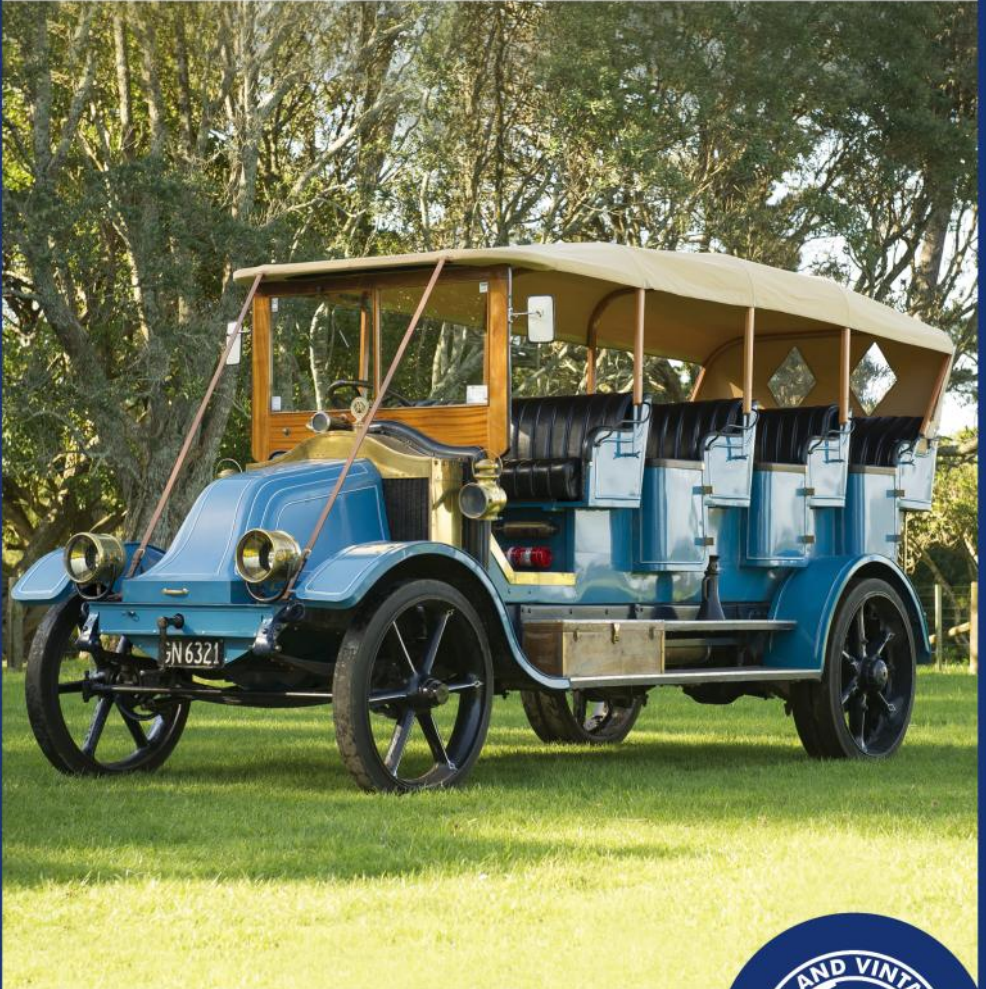




# AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



*The Bulletin*

March 2025



vero



**Vero** is proud to have supported the **VCC** for almost 40 years.

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## **April Bulletin submissions closing date: 23 March**

*Late submissions will feature in the following month’s edition.*

*Cover Designed by Melanie Ball*



The views expressed by the correspondents in this Bulletin are not necessarily those of the Editor or the Auckland Veteran & Vintage Car Club Inc. Any articles of interest, comments, letters to the Editor etc are welcome. All contributions are presented to and approved by the club committee prior to printing. Please forward submissions to the Bulletin Editor [avvcceditor@gmail.com](mailto:avvcceditor@gmail.com).

# Coming Events

All events are held at our clubrooms unless otherwise specified.

