear number plate brackets at \$5 each.



New Members

A most sincere welcome is extended to the following new members. We hope to see you taking an active part in Branch activities whenever possible. Should you require any assistance or advice, please feel free to ask any Committee member? (Refer back page of this Bulletin for details).

John Meggitt

Pukekohe

1968 Triumph 120 Bonneville

Jessica Ashford

Kumeu

1930 Ford Model A Roadster



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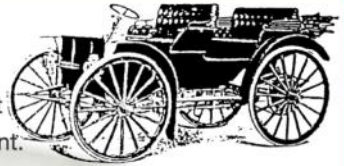
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