## MARCH

1	Sat	Veteran Meeting	2:30 pm
8	Sat	Vintage Meeting	2:30 pm
8-9		National Executive Meeting-Christchurch	
8-9		Irish Woman's Rally <i>hosted by South Waikato Branch</i>	
13	Thur	Noggin & Natter Night	7:30 pm
15	Sat	Motorcycle Meeting	2:30 pm
21-22		60th Maunga Moana Rally hosted by Taranaki Branch	
22	Sat	Club Afternoon-guest speaker Charlotte Nazey	2:30 pm
25	Tue	Committee Meeting	7:30 pm
26	Wed	Charabanc Maintenance Night	8:00 pm
27	Thur	Club Night-Movie Night-2nd half of 'Man on the Inside'	7:30 pm
29-30		<b>Thermette Challenge &amp; Autumn Tour</b>	
		-Entry Form attached to this Bulletin Email	

## APRIL

4-5		Mooloo Meander hosted by Waikato Branch	
5	Sat	Veteran Meeting	2:30 pm
5	Sat	<b>Social Event-Flares &amp; Flowers</b>	refer page 8-7:30 pm
10	Thur	Noggin & Natter Night	7:30 pm
12	Sat	Vintage Meeting	2:30 pm
18-21		North Island Easter Rally hosted by Waikato Branch	
19	Sat	Motorcycle Meeting	2:30 pm
24	Thur	Clubrooms Open	7:30 pm
25-27		Highland Fling <i>hosted by Manawatu Branch</i>	
29	Tue	Committee Meeting	7:30 pm
30	Wed	Charabanc Maintenance Night	8:00 pm

## MAY

3	Sat	Veteran Meeting	2:30 pm
8	Thur	<b>Rally Rules Explained</b>	7:30 pm
10	Sat	Vintage Meeting	2:30 pm
17	Sat	Northland Motorcycle Rally hosted by Northland Branch	
22	Thur	Noggin & Natter	7:30 pm
24	Sat	Club Afternoon	2:30 pm
25	Sun	<b>Club Run-Expert's Rally</b>	
27	Tue	Committee Meeting	7:30 pm
28	Wed	Charabanc Maintenance Night	8:00 pm
31	Sat	Motorcycle Meeting	2:30 pm

"All of those cars were once just a dream in somebody's head." - Peter Gabriel

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. Our Spares Dept & Library are open during the clubrooms opening hours PLUS Thursday mornings from 9:00am 'til noon.

## Chairman's Report

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It is always pleasing to hear that good numbers are attending our Club Runs, Monthly Section Meetings and Thursday mornings at the clubrooms. Also the great times our members have on out of town rallies.

Members who attended this month's Club Afternoon were treated to a talk by Rob Kidd on his adventurous trip from London to Mongolia. A very enjoyable time concluded with afternoon tea prepared by our Social Convenor, Lynda.

A disappointing number lined up at the Botanical Gardens ready for a run plotted by Wayne and Carrie Roberts to Maraetai. Those who attended were treated to a picturesque run through lovely countryside and enjoyed a relaxing coffee at the cafés available. Thank you Wayne and Carrie.

A small committee from our Branch have been working through draft copies of the proposed National Constitution. Jodi and I will be attending the Executive Meeting in Christchurch early this month and hopefully we will have updates for you on our return.

As the Annual Veteran Run has been held in South Auckland for a number of years, it was decided that, in 2025, it should be held in West Auckland.

I suggested that the Swanson RSA would be a suitable place to start and finish the Rally as there is ample parking for trailers and a great restaurant that could cater for the prizegiving lunch at the completion of the run.

The event drew sixteen entries, with two from both Wellsford/Warkworth and North Shore Branches.



Long, Short and Non-competitive Routes were plotted with a circuit from Swanson through Waitakere, Taupaki, Kumeu and Massey. The groups diverged throughout the route and, at times, were motoring toward each other.

## Chairman's Report continued



*The oldest vehicle entered on the rally*  
1904 Cadillac Model B  
Owners - Doug & Anne Hamilton



Left - Mike & Billie Courtney  
1913 Ford T  
Right - Gavin Welch & Sophie Zhao  
1912 Ford T



**Winners of the Short Route**  
Beverley & David Oliver  
1914 Ford T



**Winners of the Long Route**  
Phil & Caroline Henley  
1913 Mitchell 6-60

I look forward to seeing you out participating in our **Autumn Tour!**  
Shaaran.

## Club Captain's Log

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A big shout out to Wayne and Carrie Roberts who organised this month's Club Run. We had a scenic run from the Botanic Gardens out to Maraetai Beach. I had forgotten how good the views are from some of the roads heading in that direction and the Whitford area still holds onto some "rural roads" less frequented by the Sunday masses.

Carrie has sent in the results, congratulations to: 1st Equal–Alan & Shaaran Price and Gavin Welch & Sophie Zhao–30 points lost. 2nd–Deb & Bob Ballantyne–60 points lost.

There is plenty on offer for you all, both in town and with other Branches over the next couple of months, so much so, that some weekends you need to make a hard choice between two events!

Everyone should have on their calendar our own **Autumn Tour** at the end of March. This is being plotted by Glenn and Marion Morris and will be the perfect tour to bring your vintage or any class of vehicle out on. We are planning to make the whole weekend a social event, with a "Thermette Challenge" on the Saturday afternoon, followed by a light meal in the clubrooms, before Sunday's Tour. I've got as far as digging out the Thermette but yet to have a practice run at home!!

In April our Waikato neighbours are hosting the National Easter Rally, and it would be good to see a good number of our branch support them. In saying that, I cannot think of anything worse than SH1 on Good Friday, so Stephen and I will be arranging a more leisurely route to Cambridge away from the main highway. Watch the Week Ahead closer to the time.

Lastly I hope to see you in your best 60's gear and twisting away at our 60's **Flares & Flowers** night on the 5<sup>th</sup> of April.

Tracey

***Wowser, just a year away!***

What's in the News?  
Check it all out using these links:

[VIFHM Website](#)  
[VIFHM Facebook Page](#)

**March 15 to 21, 2026**



Get your Groove on!

**Saturday, April 5th**  
From 7:30 pm

## **Flares & Flowers**

**Fun Social Night**

60's Music – "Best Dressed" Prizes – Door Prize  
Time to practice your dance moves!!

Bar Open – Free Entry – Bring a Supper Plate to share

## **HELP REQUIRED**

**A Marshal &  
A Tea & Coffee Server for Lunch**

*for our*

## **Autumn Tour**

**Sunday 30th March 2025**

**If you can help...**

**Please contact Glenn [glenn@zagga.co.nz](mailto:glenn@zagga.co.nz)**



# Library Notes

This month we would like to acknowledge a wonderful collection of Motor Racing and Motor Cycle books received through the generosity of the Waitemata Branch, from a collection belonging to Ian Horley. We are most grateful as many of them were not in our Penrose collection. These have been catalogued and added to the relevant sections in the library.

One book, Norton: The Complete Illustrated History by Mick Woollett, caught our attention as one of the marques that has had the longest history of any in the automotive world.

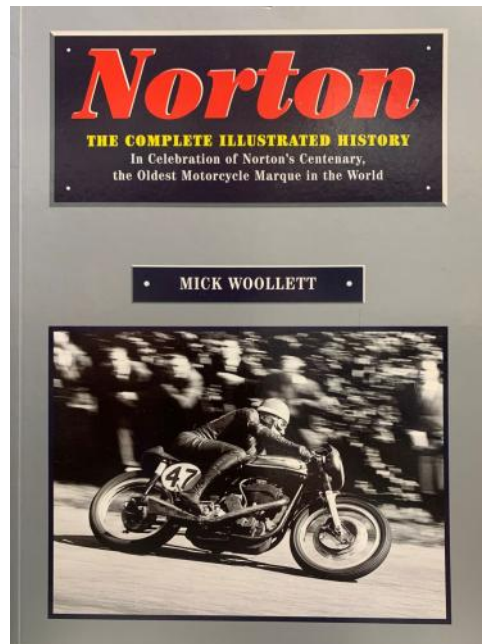
James Norton started The Norton Manufacturing Company at the age of 29 in 1898 at premises in Bradford Street, Birmingham. First supplying bicycle spare parts and eventually progressing to fully assembled bicycles. Norton's business was interrupted when he went down with a severe bout of rheumatic fever. His doctor advised him to take a sea voyage and he sailed to New York and back. This helped him to recover but he suffered ill health all his life which prematurely aged him and led to his nickname 'Pa'.

In 1901 Norton met Charles Garrard, who worked for the French Clément engine company and later the following year Norton made his first powered motorcycle called the "Energette" with a single-cylinder 143cc Clément engine made in Belgium. Norton also used larger capacity Moto Rêve V-twin engines from Switzerland and Peugeot engines from France.

In 1907 Harry Rembrandt 'Rem' Fowler the famous British motorcycle racer entered a Norton motorcycle in the inaugural Isle of Man TT race; "The Untouchable Norton" is how he described his machine after winning the twin-cylinder class beginning Norton's racing legacy. The company would use the phrase in advertising for the next 50 years. James Norton was a great engineer but struggled with the business and his company went into liquidation in 1913, and was acquired by Bob Shelley, who owned an automotive accessories manufacturing business.

The author charts the company's history through both the glorious racing tradition and the production machines, from the first clip-on engines to the F1 rotary superbike. From 1930 to 1937 the factory team won 78 out of 92 Grands Prix contested - no other team reached double figures. Later came Geoff Duke in the 1950s and the John Player team of the 1970s. The author has had full co-operation from people like Geoff Duke, Stanley Woods and Pa Norton's younger daughter Grace, who kindly provided original documents and photographs reproduced here for the first time and make this the definitive account of a key contribution to motorcycle history.

The Library Team



# **Thermette Challenge & Autumn Tour**

**29 & 30 March 2025**

**A TOUR for ALL members.**

A fun weekend is offered. Take part or witness the competition of cooking and serving from a Thermette. Challenge will be held at the Clubrooms followed by a light meal together:  
Saturday 29th, from 3:00 pm

Then join us for a leisurely Run on Sunday 30th.  
(There is an option to be competitive for those that like to put their thinking caps on?)

ALL club eligible vehicles are welcome to participate.

The tour ends at a member's property in South Auckland for Afternoon Tea where you can mingle together and dissect the drive.

We look forward to your participation.

Entry Form is on the email that delivered you this Bulletin.



## Veteran Section Notes

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The meeting started on the wall outside the clubrooms when nobody present had a key for the front door. There was a lot of conversation around whether we had the correct day and where the missing John Stokes might be. Shaaran and Alan Price saved the day when they arrived to stock up the fridge.

I had taken Barry Robert out to see Barry Wade who now has the 1909 Rover. I knew Barry Wade was having a few problems with the car and although we did not fix the issues at the time, Barry told me later the problems have been sorted. Barry had got a warrant for the car so that was a great first step. One of the issues we had with the Rover was how to check the oil and how much oil should be there. Like many veterans of the time, they were total loss and there was very little oil in the sump and no dip stick or site glass. The surplus oil would just fall onto the road. Barry Robert had fitted modern oil seals all through the Rover, so it did not leak oil, and he almost never added oil. The old oil tank and pump that were still on the dash were never used.

John Morrison told us he was taking the 1913 air cooled twin cylinder Humberette on the Veteran Run and intended to take the 1909 Sears high wheeler to Ellerslie and the American Car Show in New Plymouth. The first owner of Humberette is not known but we do know the car came out of the Moulton collection in Paraparaumu when it was broken up about 1960. The car, at the time, had a very early Stratford number plate. As the car was found in the 1950s it should be a very original vehicle. The Sears was only sold from a mail order catalogue in the United States and this car was imported and restored by Nigel Webber in Hamilton in recent years.

Dennis Lowe said he was taking the 1903 Oldsmobile to the Ellerslie car show and Russell Vincent was preparing the 1913 Model T Ford for the Veteran Run. Roy Sharman was taking the 1913 Talbot to Ellerslie as he is now finding the Perry difficult to start. He wasn't going on the Veteran Run as he didn't like the Swanson start. Roy brought along to the meeting some old advertisements from several early publications. It was good to see David and Bob present at the meeting.

We had some good conversation around batteries as yours truly must buy four six-volt batteries for the 1912 Cadillac. The car will not be on the Veteran Run as I said I would not use the car again until I had the starter sorted. The car was the first car sold with an electric starter as standard equipment and I have seen it start the car, but we have to make it more reliable. There is one car in Australia and two or three in the United States with starters still working. The problem I see today, there's nowhere you can go for advice as the knowledge has been lost and it is probably why these meetings are so important.

Dennis was telling us not to buy new calcium batteries as you cannot charge them

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with an old charger. Clearly the Optima batteries are the best, but they come with a cost. There was a little discussion around the warrant fitness as some knew of garages who had lost their licence or now had a restricted licence.

Shaaran told us that they had fifteen entries on the Annual Veteran Run in Swanson. One of the problems we have at present, those in the North don't want to go to a venue in the South and those in the South don't want to go to a venue in the North. Then, there is another group on the North Shore that don't want to cross the harbour bridge, it's not helping the numbers at events.

I want to thank Shaaran for the great cup of tea and turning up when they did with a front door key.

Barry Birchall



# Vintage Section Notes

---

Our January Vintage Section meeting notes missed the February Bulletin deadline, so this month you are getting two reports for the price of one! (sorry about that Murray, by the time you had your meeting I was rallying in Palmy! ☺)

## January 2025

Chris Wood came to the meeting in his 1924 Austin 20HP and showed us a photo of a similar car competing in the Shelsley Walsh Hill Climb in the 1920s. By popular vote, Chris was elected Chief Magneto Re-magnetiser for the group. I think we were all surprised at the number around the table whose cars have magneto ignition.

Tim Gray is building a correctly dimensioned coil box for his Model T Ford. He had found an original one, but being wooden it was not in great shape.

John Morrisson hit a large pothole in the Cadillac and feared for his wooden spokes. The wheels were fine, however the leaf spring check strap broke. He has all the attachments so is looking for some suitable webbing to make a new one. His Briscoe starter motor that he brought to our last meeting is still being researched, but progress is being made.

Neville Holland's Singer Vogue stopped suddenly and very inconveniently and the problem was obviously electrical. At first, it was thought to be the starter solenoid terminal, a new one from England failed to fix the problem. Eventually, the soldering on a braided earth strap, which looked perfectly OK was found to be the culprit. He also had a throttle spring drop off his '29 Chev on the motorway. Some anxious lane changing and heavy braking got him onto an off ramp where some innovative thinking replaced the spring with a bungee cord to get him home.

Neil Bieleski has the gearbox out of the Herald and the overdrive unit is on it ready for minor mods to the driveshaft and re installation in the car.

## February 2025

This meeting was only two weeks after the January one and clashed with the Veteran run, so I wasn't expecting a big turnout, but – surprise – it was well attended.

Norm Dewhurst entered the EBOP rally celebrating the branch's 50<sup>th</sup> anniversary, but unfortunately, on the way down, around Waihi, the Dolomite emitted a loud shriek and subsequently failed to proceed. Sadly, a trip home on a salvage truck! The problem hasn't been identified yet, but possibly the starter pinion engaging at 70kph? The Essex motor is still on the slow burner at the engine reconditioner's. Unfortunately, one off jobs do not take precedence over regular work.

## Vintage Section Notes continued

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Neil Bieleski is putting aside work on the Renault to concentrate on fitting the Triumph Herald overdrive. The unit is in place and a bit of fiddly work will finish it off.

John Towers has been making running boards for his '29 Chev truck project.

There was some discussion at this point about VCC issued VICs - Vehicle Identity Cards. Getting a fully restored old car recognised and back on the road is one of the objectives of the Vintage Car Club. It is true that we do have to be careful about authenticity, but some common sense should also prevail!

Neil Lucas is very impressed by the detail and quality of the restoration of his 1930 Dodge which he bought fully restored some time ago. The restorer, John Wilkinson, has apparently recently moved into a retirement home and Neil would like to visit him with the car, but hasn't located his new home yet.

At this point, John Stokes arrived, having just come from the Veteran Run, which this year started in West Auckland, attracting some participants from the North and West of the city. 16 beautifully prepared old cars contributed to a very successful event.

Arthur Atkins would like to take the fuel tank out of his '29 DeSoto to put a lining in, but is constricted by the size of his garage.

Chris Wood is regularly exercising his immaculate Austin 20, doing a coffee run to his favourite café in Ardmore.

***Our Vintage Section meetings, from now on, will be held on the SECOND Saturday of the month.***

*Do come along.*

Murray & Penny Firth

*Ross Bellamy's Model A at our meeting.*



## Motorcycle Section Notes

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Our grandson Riley chose to join us this month and after collecting Malcolm Brown at Bombay we headed for Penrose. We arrived at the clubrooms to find a large number of bikes parked out the back. These bikes stood out - Jack Clark's 1960 Norton ES2, Paul Downie's Vintage 1927 model K 350 OHC Velocette, David Broadhead's 1950 P100 Panther, Merv Bullard and Mark Beston's 1960's Triumph TR6's, Don Green's 1973 Norton Commando.

There were around 50 members in attendance this month.

Our guest speaker was ex racer (1980 to 2015), Bill Cooney. Bill had brought along his championship winning 600cc Moriwaki Kawasaki, plus his large collection of trophies.

At 2.30pm, to kick-start the meeting (Editor's joke ☺ couldn't resist!), we started with a joke. There were no new members present but we had 4 visitors - Paul Noonan, Eric Bone, Sid Doherty and Norman Pollock.

### REPORTS

Jeremy Lambert told us about the recent Auckland Veteran Run, see Shaaran's report for the low down. Marshall Corazza told us about his trip to the National Indian rally. Trevor Hackett reported on the recent National BMW rally.

Peter Alderdice gave us a brief outline on the recent VCC National Motorcycle Rally, There were 28 people in the group, mostly from our branch. The group were away for 16 days taking in the rally and after rally tour, the classic motorcycle racing festival weekend at Manfield, and then an East Cape tour home staying in Napier, Gisborne, Lottin Point (East Cape), Whakatane and Te Aroha. (A great getaway for all and we sincerely thank Camp Mother for 'herding the cats!' - *Editor.*)

### COMING UP

March 15<sup>th</sup> - Our next motorcycle meeting, our speaker will be member Lindsay Knowles. Lindsay will be bringing hopefully his Suzuki GT750 & MV Agusta.

### GUEST SPEAKER

Our guest speaker was Bill Cooney who hails from Papatoetoe. His first two wheeler was a DKW moped, then it was a Honda CB125 that he used to ride to his school in Ponsonby. He then started riding dirt bikes. When he left school he started an apprenticeship as a Fitter & Turner. His friend, motorcycle racer Paul Pavletich, introduced him to road racing in 1979, Bill bought a Yamaha XS750 to race. In 1980 Bill ventured on his OE to the UK so he could have a go at racing there. As a learning curve he enrolled in the Charles Mortimer school of racing at Brands Hatch, but Bill found it much too expensive to stay in the UK so came back to NZ.

## Motorcycle SectiNotes continued

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He then got a very well paid job in Papua New Guinea for a number of months. He came home bought a Bedford van and a good race bike from Laurie Sommers, an ex Graham Crosby, Moriwaki Kawasaki 600, this was the bike on display, Bill has Made a number of improvements to the bike over the years, it now produces 85 bhp. He changed the wheel sizes to improve the handling too.

In 1987 Bill was sponsored on a 750 Ducati for the year, he actually made money winning a lot of races, the sponsorship then ended, so he retired from racing, which he did a number of times through the years. The Kawasaki 600 is now a post classic, and Bill has won a number of races on it here and at Australia's Phillip Island GP circuit.

Bill's race results below.

1982 Pole position Junior Production Pukekohe 3 hour  
1982 4th Junior Production Castrol 6 hour Manfield  
1985 1st NZ TT Formula II  
1985 2nd Formula II NZ Championship  
1986 2nd Formula II NZ Championship  
1987 4th Bears NZ Championship  
2009 Lap Record Pukekohe Post Classic Junior  
2010 Lap Record Hampton Downs Post Classic Junior  
5 x AMCC Club Championship Formula II & Post Classic Junior  
3 x NZPCRA Club Championship Post Classic Junior  
2 x NZ TT Titles Post Classic Junior

In recent years Bill has ridden motorcycles around the Isle of Man "TT week", around the USA, Europe, and all over NZ.

Bill is part of a large team of racing riders that are riding instructors for The Auckland Motorcycle Club's Advanced Training courses, they teach riders how to ride safely on race tracks and on the road.

Bill answered questions from the floor and Martin then thanked Bill for telling us his story.

Martin Spicer & Jack Clark



## Motorcycle Section Notes continued



Above: Bill & Martin with the Moriwaki Kawasaki 600

Right: Norton ES2 and 1929 Velocette Model K



Below: Another view of the Velocette owned by Paul Downie.



## Club Afternoon Review–Rob Kidd

On arrival at the clubrooms we found our guest speaker, Rob Kidd, already present and setting up his display of maps, he plugged in his laptop and was ready to go. Chairman Shaaran opened the meeting at 2.30pm with a few announcements and then I introduced Rob to the members.

Rob is the son of long time member and our branch's honorary solicitor Harold Kidd. Supporting Rob for the afternoon was his mum and dad.

Rob started off by telling us how he grew up being surrounded by motorcars, motorcycles and boats. Rob is an aircraft mechanic with his early years spent in the New Zealand Air Force. After the Air Force he worked at Avspecs at Ardmore, he specialised in working with aluminium on the covering of Spitfires and worked on the last of the four Mosquitos restored by Avspecs. Rob loved working on the WW2 planes including working on a Lancaster Bomber while in the UK. Rob left Avspecs in December last year to go to work for Air New Zealand on their jets. Rob lives in Manga-tangi east of Pokeno.

Back in 2015, while living in Devon in the UK, he and two mates heard about a car rally that was starting in London and finished in Mongolia. The Mongol Rally—set up for young people who don't have a lot of money. The rules were any car could be used as long as it cost less than a thousand pounds to buy, and it had to have an engine under 1000cc, so they bought a 2000 3 cylinder Vauxhall Corsa.



The journey would be over 20,000 km. They got some sponsorship from Repco NZ and Drury Tires. So the day arrived when 250 assorted cars and their crews assembled at the Good Wood race circuit, and from there they were off. The 6 week journey would take them through 36 countries.

The first bit was easy driving through Europe, although the only stop was in Germany, it took 6 days to get to Turkey. They found it very moving being in the Gallipoli area.

Rob and his friends saw some amazing sights during their journey, They travelled along Afghanistan's border and visited the famous Darvaza Gas Crater known as the 'Gates of Hell' in Turkmenistan, this giant crater was formed when Russians were drilling for oil in the late 70's, the ground collapsed forming the crater, then natural gas started escaping, so engineers chose to flare the gas to prevent emission poisoning, but underestimated the volume of gas, it's still burning today. They saw fields full of cannabis plants growing openly in Kazakhstan. They encountered a lot of police and border issues where money was demanded before they were allowed to proceed.

They eventually finished the rally in Ulan-Ude in Russia. The rally originally ended in Ulaabaatar Mongolia, However, to avoid punitive costs and taxes associated with vehicle imports and disposal, the rally now passes through Mongolia and ends in Ulan-Ude.

"My two mates flew home from Siberia and one of them said, 'I reckon it would take you two weeks

to get home [by driving],’ and I said, ‘You’re on’. Rob then drove the Vauxhall by himself back to the UK on a different route, covering 9000km in just eight days. “I didn’t get out of the driver’s seat,” he says. “You’re forever chasing the sun, heading west. “It was a bit nuts! Fuel is so cheap. It cost me US\$120 to do 6000km. I was filling the car for like \$US12 a tank full!”

Rob thoroughly enjoyed doing the Mongol Rally, so much so that he did it in the Corsa again the following year, but this time with his new wife. The rally was their honeymoon! After both rallies they used the car as their daily transport.

Rob says he kept the Corsa running smoothly throughout its marathon journeys by being gentle with it. “You have to have mechanical empathy and keep it cool. It’s still on the same clutch and the only thing that’s broken down in the whole time I’ve had it is a fan switch, which caused overheating, and an alternator.” The car is now here at his home in Mangatangi.

Rob decided to write his adventures down, and published a book called “I Know a Short Cut”.

Rob showed us many pictures of the journey. If you are familiar with Drury Tires, you’ll know their bumper sticker pic advertising involves you placing a sticker anywhere in the world, photographing and posting on their site. In many of Rob’s pics the sticker featured including on a desert Camel’s rear end. (Editor—There’s a great wall of pics in their customer waiting room by the way!)

As the talk drew to an end Rob answered questions. I then thanked Rob for sharing his very entertaining and humorous story.

Martin Spicer





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## Welcome to our New Members

A most sincere welcome is extended to the most recent 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?

### **Penny Varley**

*Stanmore Bay*  
1966 BSA Spitfire  
(transferred from  
Wellsford/Warkworth)

### **Kevin Baker**

*Mt Eden*  
1960 Morris Minor

### **Nick Casterton**

*Ramarama*  
1939 Norton 16H WD  
1949 AJS 7R

### **David Waters**

*Waiheke Island*  
1934 Singer 9 Replica Sports  
1978 Triumph 2500

### **Philippe Lods**

*Freemans Bay*  
1926 Darracq DC12/32  
1967 MG MGB Roadster  
1991 Porsche 964 C2

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Postal address: P.O. Box 19272, Avondale, Auckland 1746

# Your Committee & Officers

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## Chairman

Shaaran Price (Alan) Email: [birdwoodprices@gmail.com](mailto:birdwoodprices@gmail.com) H: 09 833 8575  
M: 0204 195 2476

## Vice Chairman/Continuous Membership Awards Steward

Glenn Morris (Marion) Email: [glenn-maze@xtra.co.nz](mailto:glenn-maze@xtra.co.nz) M: 021 136 5926

## Secretary / New Members & Privacy Offcr / Bulletin & Website Editor / Branch Delegate

Jodi Tomlin (Paul) Secretary Email: [auckland@vcc.org.nz](mailto:auckland@vcc.org.nz) M: 021 678 258  
Editor Email: [avcceditor@gmail.com](mailto:avcceditor@gmail.com)

## Treasurer

Ian Hubbard (Lesley) Email: [iant120@outlook.com](mailto:iant120@outlook.com) M: 0274 426 748

## Club Captain / Trophy Steward

Tracey Winterbottom (Stephen) Email: [runnymede@hotmail.co.nz](mailto:runnymede@hotmail.co.nz) H: 09 232 0246  
M: 021 732 209

## Committee Members

Martin Spicer (Lynda) **Motorcycle Section Rep/Entertainment** H: 09 233 6382  
Email: [spicerclan2017@gmail.com](mailto:spicerclan2017@gmail.com) M: 022 102 5954

Lynda Spicer (Martin) **Social Convenor** H: 09 233 6382  
Email: [spicerclan2017@gmail.com](mailto:spicerclan2017@gmail.com) M: 021 189 3120

Jeremy Lambert (Michelle) **Clubroom Bookings/ Health & Safety Officer** M: 027 576 7045  
Email: [velo500@icloud.com](mailto:velo500@icloud.com)

Rory King (Louann) **Building Maintenance** H: 09 579 6891  
Email: [roryking53@gmail.com](mailto:roryking53@gmail.com) M: 021 530 302

Neil Stott (Christine) **Spares Liaison** M: 0274 949 059  
Email: [neilxstott@gmail.com](mailto:neilxstott@gmail.com)

## Non-Committee Positions

### Library Team Leader

Richard Green (Lois) Email: [randlgreen@orcon.net.nz](mailto:randlgreen@orcon.net.nz)  
H: 09 489 2427  
M: 021 818 334

### Spares Team Leader

Bill Hulse (Sherrill) Email: [bill.sherrill@xtra.co.nz](mailto:bill.sherrill@xtra.co.nz)  
H: 09 579 0494

### Beaded Wheels Scribes

John Stokes  
Jocelyn McAlpine  
Peter Wood

### Veteran Section Rep & VIC Officer

John Stokes  
Email: [jcstokes96a@xtra.co.nz](mailto:jcstokes96a@xtra.co.nz)  
H: 09 236 4582 or  
M: 0272 772 108

### Vintage Section Rep

Murray Firth (Penny)  
E: [pennyandmurray@xtra.co.nz](mailto:pennyandmurray@xtra.co.nz)  
H: 09 818 6434

## Insurance

Vero Consumer Insurance Specialist F: 0800 505 905 or B: 09 356 4501 Agency Number: 0300126

## Clubrooms

Street Address: 39 Fairfax Ave, Penrose  
Postal Address: PO Box 12 138, Penrose, Auckland 1642  
Club Night: 4th Thursday of the month  
Open: 2nd & 4th Thursday 7:30-10:00pm, Every Saturday 4:30-6:30 pm

**Branch Email Address:** [auckland@vcc.org.nz](mailto:auckland@vcc.org.nz) **Branch Website:** [www.avcc.org.nz](http://www.avcc.org.nz)

**Library Email Address:** [libraryavcc@gmail.com](mailto:libraryavcc@gmail.com)

**Branch Honorary Life Members:** Barry Robert Norm Dewhurst QSM

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